

16 Emergency Landings

proving



Eddie Alencar

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First Edition

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The content of this book is based upon the research of the author. The purpose is to engage the readers into conducting their own research into this so important topic which is the shape of this place we live in and call Earth. If you choose to use the content of this book for yourself, the author of this book and the publishers take no responsibilities for your actions, the decisions and the consequences thereof.

Cover Picture Airplane Landing

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An Unpredictable Standpoint

by Albino Galuppini

In recent decades, thanks mainly to the work of radio, TV and independent newspapers, many "*conspiracy theories*" have made some advances. For twenty years now, Internet technology, search engines and information have all expanded dramatically and they do not fit into the average so-called "mainstream" anymore.

No wonder if, whether new points of views were brought up by independent researchers or new sensational discoveries were made by them; but one of the most important topics in this discussion is the heliocentric model. The heliocentric model teaches that the Earth is a planet revolving around the sun included in a galaxy called the Milky Way, which is just one of a myriad of galaxies that form an ever expanding universe. However, after all, who among us has been to Mars and to the moon to see their true colors? Who can verify if the photographs taken by the Hubble Space Telescope are authentic?

Nevertheless, private entities have launched high-altitude balloons equipped with cameras which have captured images showing no curvature on the earth's surface. Wow, the supposed curvature of our planet shouldn't only depend on observing ships going away on the horizon, should they?

For quite some time now allegations have been raised about the veracity of the moon landings and the exploration of the solar system. Not to mention the impossibility of detecting the rotation of the Earth. None of us, in fact, has ever had the impression of walking on the surface of a sphere that rotates on its axis at a thousand miles per hour. A web of contradictions characterizes the heliocentric model, we are aware of its inconsistency marveling ourselves, and we ask ourselves this question: How come it took us this long to raise these questions?

One of the biggest problems concerning the earth's spherical shape is seen in aviation. In fact, because of the curvature and the cruising speed of a commercial airliner, pilots should constantly direct the nose of the plane down in order to maintain a constant altitude. But, there is no

mention of this in flight manuals, neither does the gyro onboard takes into account the curvature of the Earth.

Another intriguing chapter is the main theme of this book: Flight Paths. Retracing the way of airplanes, verified through specialized Internet sites, one realizes that the path makes little sense on a globe which appears to be the mapping model that best adheres to the real world but makes perfect sense on a polar projection azimuthally equidistant. For example, the flight from Los Angeles, California to Shanghai, in China has been shown that it flies over Alaska and the Arctic Circle while on a globe model, the shortest route runs through the Pacific Ocean. Detractors argue that the airlines will fly over the continental masses in case you need to make an emergency landing, therefore, avoiding the open sea. However, this version loses credibility by noting that, flying over the continental masses, flight paths veer north again.

Only a quarter of a century after the first powered flight by the Wright brothers was made, thanks to technological advances of the aircraft, the first flight across the Atlantic was accomplished. It was Charles Lindbergh, a 25-year old pilot from the US Air Force to make the foolhardy venture in 1927. From a "zetetica" perspective, one can not help but notice that, Lindbergh's path is almost a straight path on a "Flat Earth Map ". Conversely, the route traveled is bent and elongated if traced on a globe. How to explain, if not assuming that the shape of the earth is different from that spherical?

But that's not all of the mysteries that surround the aviation field. Many have raised doubts on the operation of jet engines and what amount of fuel is supplied to an aircraft before it takes off. Easy to reach the conclusion that, even the aeronautical science, indeed the entire history up to now is stuffed with fat lies. For this reason I believe this book by Eddie Alencar, on the specific topic of the flight paths, is a key piece of the puzzle represented by the shape of the Earth.

I wish you a happy reading!

Albino Galuppini

Foreword

I have had many people sending me questions and asking my opinion about flight paths and emergency landings and how these flight paths prove that the shape of the earth is not a globe. I have since decided to write this book where I present **16 Emergency Landings proving Flat Earth** and I show, by comparing the flight paths side by side on the globe model and on the flat earth map, that the paths of these flights on the flat earth map make more sense over a ball earth model.

I start this book by telling a little bit about me and my struggle when I first came across the flat earth information. Having visited NASA in Huntsville, Alabama twice in my lifetime and having been a big science believer and science fiction reader, it was extremely hard at first to look through the evidences and find the hidden truth behind a pile of lies.

Since the beginning of my investigation and research I have defended the position that, flight paths and emergency landings are among the strongest evidences, if not **the** strongest evidence, that the earth is not a globe. I also come to the conclusion that, those who have been withholding this information have done it so for a long time and they have been using all sorts of mechanisms: the education system, technology and the media just to keep this truth from being widely known by the population of the world.

I hope this book may help you, the reader, to see through the lies and deceit. If you open your eyes and find this truth, please don't keep it to you; share it with the world!

The flat earth map I will be using in this book is the one which has come to be known as the Gleason's Map, the **New Standard Map of The World** patented by Alex Gleason on November 15, 1892. There isn't a map that is 100% accurate and the Gleason's Map may or may not have its flaws but, for comparing flight paths, it's a perfect tool. On the back of this page you will find the Gleason's Map. For a high resolution version of the Gleason's Map, follow the link at the end of this book.

Eddie Alencar

GLEASON'S

1106

NEW STANDARD MAP OF THE WORLD

ON THE PROJECTION OF
MODERN COLLEGE,
SCIENTIFICALLY AND

A S
"IT IS"

J. S. CHRISTOPHER,
BLACKHEATH, ENGLAND.
PRACTICALLY CORRECT.

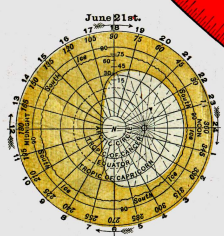
PATENT ALLOWED
November 15, 1892.

LONGITUDE
AND
TIME
CALCULATOR.

Applications made in
ENGLAND,
CANADA,
FRANCE,
DENMARK,
SWEDEN,
GERMANY,
AUSTRIA.

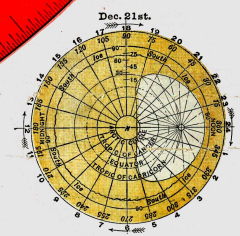


PUBLIC
LIBRARY



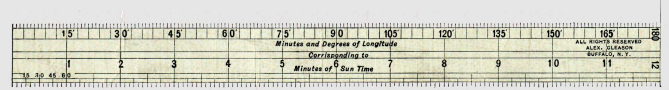
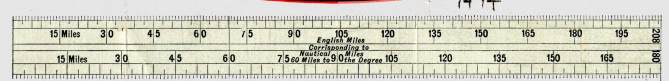
JUNE SOLSTICE.

IN the figures June and December, the white represents the Sun's position in his respective months, at Noon. This shows sunlight inside the Arctic Circle for 24 hours. From June 21st, the Sun moves round the Tropics in a spiral circle, widening every day, until it reaches its destiny on the southern or outer Solstice, on December 21st.



DECEMBER SOLSTICE.

ON December 21st, the Sun moves round the Tropic of Capricorn, and during the day lights up the southern portion of the Earth from the Arctic Circle to some portion of Antarctic ice. There is no "sunlight" beyond 80° south, but unknown regions of ice. On the 23rd of December, the Sun commences his northward journey again, returning to his starting place, and thus completes his seasons.



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Map 77.3
Map 10.4.1892

Introduction

Introduction – Flat Earth? LOL!

The year was 2015. I was deeply engaged into politics as the US Primaries started early in that year. Ted Cruz announced his candidacy in March of 2015 and Marco Rubio followed up Ted Cruz by announcing his own candidacy in April of that same year. On August 6th, 2015 the first Republican debate aired on Fox channel with 10 candidates lined up for a face-off. There were a total of 17 candidates for president of the United States on the Republican side. In no particular order, here are the names of the candidates for the Republican Party:

Jeb Bush, Ben Carson, Chris Christie, Ted Cruz, Carly Fiorina, Lindsey Graham, Mike Huckabee, Bobby Jindal, John Kasich, George Pataki, Rand Paul, Rick Perry, Marco Rubio, Rick Santorum, Donald Trump, Scott Walker, Jim Gilmore.



Image 01

Not having the same difficulties as the Republican party had of having no candidate to compete against a sitting president, the Democrats had their share of candidates and debates too. Some names were familiar to me, some others, not so much. The Democrats had the advantage of having had the White House since 2008 when Barack Hussein Obama beat the late John McCain to win the presidency. Here are the names of the candidates that fought for the nomination on the Democrat ticket for president of the

Introduction

United States. In no particular order:

Jim Webb, Lincoln Chafee, Hillary Clinton, Bernie Sanders and Martin O'Malley.



Image 02

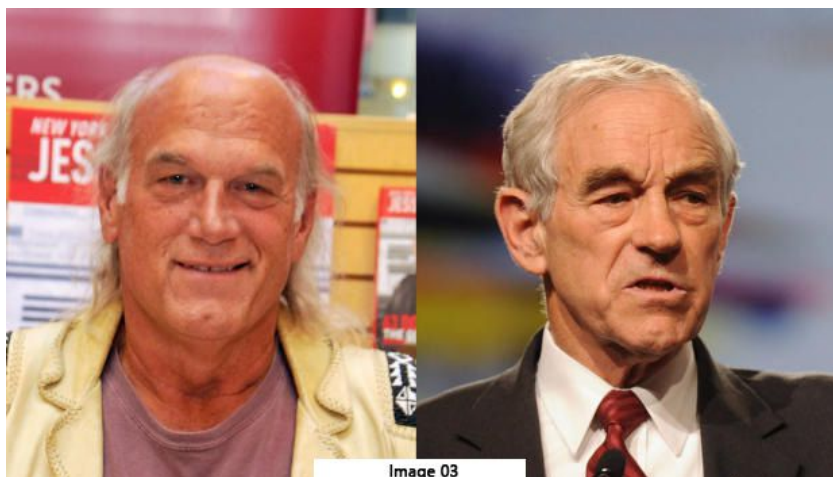
As I stated in the beginning, no other topic in 2015 drew more attention to me than the US elections and the Republican Party's choice of a candidate who was going to run against Hillary Rodham Clinton once it was pretty clear she was going to be the nominee for the Democrats. Since the Democrats were banking on the "success" of Barack Hussein Obama and his endorsement of Hillary for President, the Democrats saw no real threat from the Republican Party and their line of candidates.

I truly enjoyed watching the Republican candidates destroying each other during the debates. I would not miss a single debate, even though my time zone is different from the time zones in the US. One must agree it's hilarious to see politicians tapping each other's back and then, when competing for the same post, dilacerating each other on live TV. I was able to watch some of the debates in real time while others I had to wait until the next morning and watch the debates on YouTube. Sometimes the full debate was uploaded in the next day or sometimes I would watch just the highlights. I must confess that, at that time I was leaning more "Independent" as far as my political views. Back in 2011 I watched this series on True TV called "Conspiracy Theories" with Jesse Ventura and I liked his approach and

Introduction

believed his conclusions. Ventura had already stated back in 2011 that he supported a Ron Paul candidacy, or even contemplated running for office as a “Ron Paul/Jesse Ventura” ticket, I thought that maybe if Rand Paul won the candidacy for the Republicans, he would be more like his father and thus he would make a good candidate and potentially, a good president. But he had no real chances and ended up dropping out of the race on Feb 3, 2016.

"I will tell you this. If Ron Paul runs as an Independent, I will give great consideration to being his running mate," Mr. Ventura said.



Having to be watching YouTube constantly in search for debate reruns, debate highlights, interviews and opinions about the candidates, I couldn't help but notice YouTube's video suggestions on the right side of the screen. "Flat Earth?" That was just enough for a good laugh!

The suggestions kept on appearing there and I never really cared about clicking on any of them. I had no time for that because politics occupied my mind more than anything else. Even though I lived in Japan, I talked politics with my friends back in the US on Skype or just by exchanging text messages.

Other than political news, the only other subject I was interested in but not as much as politics was Biblical Archeology or Biblical documentaries or any other topic that involved Biblical Archeology. I started watching videos on this channel called "Truth Unveiled" (This channel ended up being deleted from YouTube and I believe the owner has created another channel with a similar name). I watched a video in this channel about the real place where the crossing on the Red Sea by the Israelites when fleeing Egypt took place. The video showed the split rock in Saudi Arabia and the place where the Israelites camped around the Split Rock. It was a very interesting documentary and I started enjoying the contents of

Introduction

that channel and considered it to be a trustworthy channel. The following image is from this place in Saudi Arabia called Al Naslaa Rock Formation, located in Tayma oasis where the split rock is found. Although this is not the main subject of this book, I decided to include this image so the reader can be familiar with the topics and subtopics I was interested in during the year of 2015. Other topics of lesser importance were music, movies, books, traveling and things related to my work. Everything was okay with my family so I had plenty of time for watching and learning just about anything I wanted.



Split Rock in Saudi Arabia

Image 04

It was then that, sometime late in 2015 one of the videos from this channel was titled “The Truth about the Flat Earth”. I hesitated on watching that video at that time but decided to search into the matter sometime later on. Political topics were by far more interesting to me than watching flat earth videos. Although I was willing to give it a try, it would have to be when I really had nothing else to do.

By December of 2015 most big names in the Republican Party had dropped out of the race including Rick Perry, Bob Jindall and the last one to drop out of the race was Lindsay Graham on Dec 21, 2015. It was clear to me that Donald Trump was going to be the nominee and we had the entire year of 2016 ahead to watch more debates within the parties and finally the debates between the candidate from the Republican Party against the candidate for the Democrat Party. (*I should simply say “against Hillary*). Yes,

Introduction

2016 was going to be an exciting election year. But, since all the remaining candidates took some time off politics for the end of the year festivities, I too entertained myself with something else. I gave myself a five strings banjo for Christmas 2015 and I also decided to watch my first flat earth video just past New Year's day. I didn't know then how different things were going to be at the start of 2016. I had no idea that watching my first flat earth video would turn my life around and make politics something as despicable as it is for me today.

Introduction

Chapter 01 – 1988 Australia Bicentenary Gold Cup

The advantage of being self-employed is that you can give yourself a break whenever you feel like. I could handle my time in such a way that I could give myself two hours a day of free time just to do what I wanted to do. I had given myself a five strings banjo for Christmas 2015 and I had already made my New Year's resolution that I would master the banjo in 2016. Having researched about the instrument before, I learned that with 700 hours of practice, one can play as well as Flat & Scruggs did, banjo picking bluegrass style. I thought about practicing the banjo for two hours a day for at least 350 days out of the 365 days of 2016 and then by the end that year I would have practiced the banjo for 700 hours. I would be as good as Scruggs! There was no political debate scheduled to happen until sometime in late February or early March of 2016. I had plenty of time to practice the banjo and time to look at this flat earth stuff so I decided to research it. I decided to read about it before watching videos. I searched online and started learning more and more about it. One of the websites I visited mentioned this guy called Matt Boylan (AKA Math Powerland) and his Wiki-leaks video. I watched his video and when my wife got home after work I made her watch the video with me. A lot of things started to make sense after I started learning about the flat earth. It took me back to almost 30 years ago when I first had a personal conflict about the shape of the world.

Way back in the 1980s when I was young, I worked for an airline. I'm not going to give too many details about the job, but I worked for this airline and I had knowledge of flight routes and paths that I acquired while working for them. I was also a soccer aficionado. In 1988 there was a soccer tournament in Australia called "Australia Bicentenary Gold Cup". It was a tournament to celebrate the 200th anniversary of Captain Arthur Phillip settlement in Port Jackson. Two South American teams were invited for this tournament, Argentina and Brazil. By the way, I haven't said it yet but I'm originally from Brazil and as a native Brazilian, soccer was the most interesting sports for me. I knew everything about each player, each game and each national or international tournament. Following all the news reports about our National Soccer Team and about this tournament, I was told that some members of the Brazilian soccer team would be at São Paulo International Airport (GRU) and they would be departing from there to Rio where they were going to meet the rest of the team. I ended up missing the

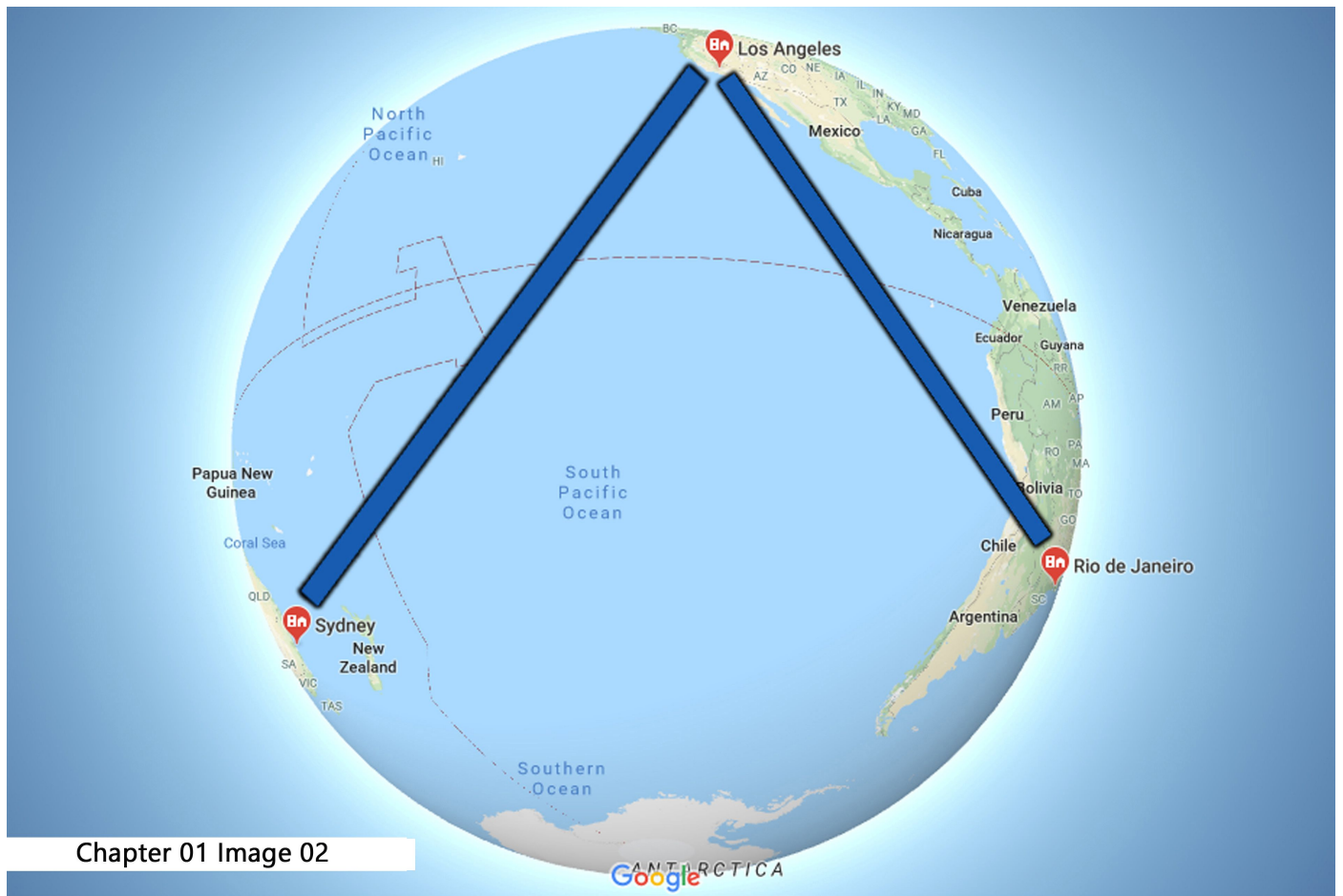
Chapter 01 – 1988 Australia Bicentenary Gold Cup

opportunity of seeing some of the players at the airport in São Paulo but later in the day when I asked my co-workers if the Brazilian National team had flown to Santiago, Chile as my logical conclusion was when going to Australia from South America, I was told that the flight had gone from Rio to Los Angeles LAX. I remember questioning it and talking to my friends at the airport: “Los Angeles? But, but, Australia is just a shot across the pacific on the globe. Why LAX?” I just had to accept that because in 1988 there was not much one could do to find information about flights and I didn’t have a flat earth map like the Gleason’s Flat Earth Map that I could compare with the globe. I had never heard of a flat earth before. Besides, for me at that time there was nothing more interesting than soccer! Could the Brazilian National team have just taken a regular passenger flight? The picture below is from a Boeing 747-400 which flew the route Rio-Los Angeles.



Chapter 01 Image 01

Varig, an extinct Brazilian airline was the official carrier of the Brazilian soccer team for some time and they had a flight Sao Paulo - Rio – Lost Angeles and then on to Tokyo (Varig Flight 832/833). Could it have been that flight that carried the Brazilian Team to Australia? Was it a chartered flight? Did it fly straight from Los Angeles to Sydney? I just couldn’t find any information on that. Please compare this flat path on the globe and on the flat earth map on Image 02 the next page:



Chapter 01 Image 02

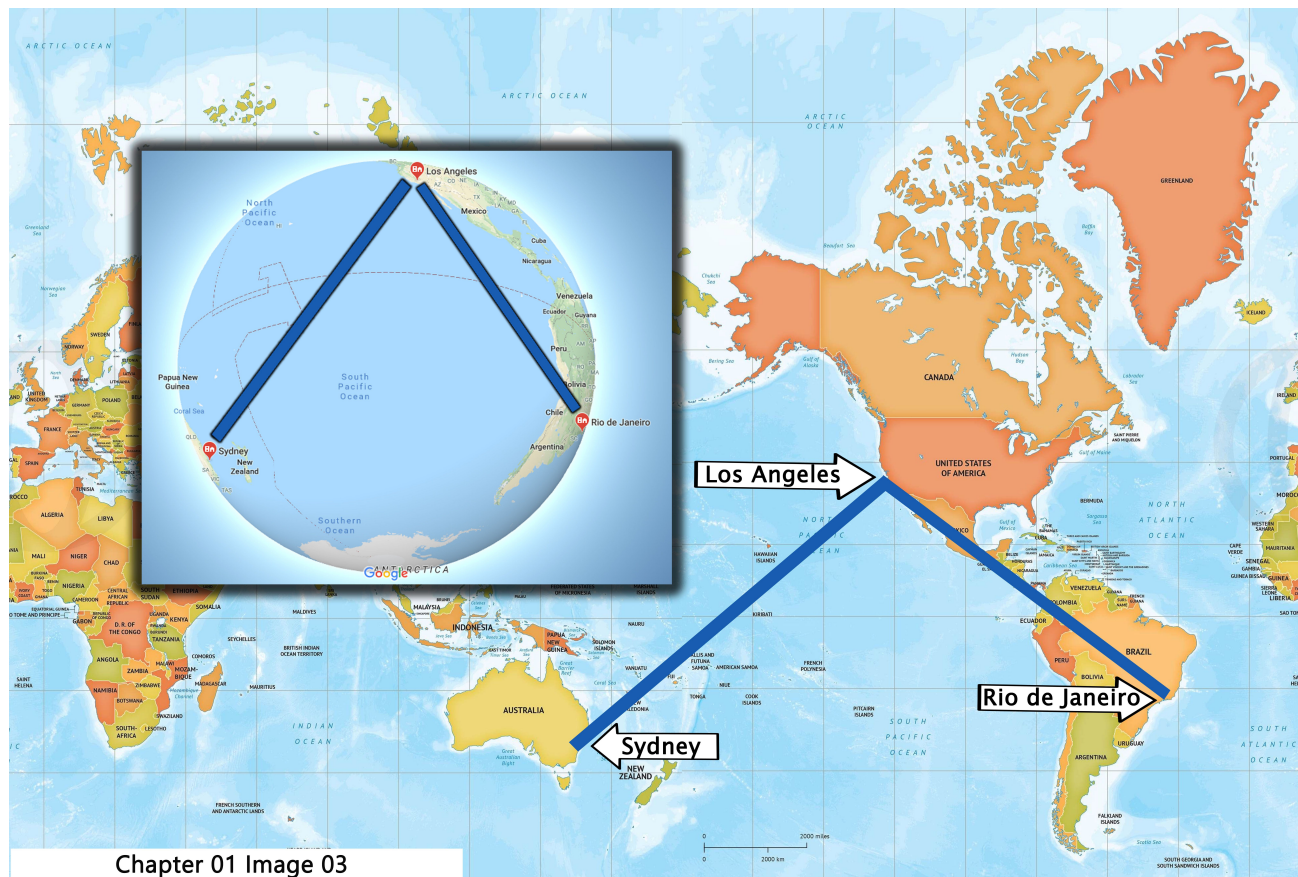
Flat Earth Map

Gleason's Map



Chapter 01 – 1988 Australia Bicentenary Gold Cup

Had I had a flat earth map back in 1988 as I do have one today, I would have understood clearly what went on back then. Even when comparing this flight on a Mercator projection as in the picture bellow, this flight path still won't make sense on a globe:



For the team, it would have made more sense to have flown to Santiago, Chile and then from there flown directly to Sydney. As I thought before, a flight from South America towards Australia would be a straight shot across the Pacific Ocean. Why didn't they take that route? If they were flying on a regular passenger flight, Varig had two flights to Santiago, Chile:

Sao Paulo – Santiago de Chile

5 727

RG920/921

1 727

RG922/923

On the other hand, if the Brazilian team had flown chartered, they could have flown at any time either to Santiago, Chile or Buenos Aires, Argentina and then on to Sydney, Australia. These were the questions on my mind back in 1988, when I had no knowledge of the true shape of the earth. More questions about flights arouse when China Airlines flight 008 made an emergency landing in Anchorage, Alaska on October 7, 2015. This is the topic for the next chapter.

Chapter 02 – China Airlines flight 008

As I was constantly searching for news about politics in 2015, I missed much of what was going on besides that subject. One thing that made the news in October of 2015 was the story of a woman who gave birth during a flight from Taiwan to Los Angeles forcing the pilot to make an emergency landing in....ALASKA! Well, let's talk about the story first and then we will focus on the flight path.

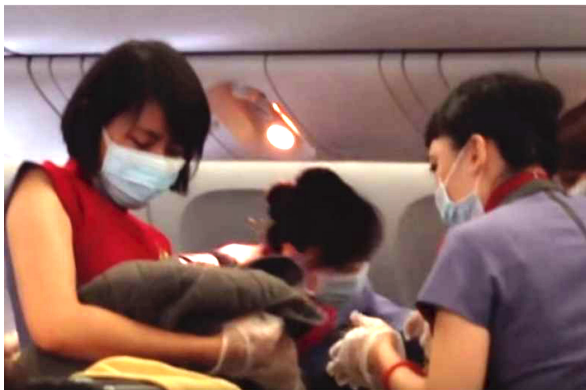
The woman, a Taiwanese national apparently lied about being 36 weeks into her pregnancy. She declared at the check-in counter that she was 30 weeks into her pregnancy. Although there is no official prohibition for traveling at that stage of a pregnancy, there is a rule among the airlines that pregnant women should not travel if the woman is over 32 weeks pregnant. She did not present any documents from a doctor, just declared she was under 32 weeks pregnant and she was allowed to fly. She boarded the plane alone towards Los Angeles LAX.

No one knows for sure if that was her case but there has been a Chinese black market that takes Chinese pregnant women to give birth in the United States making the baby to be born having automatic U.S. citizenship. It's called "birth tourism". There are reports that some women pay as much as US\$35,000.00 to go to the United States to have their babies in U.S. soil. There are several reports, articles and news videos online of authorities raiding clinics and taking doctors and nurses into custody for being part in such a scheme. No one knows if this woman was one of those women who paid such an amount of money to have her baby born in U.S. soil. Some passengers who were on the same flight and saw and even filmed the whole thing said that, at some point the woman asked: "*are we in U.S. airspace yet?*" Upon landing in Anchorage, Alaska, Border Patrol agents entered the plane and checked the woman's passport. She was found guilty of lying about how far into her pregnancy she was when boarding the plane and two days later she was deported back to Taiwan. The baby in fact received U.S. citizenship and remained in the U.S. since a judge decided that the plane "*was flying towards the U.S. and thus the baby was meant to be born in the U.S.*". Reports said that the baby was later reunited with the mother in Taiwan.

Chapter 02 - China Airlines flight 008

This is not the first time such a decision on citizenship of babies born during an international travel had been favorable to the families. There are reports that even back in the late 1800s and early 1900s, babies born during long voyages through the high seas coming from Europe towards America were giving automatic citizenship upon arrival on Ellis Island by immigration inspectors. Those babies were granted citizenship because of the *intent* of being born in America.

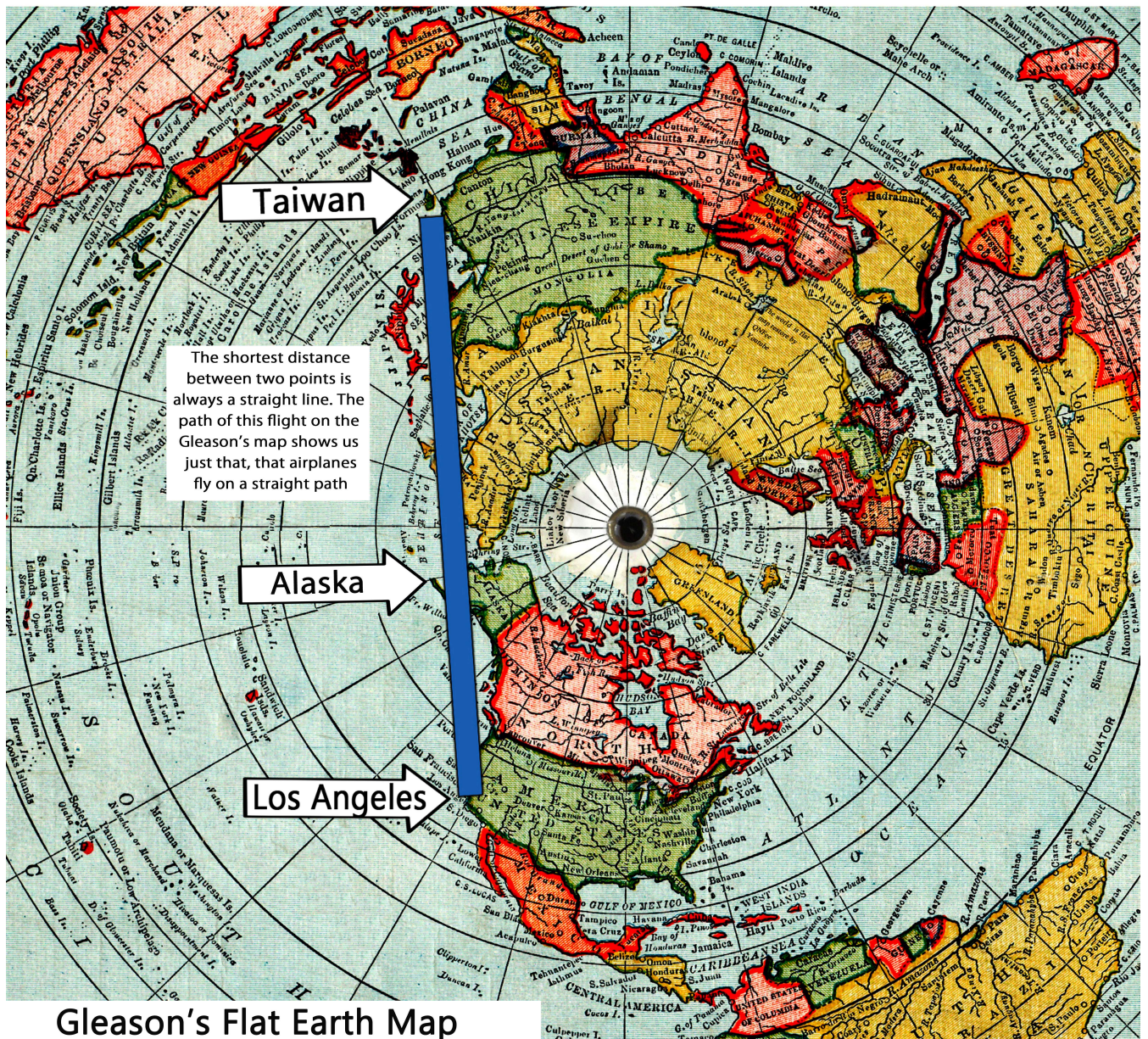
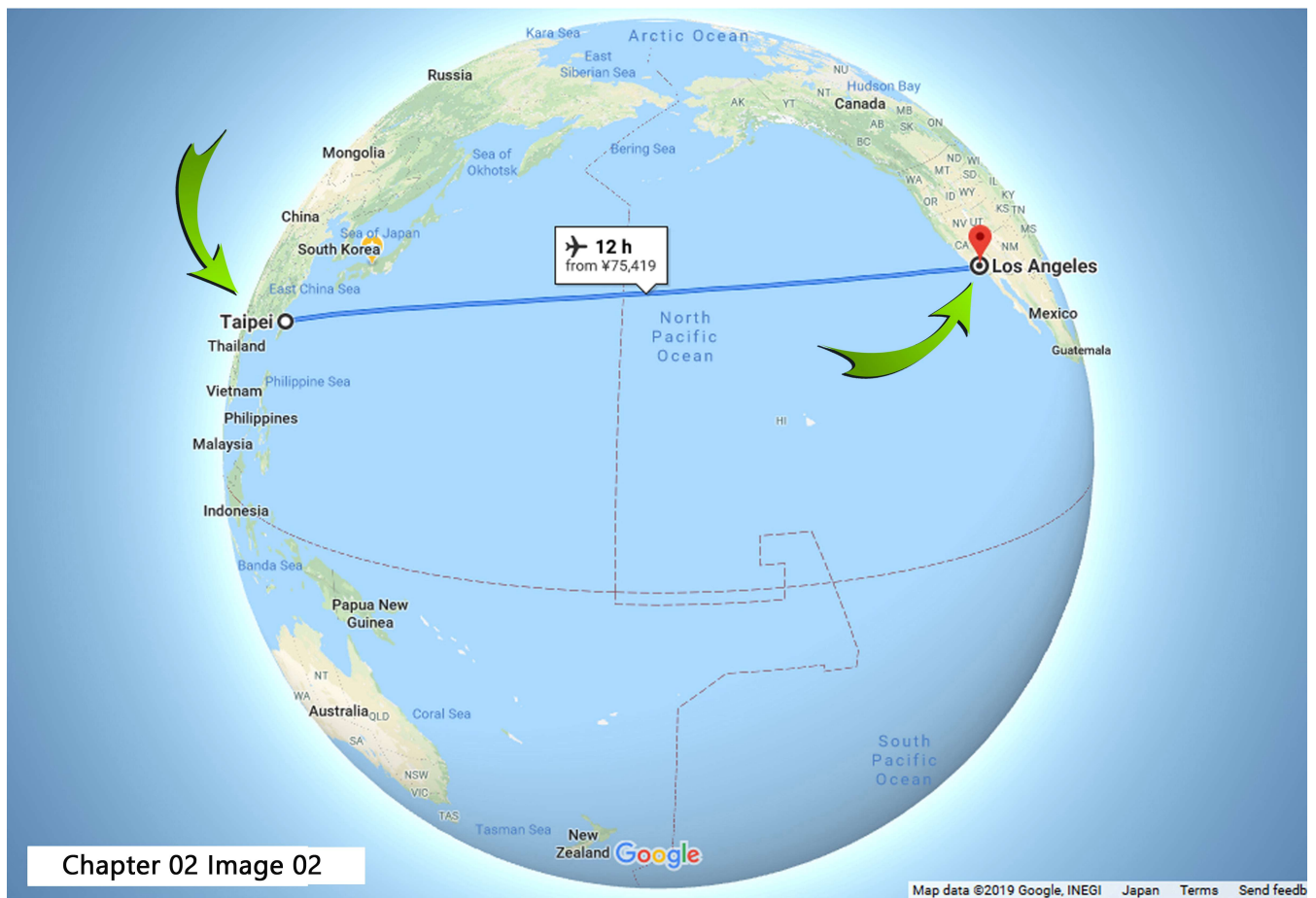
Many people on board of China Airlines flight 008 took pictures and made cell-phone videos of this “airborne” birth and filled the internet with their footage. Bellow are some pictures of the flight attendants who helped the woman and a doctor who, luckily, was flying from Taiwan to LAX.



Chapter 02 Image 01



After I had enough information about the origin of the flight and the people involved in it and the reason why the pilot had to make an emergency landing in Anchorage, Alaska, I then took a look at the flight path and compared flights on a globe model versus a flat earth model and I got my own conclusion. Although this emergency landing took place at around the same time flat earth videos were popping out on my YouTube suggestion feed, I did not immediately connect the dots. Only after I did my own comparison and research that those things started making sense to me. Image 02 on the next page demonstrates the result of my research:



Chapter 02 - China Airlines flight 008

As we see on the image provided by Google Maps on the prior page, the blue line shows the two cities: Taipei in Taiwan and Los Angeles in the U.S. The flight on the globe should have been somewhere above the Pacific Ocean and then according to several news outlets, it was diverted north towards Anchorage which would have taken the pilot as long to reach Anchorage as it would have taken him to reach LAX if he just kept the plane flying. Or the pilot could have just landed the plane in Hawaii since the common logic is that, Hawaii is located between U.S. mainland and Asia. Image 03 below demonstrates what was reported on the news as this event happened:

A single internet search into China Airlines Flight 8 emergency landing will result in images like this one on the right, of an airplane flying over the Pacific Ocean diverted to Alaska.

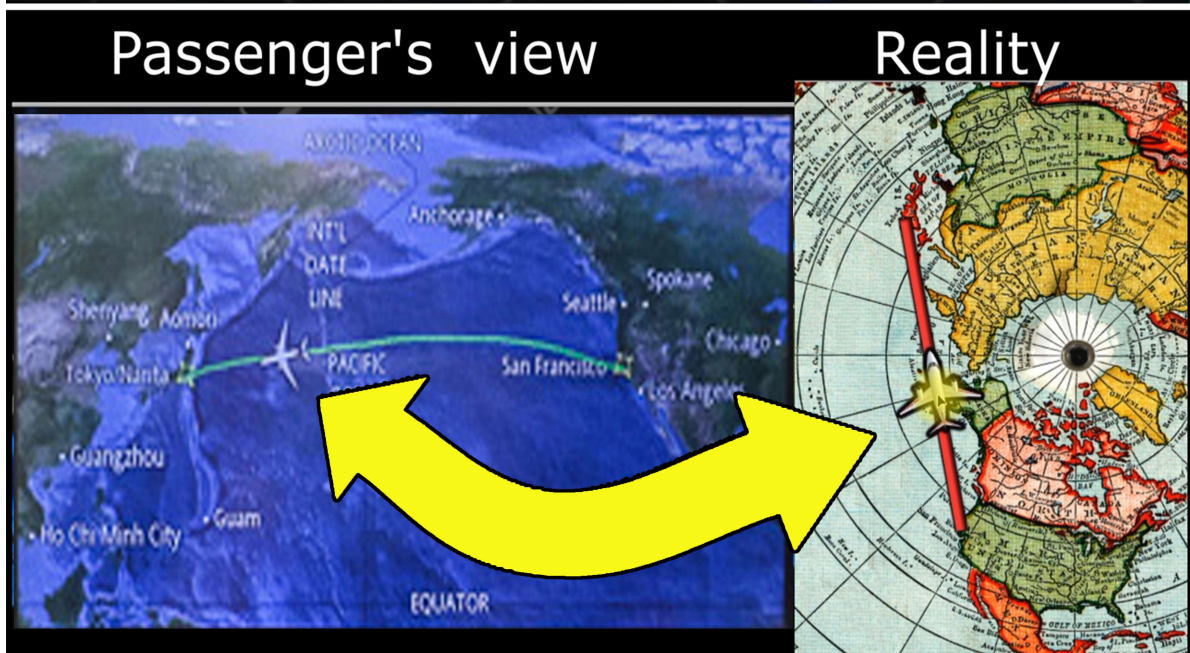


The flight time between these two cities according to an internet search is between 12 to 13 hours. China Airlines stated that: “the flight took off from Taiwan at 11:50 p.m. on Wednesday Taipei time and was scheduled to arrive in the U.S. at 12:35 p.m. Taipei time (8:35 p.m., Wednesday, Los Angeles time)”. That would have been a 12 hours and 45 minutes long flight. The emergency landing in Anchorage took place at 9:06 a.m. Taipei time. That’s 3 hours and 29 minutes ahead of the scheduled arrival time in LAX and 9 hours and 16 minutes into the flight. That didn’t make sense on a globe. It only showed evidence that the plane was already flying over Alaska when the pilot landed the plane. There was no diversion. The flight was not over the Pacific and nowhere near Hawaii.

It was now all clear to me that China Airlines flight 008 could not have landed in Hawaii because Hawaii is not really in between Asia and the Americas it is shown on the globe and also demonstrated on television screens during flights and on the seat back screen in front of the passenger as the image on the next page taken during a flight from San Francisco to Tokyo shows. I realized then that we have been fooled into believing what they are constantly bombarding us with images of a globe and we see it in

Chapter 02 - China Airlines flight 008

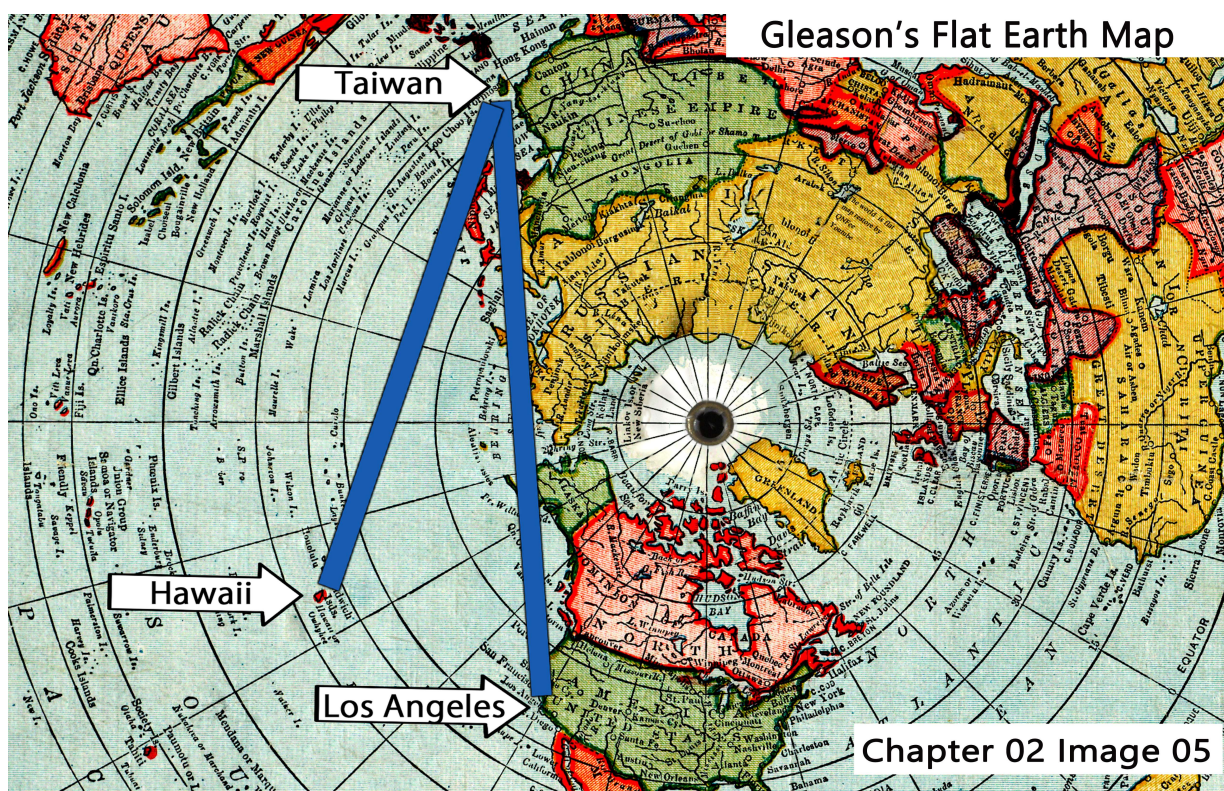
every flight we take. However, the reality is way different and I realized this fact when I took a close look into China Airlines flight 008.



As demonstrated above on the larger image and then on the smaller image comparing the same flight path between San Francisco to Tokyo, on both, the globe projection and on the flat earth map, the aircraft flies nowhere near Hawaii. The image shown on the seat back screen is only to persuade the passenger to believe that he is flying over the Pacific near

Chapter 02 - China Airlines flight 008

Honolulu, Hawaii when in fact the aircraft is flying over Alaska closer to the Polar Jet Stream, nowhere near Hawaii. That explained to me why China Airlines flight 008 made an immediate stop just where they were 9 hours and 16 minutes into the flight within 3 hours and 29 minutes of reaching Los Angeles. It would have been impossible for the pilot to have landed in Hawaii because Hawaii is not even between Los Angeles and Taiwan, or between Los Angeles and the Philippines, or between Los Angeles and Tokyo, or between Los Angeles and Singapore, or between Los Angeles and Indonesia or between anywhere in Asia and South Asia. Hawaii is way off in the middle of the Pacific Ocean as we see it on the Gleason's Flat Earth Map Image 05 illustrated below:



I realized that, no flights coming from or going to Japan, China, Korea, Singapore, Thailand, Indonesia, Malaysia or the Philippines can ever make an emergency landing in Hawaii because the earth is not a globe and thus, flights going to or coming from these countries all fly over Alaska. The evidence was clear right before my eyes that the shape of the earth is not what I had learned during my Elementary school years, Middle school years, High school years, and College years and during my Masters of Science Program years. Everything I had learned in school about the shape of the earth was a big lie! Everything started making sense to me. It shed light on a 25 years old question I had about the flight from Rio to Sydney making a stop in Los Angeles. Australia is not “one shot across the Pacific from Chile”

Chapter 02 - China Airlines flight 008

as I had thought before. I realized that the earth is a long, extensive plain and that Australia is on the other way opposite of South America. I was conflicted within myself. I talked with my family, with my daughters and with my students. I had helped my daughter to build her science project back in her Elementary school years. We built the Solar System and she got a good grade on that project. We took trips to NASA in Huntsville, Alabama together as a family. She took trips to NASA with her school. I had been a big believer in NASA and Scientific documentaries and researches before finding out the truth about the flat earth. I spent hours and hours reading science books, watching documentaries, teaching and learning science. I realized then that everything I had learned was nothing more than theories built upon other theories that are just unproven concepts created in the minds of the so called "scientists". It's like a house made of cards: If one of the foundation cards is removed, the whole house of cards falls down. The earth being flat, everything I had learned and everything taught in schools becomes nothing but a big lie to prevent mankind to see and understand our true purpose in life.

Having a flat earth map in my hands, besides being able to understand the strange path of the Brazilian soccer team flying north of the Equator to Los Angeles just to fly back south of the Equator to Sydney, I was also able to understand facts in history that seemed to be confusing to me for so long. Being married to a Japanese woman and having kids born and raised in the US, I always wanted them to learn about WW2 and the conflict between the two countries. I myself watched many documentaries about the war in the Pacific Theater. I had known a man some 30 years ago who fought against the Japanese in Guadalcanal. I was able to hear some stories told by him. The Gleason's map helped me to understand how the Japanese war campaign developed in the Pacific and it also made me understand a fact little known to many people. Many Americans have never heard of the Aleutian Islands and the Japanese invasion of the islands. The Japanese invaded the Aleutian Islands on June 3, 1942. Having had control over most of Asia and Southeast Asian, Japan then moved towards North America trying to control that straight corridor that goes from the coast of California all the way to the Philippines as we see on the Gleason's map. It's not curved as portrayed on the globe having Hawaii in the middle. Billy Mitchell, U.S. General stated in 1935 that, *"I believe that in the future, whoever holds Alaska will hold the world. I think it is the most important strategic place in the world."* Let's look at another map called "1945 Air Map of the World":

EXPLANATION OF PROJECTION

EXPLANATION OF PROJECTION

This map is made on the North Polar projection. The North Pole is at the center of the map. The map shows a plane tangent to the North Pole, with the Earth's surface projected onto it. The map is equally spaced from the pole outward. The map shows the Earth's surface as it would appear if you were standing at the North Pole and looking down at the Earth. The map shows the Earth's surface as it would appear if you were standing at the North Pole and looking down at the Earth. The map shows the Earth's surface as it would appear if you were standing at the North Pole and looking down at the Earth.

AIR MAP OF THE WORLD

ATTITUDE SCALE

Statute Miles

2/0 4/0 6/0 8/0 10/0

LONGITUDE SCALES

200 Statute Volume

[illegible]

Number

15

4

[illegible]

100

11

...

1

1

hr, 1943, J. W. Clemens

Northrup Works, Buffalo

10

1000

CLORAY WAR STRATEGY UNIT

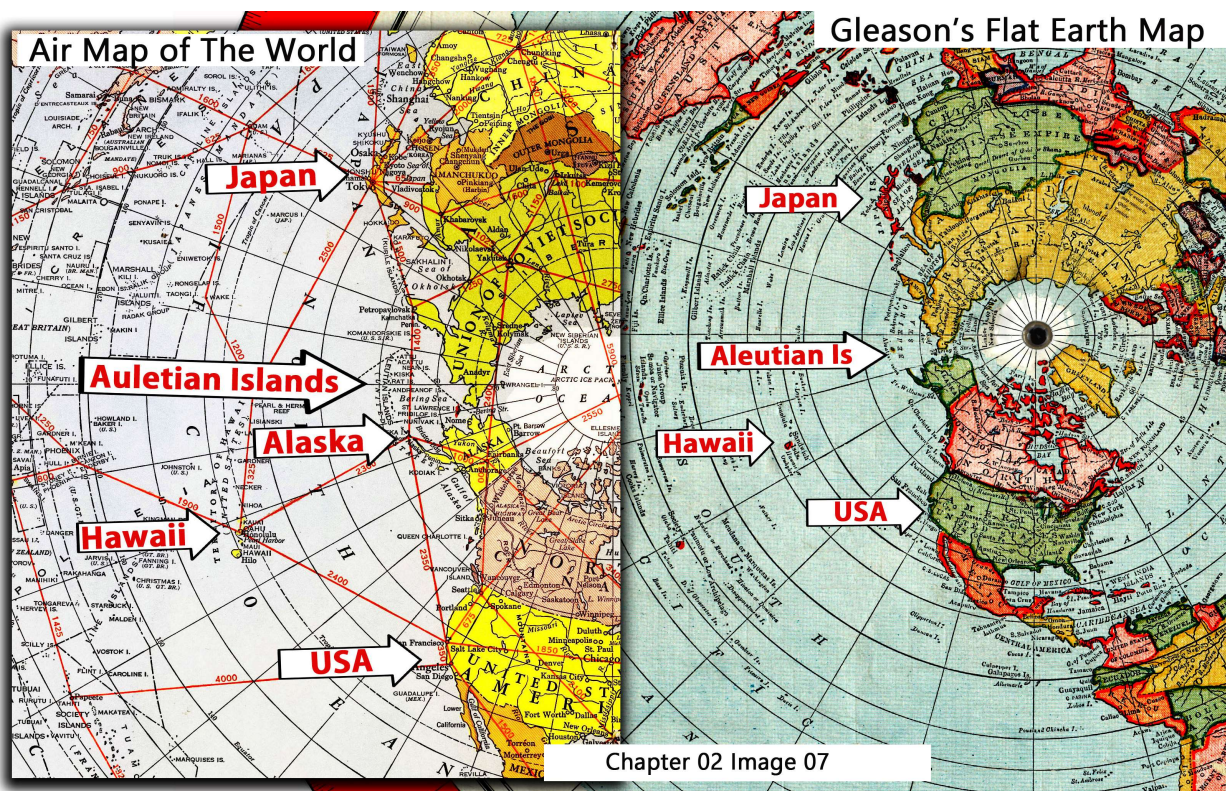
[illegible]

AIRLINE DISTANCES

airline distances are indicated by the straight lines joining the principal cities and air routes. In studying the map, it must be remembered that the distances shown are not the actual air routes in actual operation. In time of war, actual air routes are military secrets. However, it is common knowledge that the distances shown are not the actual distances being flown, as there are many shortcuts and detours. It is well known that the distances shown are not the actual distances being flown, as there are many shortcuts and detours. It is well known that the distances shown are not the actual distances being flown, as there are many shortcuts and detours. It is well known that the distances shown are not the actual distances being flown, as there are many shortcuts and detours.

Chapter 02 - China Airlines flight 008

We can see in this map how Alaska plays a big role in this corridor and why General Mitchell said “*whoever holds Alaska holds the world*”. This map has the distances from Tokyo to Petropavlovski in Russia and from there to Dutch Harbor in Alaska and from Alaska to Los Angeles. It was a very strategic corridor during the WW2 and not a forgotten corner on a globe while having Hawaii in the middle. Although the note on the right top corner claims this is a projection of a globe on a flat surface, it’s quite the other way around since the flat earth map is over 1,000 year old while the first globe was introduced in 1497. This discussion I’m going to leave to be discussed in chapter 21. Below a close-up of both maps compared side by side.



China Airlines flight 008 emergency landing in Alaska happened in a good time in history. It was right when all this information about the Flat Earth was being released. I learned later that, the Taiwanese mother was doing fine, the baby gained its U.S. Citizenship, the doctor was at the right place at the right time, the pilot made the correct decision for the health of the baby and the mother, the passengers didn't complain and even clapped when they heard the baby crying. But the most important part is that my eyes were opened and this emergency landing happening at the right time, helped many people to open their eyes as well and see the truth that the earth is truly flat. I have since dedicated time to study and demonstrate other emergency landings that present even more evidences that the earth is not a globe. Earth is a plane, not a planet!

Chapter 02 - China Airlines flight 008

Still somehow influenced by politics, I created a YouTube channel in the beginning of 2016 named **“Flat Earth, Banjo, USA, Japan & Brazil”**. Some people have asked me why a name so long for a channel and I explain the reason here: I wanted a channel to discuss politics in the U.S., Brazil and Latin America in general and, in Japan where I live with my Japanese wife and my two daughters. Since I had just bought me a banjo for Christmas 2015, I also wanted to talk about banjo tunes and banjo ballads. But the combination of my loss of interest in all things politics and the fact that my flat earth research was now the top interest in my life, I left the banjo on the corner of my living room and have had little time to play with it. After researching several emergency landings in 2016, I made a video called **“Six Emergency Landings that prove the earth is Flat”**. China Airlines flight 008 was one of the flights I talked about in my video. In 2019 I made a follow-up video titled **“SIX MORE Emergency Landings Proving Earth is not a Globe.”** I have selected 16 of these flights to be presented in this book. Having written about China Airlines flight 008, I will now present fifteen more emergency landings that will show the reader that the earth is not a globe.

Let’s now take a look at another emergency landing with another baby born during the flight making the pilot land the plane where, well, let’s just say that, he landed the plane where it was not supposed to land if the earth were a globe...

Chapter 03 – Lufthansa flight LH543

Colombia! What comes to your mind when you think or hear the name of the country Colombia? Well, someone may have heard of Pablo Escobar, the famous drug cartel leader killed in 1993. Others may think of Colombian singer Shakira, who famously sang the Official Song “Waka-Waka” for the FIFA Soccer World Cup in South Africa in 2010. Others may think of Colombian coffee. I particularly remember the story of the Colombian soccer player Andrés Escobar assassinated in 1994 after having scored an own goal when Colombia played against the USA at the 1994 USA World Cup Soccer causing Colombia to fail to advance to the next round of the tournament.



Colombia is famous for its coffee, beautiful women, drug cartels and skillful soccer players. Shakira, as pictured on the left is a world famous singer and songwriter from Colombia. On the right is the picture of Andrés Escobar, assassinated when he returned to Colombia after scoring an own goal which eliminated Colombia from the 1994 World Cup in the U.S.A.



Besides the things listed above, Colombia was on the news again in July of 2017 when a flight which departed from Bogotá, Colombia towards Frankfurt, Germany, had to make an emergency landing.

Flight LH543 with 191 passengers aboard and a crew of 13 members departed Bogotá on July 26, 2017 towards Frankfurt, Germany. Lufthansa flight LH543 is a daily flight from Bogotá to Frankfurt which flies at approximately 520mph at 39,000 feet. The flight takes approximately 11 hours to arrive at its destination and the distance between Bogotá and Frankfurt is of 5,650 miles. Among the 191 passengers a pregnant woman, originally from Bulgaria, boarded the plane with no major problems. But something quite unusual for the crew of 13 happened during the flight over the Atlantic. Somewhere over the Atlantic, the woman gave birth to a baby boy being assisted by the flight attendants. As it happened to China Airlines flight 008, LH543 just happened to have not one doctor on board but three.

Chapter 03 – Lufthansa flight LH543

Reports say that the passengers had to move seats and the back of the plane was converted into a delivery room. As it happened to China Airlines flight 008, the captain also decided to make an emergency landing for the well-being of the child. What doesn't make sense is the city where the plane landed. Lufthansa flight LH543 made an emergency landing in, **Manchester**, in England.

Let's take a close look at the flight path between Bogotá and Frankfurt on the globe earth model demonstrated in Image 03 below:



According to the flight path in Google Maps, Lufthansa LH543 flies just north of Portugal and Spain. It flies just south of Paris, south of Brussels and above Luxemburg before reaching Frankfurt. Even if the plane had to fly a little bit north of its flight path on the globe, a stopover in London could be somewhat, acceptable. But the plane landed in Manchester, 200 miles north of London. This makes absolutely no sense at all on the globe earth model. Manchester is located 694 miles northwest of Frankfurt. The flight is coming from South America, just north of the Equator. There is no explanation on a globe earth why Lufthansa LH543 was flying 700 miles northwest of its destination, 200 miles north of the city of London. When looking at the flight path on the flat earth map everything becomes clear, everything makes sense. I want you, the reader, to compare Lufthansa LH543 flight path on the globe earth model and on the flat earth map and see for yourself how everything makes more sense on a flat earth map:

Chapter 03 Image 04

United States

Mexico

Guatemala

Honduras

Nicaragua

Costa Rica

Panama

Bogotá

Venezuela

Ecuador

Guyana

French Guiana

Caracas

Puerto Rico

North Atlantic Ocean

11 h 10 min
from 136,027

Google

Map data ©2019 Google, INEGI

Japan

Terms

Send feedback

1000 km

Gleason's Flat Earth Map

Manchester

Frankfurt

Bogota

BOSTON PUBLIC LIBRARY

Chapter 03 – Lufthansa flight LH543

As you see in Image 04 on the previous page, Manchester is situated directly on the path of Lufthansa flight LH543. Just as it happened to China Airlines flight 008 when the pilot was flying the aircraft directly above Alaska, the same thing happened to Lufthansa flight LH543. Manchester in England is located directly on the path of this flight that connects Bogotá and Frankfurt. In order to reinforce and brainwash the population into believing in a globe earth model, the media keeps repeating words like “flight diverted” in order to make the masses to believe that the earth is a spinning sphere shooting through space. The fact of the matter is that, the earth is a plane and doesn’t spin and doesn’t circle around the sun. Flight paths prove a flat, non-rotating earth and emergency landings “*seal the deal*”.

I strongly suggest the reader to do his/her own research. I have provided a link in my YouTube channel for the viewers to download a high-resolution Gleason’s map which can be printed poster size or be seen in detail on the computer. The readers need to make these comparisons between the flat earth map and the globe model map and get to their own conclusion about the shape of the earth. At the end of this book, I will provide a link which can be typed into your favorite browser and a high-resolution Gleason’s map can be downloaded and studied carefully. I strongly encourage you to do that.

The next flight we will be looking at does not involve any “*airborne*” babies anymore. No more doctors, baby crying, passengers clapping and flight attendants performing the duties of nurses. However, its flight path resembles that of China Airlines flight 008.

Let’s go to Hong Kong and take Cathay Pacific flight CX884 and make an emergency landing in... ALASKA (again)!

Chapter 04 – Cathay Pacific flight CX884

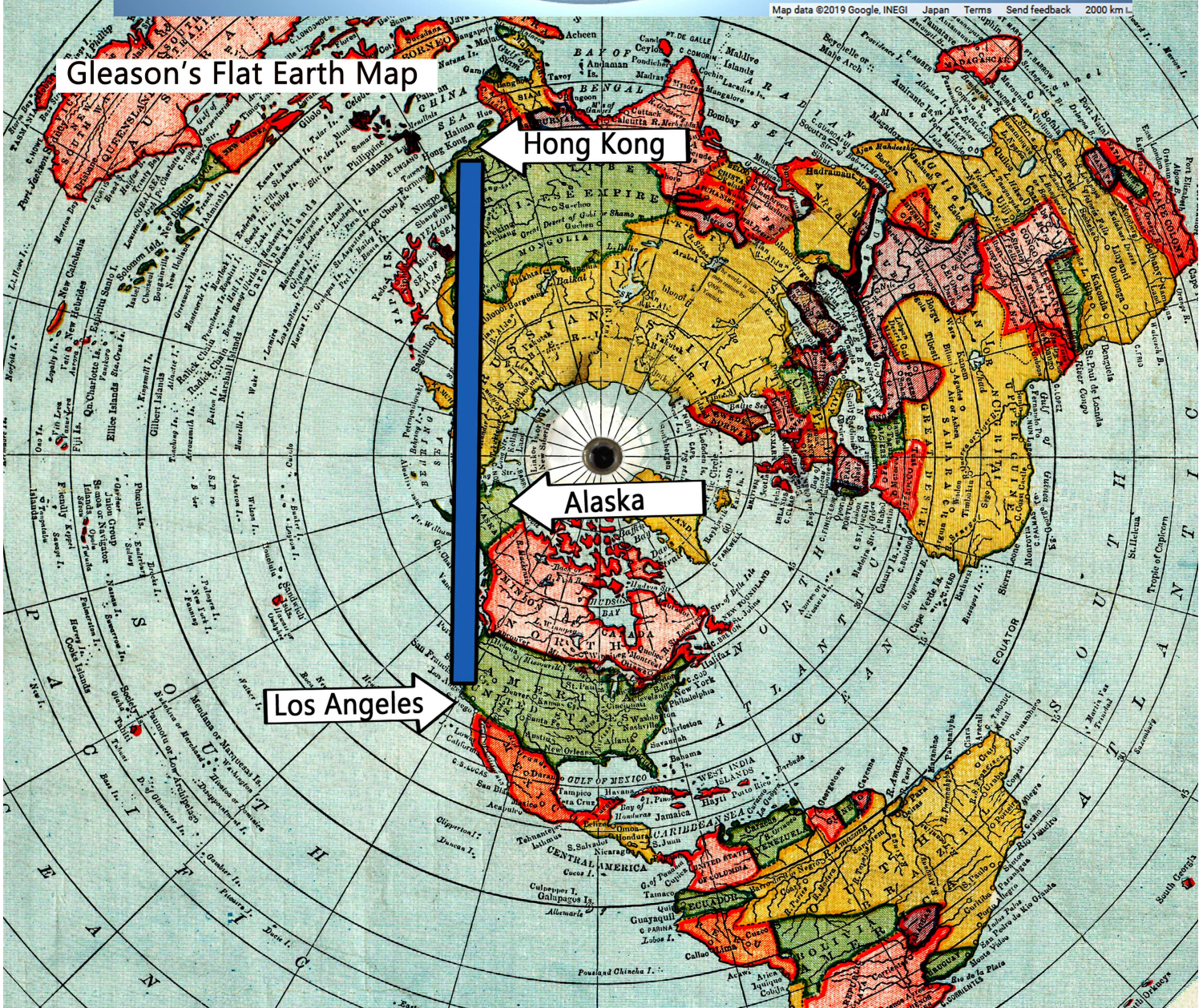
July 29th, 2015. Cathay Pacific flight CX884 is flying from Hong Kong to Los Angeles and everything seems to be fine, until the moment some passengers notice the flight attendants running back and forth down the aisles with uneasy looks on their faces.

Cathay Pacific is a daily flight from Hong Kong to Los Angeles. According to the FlighStats website, the flight time is 13 hours and 40 minutes. It departs Hong Kong at about 1:05 p.m. and arrives in Los Angeles at about 11:35 a.m. PDT. The aircraft type is a Boeing 777-300ER

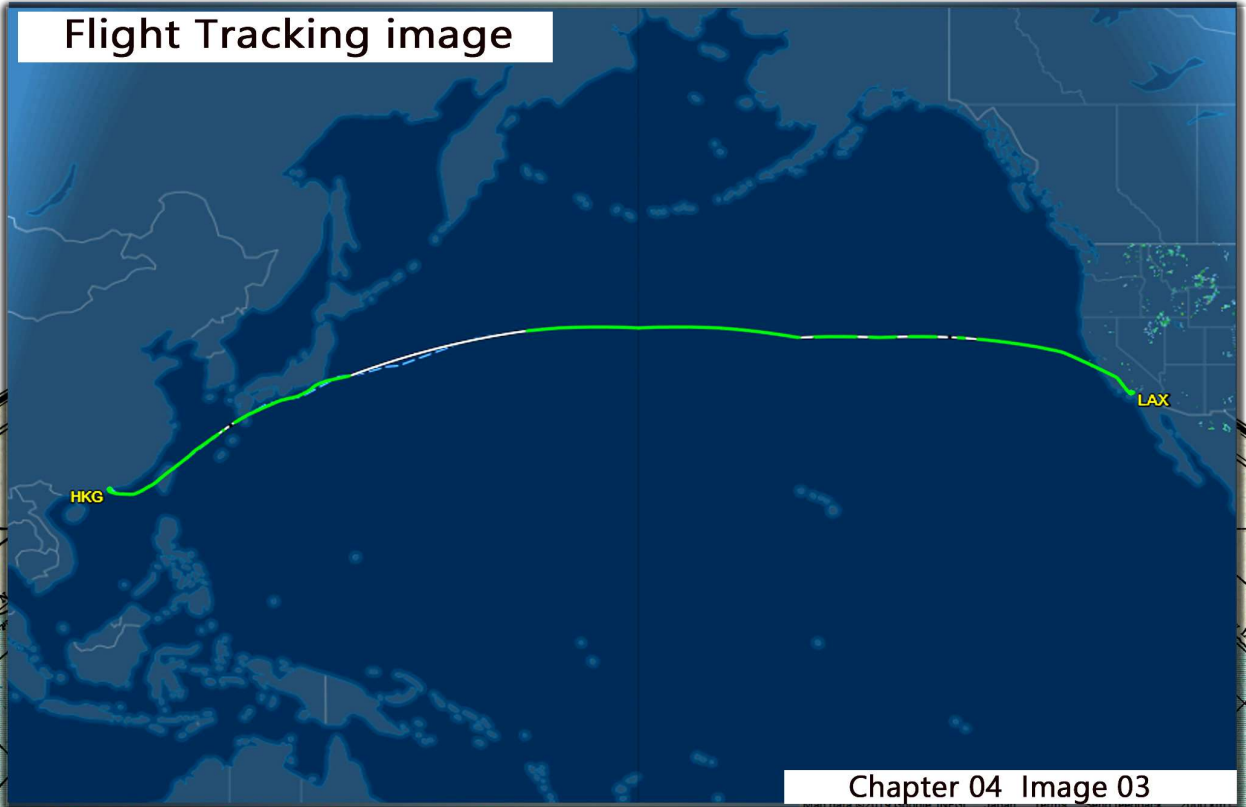
British tourist Ethan Williams grabbed his phone and started documenting everything: *"I'm not sure what's happening, but there's something going on, on this flight [sic],"* says Williams in his video uploaded to his YouTube channel. At the credits chapter of this book the reader will find a link to his channel. Please watch the whole video!

As it happened to China Airlines flight 008, this flight is also supposed to be flying over the Pacific Ocean but again, this emergency landing takes place in the Aleutian Islands, Alaska where the plane landed safely at Shemya military airport. The globe model shows us Hawaii standing in between the West Coast of the U.S. and Asia as Image 01 below from a sea cruise website illustrates and as we watch on the seat back screen of a San Francisco to Tokyo flight as demonstrated in Image 02 on the next page we will compare Cathay Pacific flight CX884 on both, the globe model and on the Gleason's Flat Earth Map.





Flight Tracking image



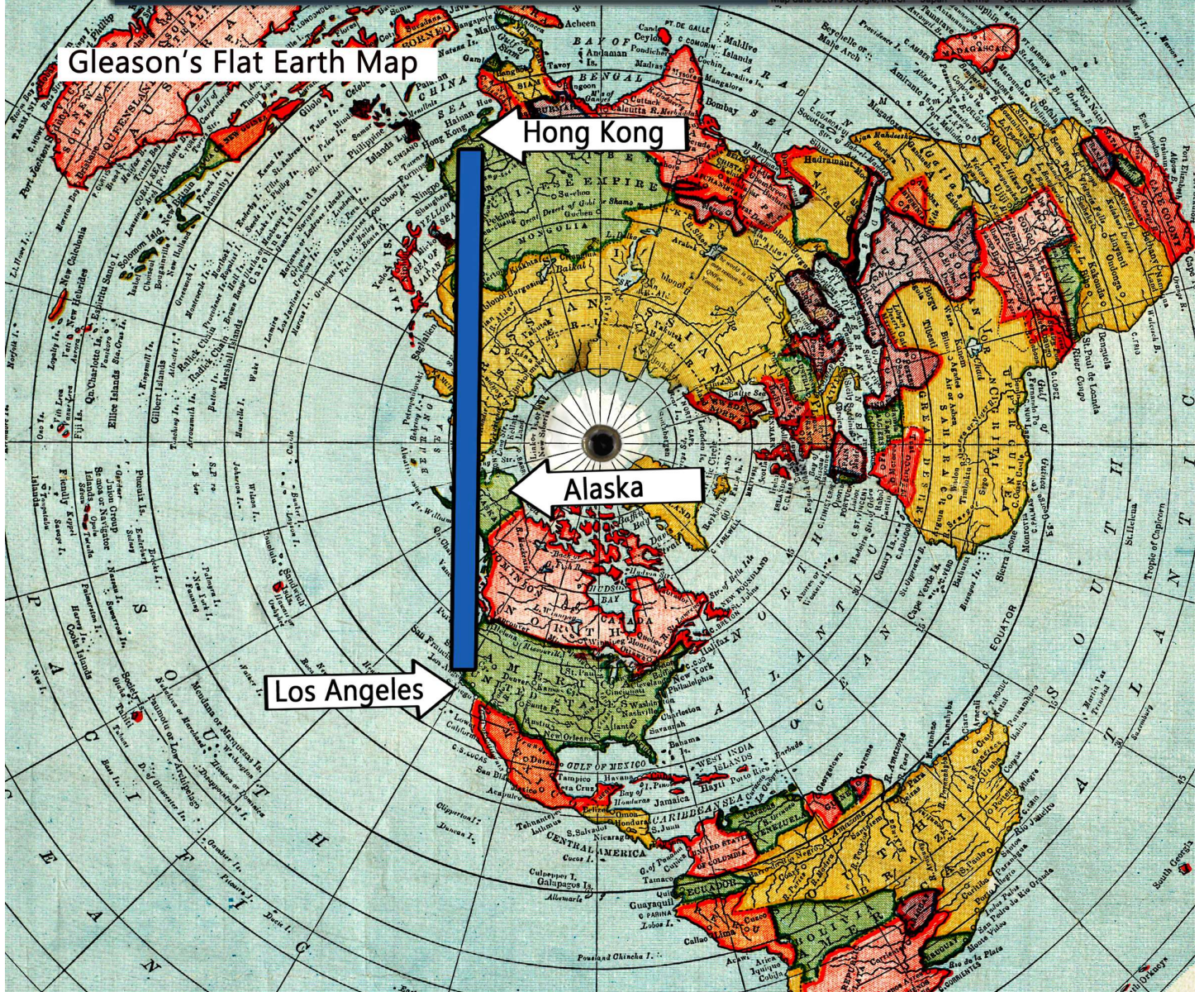
Chapter 04 Image 03

Gleason's Flat Earth Map

Hong Kong

Alaska

Los Angeles



As seen on the previous pages, this emergency landing makes more sense when we locate the cities and the flight path on the Gleason's Flat Earth Map. It's a straight path flying from Hong Kong to Los Angeles having the Aleutian Islands and Alaska right on the way of the flight. If they were really flying over the Pacific Ocean as the globe model suggests, it would have taken hours for them to divert and reach that remote region in Alaska. As they were preparing for water-ditching by asking passengers to put on their life-saving vests, the natural conclusion is that the flight had just left Russian air space and was about to enter U.S. air space over the Bering Sea when the decision to land on the Island was made by the captain.



Image 04 above shows the supposed route of a flight going from San Francisco to Tokyo on a globe earth. Next to it, as shown on the Gleason's Flat Earth Map is the Bering Sea separating Russian and U.S. air space. The red line shows the path of Cathay Pacific flight CX884.

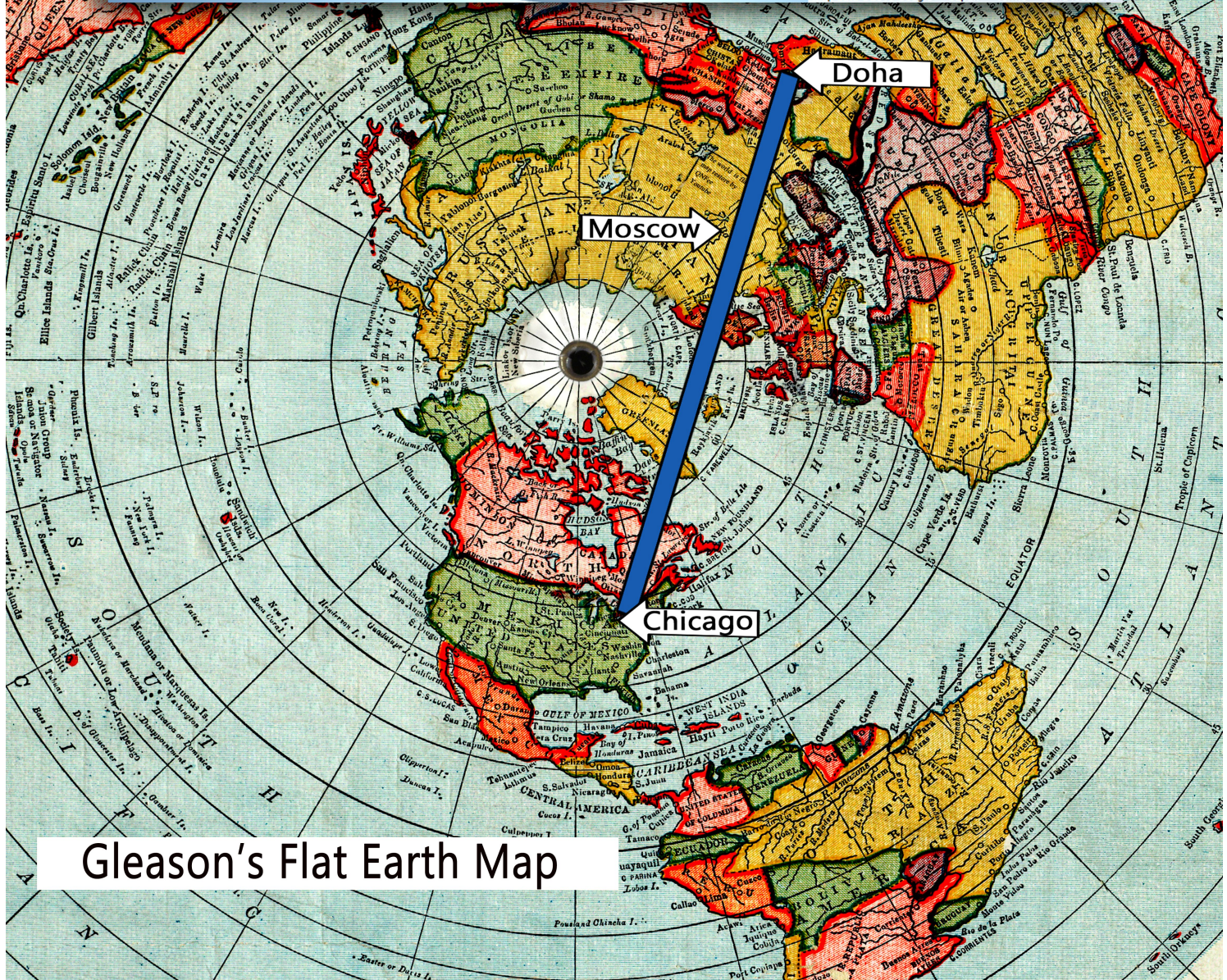
The facts about this emergency landing which took place on July 29, 2015 did not end there. In July of 2018 the captain of that flight came forward and sued Cathay Pacific for injuries related to the incident. *"Annabelle Cochrane-Lorentsson who joined the company in 1998 and became the company's first captain in 2007"* according to South China Morning Post, accused the company of *"negligence and breach of duty"*

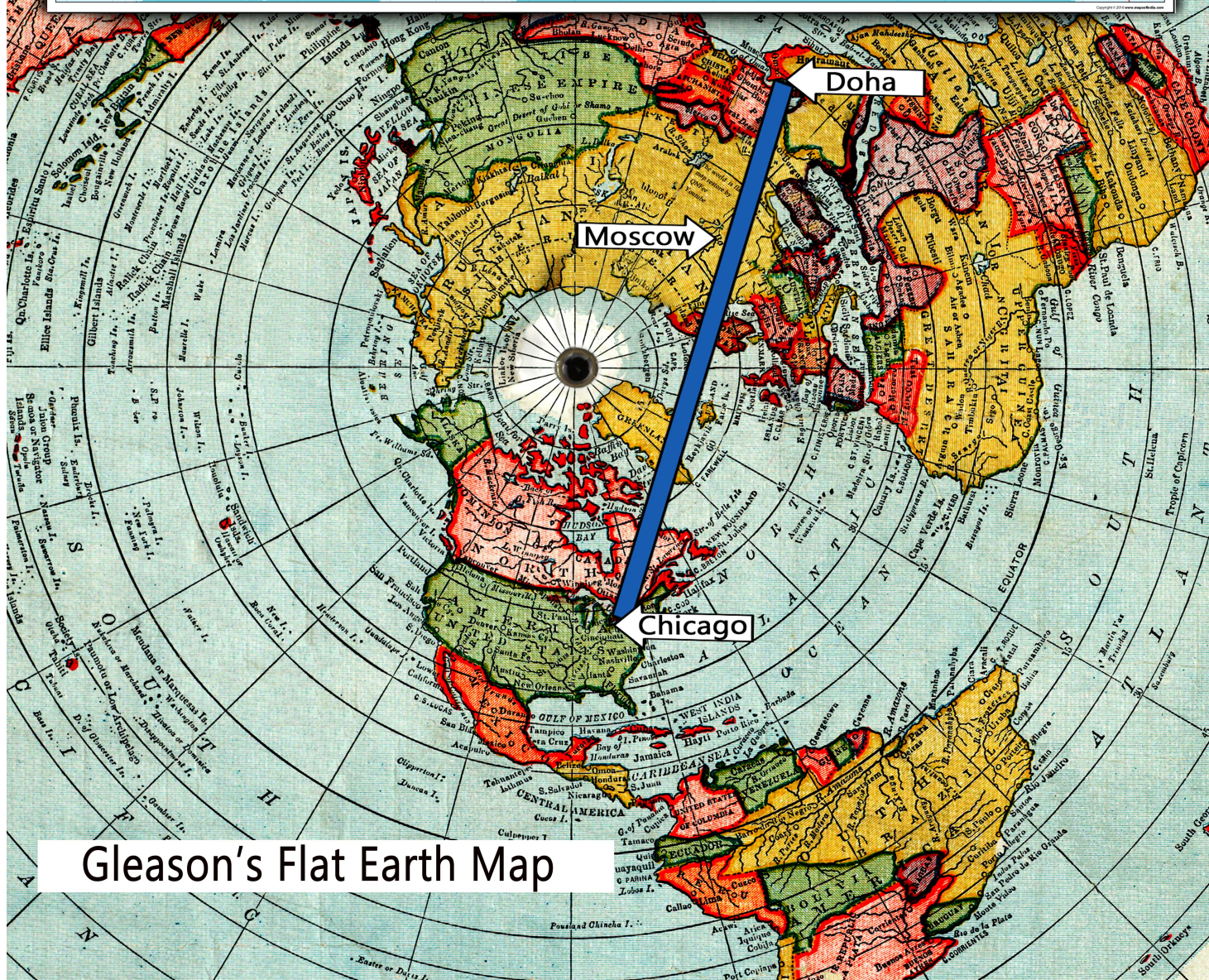
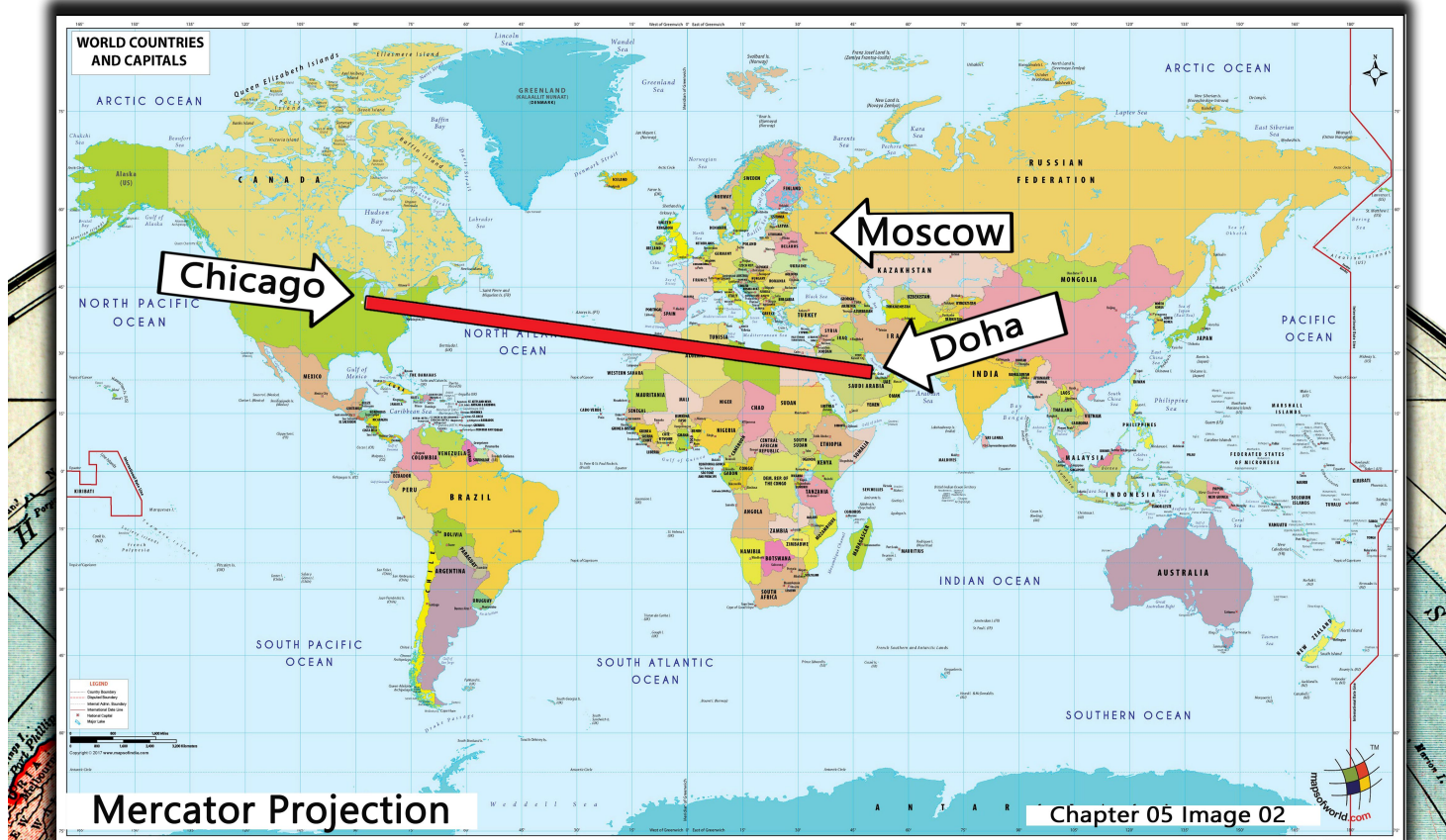
When it was announced they were going to land in Alaska, Williams added this on his video: *"That's really good news, but we still don't know why. It doesn't really matter as long as we land OK"*. I hope now he understands that his landing in Alaska makes more sense when looking at the flat earth map!

Chapter 05 – Qatar Airways flight QR725

After been researching emergency landings for over three years, I found out that some of the flights which I had selected and saved the web links to, either write about them or make videos about them, have “*gone missing*”. What I mean is that, the links I had saved to use in the future, no longer work. Other flights that coincidentally have a flight path that do not conflict with their flight paths as traced on a flat earth map are still widely available in both formats, as videos or/and as articles. One of these flights widely available online is Qatar Airways flight QR-972 which flies from Doha to Bali. In November of 2017 a couple and their child boarded flight QR-972 from Doha to Bali when the woman found out during the flight that her husband was cheating on her. She became aggressive and physically attacked her husband in mid-air. The captain decided to make an emergency landing in Chennai, India. When plotting this flight path on a flat earth map or on the globe, the path shows a straight line on both of them. That is strange on the globe earth because most globe defenders will claim flights curve, or arc when on a long haul. Some globe defenders have criticized me for using Google Maps instead of using Google Satellite. Interesting enough, when switching from Google Maps to Google Satellite this flight path does not change a bit. YouTube channel **IMMUNE2BS** has a great video named “***The Azimuthal Equidistant Map is the Flat Earth***” showing exactly that the measuring lines on Google Map curve on the globe when not on longitudinal lines or on the Equator. If moved above the Equator, any lines from East to West or from West to East will curve. That’s due to the fact that, they show you a globe but the measurements are from the flat earth map. I will address Google Maps and Google Satellite and flight QR972 in chapter 20 towards the end of this book. However, this chapter is **not** about Qatar Airways flight QR-972. This chapter is about **Qatar Airways flight QR725** emergency landing in Moscow in April of 2016.

A teenager from Saudi Arabia fell in coma aboard Qatar Airways flight QR725 which departed from Chicago towards Doha, Qatar. The online news website **Express UK** reported that, “*A teenager from Saudi Arabia on board flight QR725 had toxic shock syndrome and hyperthermia*”. After the teenager fell into a coma, the captain decided to make an emergency landing. *Where* the plane landed is where the argument Flat Earth versus Globe earth started. The plane landed in Moscow. Look at Image 01 and 02:





Chapter 05 – Qatar Airways flight QR725

As we can see on the previous pages on Image 01 and 02, according to the globe model and Google Maps, this flight should start flying southeast towards the Middle East flying directly above Portugal and Spain and over the Mediterranean Sea. It should then fly over Israel, Jordan and Saudi Arabia and finally reach Qatar. Chicago is located at 41.8781° N and Doha is located at 25.2854° N. The flight path on Google Maps would be correct **IF** earth were a globe because it shows the flight descending the parallels from 41.8781° N until reaching 25.2854° N which is where Doha is located. Instead this flight landed in Moscow which is located at 55.7558° N. In other words, on the globe model this flight would have to fly up (with its nose pointing “up”) and then fly down. It doesn’t really make any sense at all. However, when plotted on the flight earth map, this flight makes perfect sense as the flight earth map shows that Moscow is located directly between Chicago and Doha as seen on Image 01 and 02 on the previous page.

As we progress in this book examining and studying each of the flights listed here, the reader will see that all of these flights make more sense when plotted on a flat earth map. Whether it is on the Gleason’s Map or on the AE Map, when the cities where these flights departed from and their destinations and the cities where their emergency landings took place are all located and their flight paths drawn, the reader will have no other conclusion but realize that the earth is not a globe. It’s possible that by now some of you may have seen that there’s something wrong with the globe model. This is only the beginning my friends! The Flat Earth map is not stamped on the U.N. flag for some decorative reason. The leaders of this world know that the earth is in fact flat. They just kept this information to themselves in order to manipulate us and control us. Right when several books started being published in the 1800s with strong arguments and evidences favoring the flat earth, governments all over the world started enacting laws making public education compulsory and thus, they introduced the globe model in the classrooms to brainwash kids as young as 6 years old into believing the earth is a ball which has been traveling through the universe for 14 billion years without ever hitting any obstacles ahead of its path, even though themselves claim to exist billions of galaxies, trillions of stars, quadrillions black holes, countless suns and moons and all sort of meteors and comets in “space”. I hope that the reader by now understands why they offer free and compulsory education for at least 12 years of all lives. It is to brainwash us with all this nonsense.

Chapter 06 – Air France flight AF116

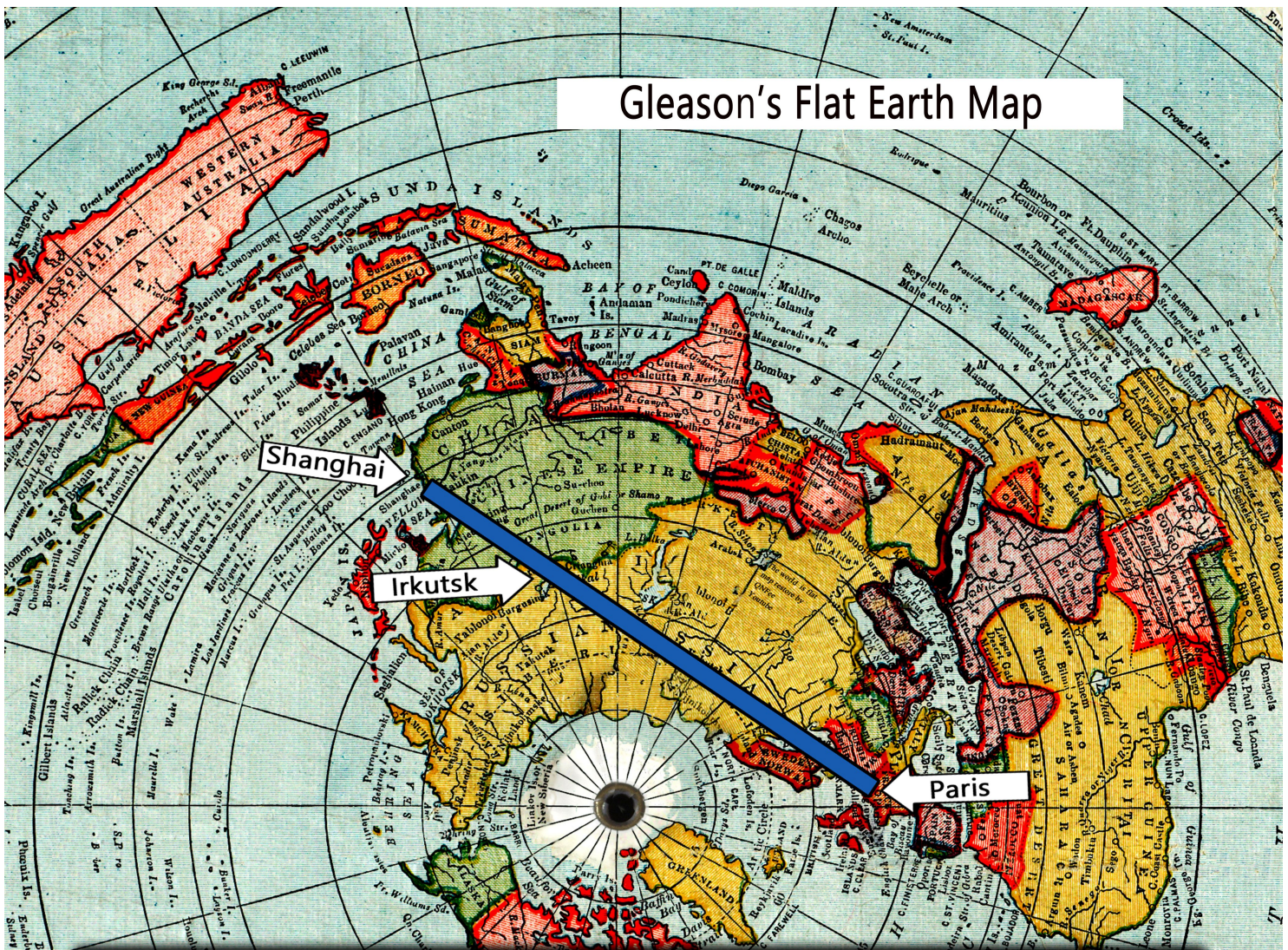
When I first heard the word “Siberia” and the emergency landing that took place there when Air France flight AF116 encountered problems during a flight from Paris to Shanghai, China, some stories I heard when I was a teenager immediately came to my mind. If anyone knows anything about the extinct Soviet Union and two of its most infamous leaders named Vladimir Lenin and Joseph Stalin, one will be familiar about the Soviet Gulag forced labor camps that spread all over the Soviet Union but mainly throughout Siberia.

Alexander Solzhenitsyn wrote about the Gulag system in his book “The Gulag Archipelago” written in a ten year period between 1958 and 1968. He himself had been imprisoned and spent 8 years of his life in Siberia working in one of the forced labor camps located there. Vladimir Lenin and Joseph Stalin killed over 50 million Orthodox Christians mostly Ukrainians but also ethnic Russians and sent thousands of religious and political dissidents to Siberia to work in labor camps as part of their sentences.

Knowing all this information since I was very young, when I heard that Air France flight AF116 had landed in Irkutsk, Siberia, I immediately thought about passengers being sent to forced labor camps momentarily forgetting that the Soviet Union no longer exists. But it didn’t mean the passengers had any freedom while they waited for a replacement plane. News channels broadcast images of passengers being kept at the airport and watched by heavily armed officers since they had no visas. To make things worse, the replacement aircraft also had problems so the passengers had to stay stranded at the airport for almost 3 days. Time magazine online edition headlines: “*Air France passengers stranded in Siberia for 3 days after 2 planes malfunction.*”

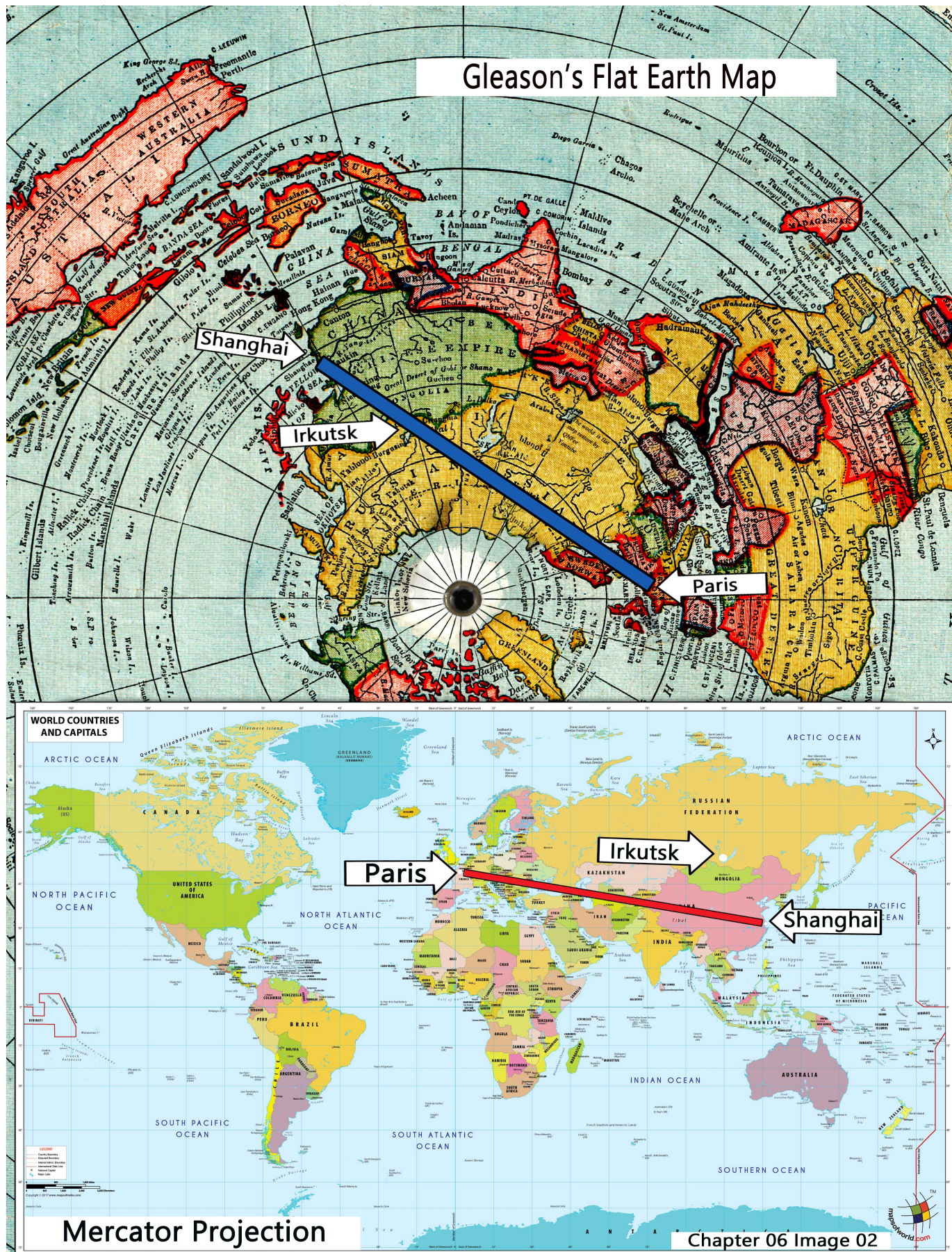
Air France flight AF116 Paris to Shanghai is a daily flight and it takes approximately 11 hours and 20 minutes of flying to cover a distance calculated at being of about 5,800 miles. Let’s compare Air France AF116 flight path on both the globe model and on a flat earth model where the reader will see that this emergency stop in Irkutsk, Siberia makes no sense on the globe. However, it makes perfect sense on a flat earth. It’s said that a picture tells a thousand stories so let Images 01 & 02 speak to you:

Gleason's Flat Earth Map



Chapter 06 Image 01





As the reader can see on page 34, the path of flight Air France AF116 makes more sense on the Gleason's Flat Earth Map when comparing it to the globe earth model. The same thing can be said when comparing this

Chapter 06 – Air France flight AF116

flight path on both, the Mercator projection and the Gleason's Flat Earth Map as seen on Image 02 on page 35. This emergency landing in Irkutsk, Siberia, only makes sense on the Gleason's Flat Earth Map.

As the reader can see on the Gleason's Flat Earth Map on page 34, the blue line connects Paris to Shanghai over Siberia having the city of Irkutsk on the flight path. The flat earth map demonstrates in a convincing way that the earth is flat and that Air France flight AF116 was flying right along the route as drawn on the Gleason's Flat Earth Map. On the other hand when we look at the globe model and the flight path as shown by Google Maps, we will find that the plane was not flying along the route as described on the globe. According to the globe model this flight should fly just north of Vienna in Austria and then on across Ukraine, south Kazakhstan and then over China's northwest territory until it arrives in Shanghai. The reader must also consider the fact that, on the Globe model Air France AF116 flies south of Moscow whereas on the Flat Earth model this flight path goes north of Moscow. Irkutsk is located close to the border of Siberia and Mongolia. If Air France flight AF116 were flying on a globe, this emergency landing would have taken place somewhere northwest of China towards southeast China. The fact that Air France flight AF116 landed in Irkutsk in Siberia is enough proof that the shape of the earth is not spherical. It is in fact flat as demonstrated by each emergency landing that we have covered so far. Times and times again when we compare flight paths on the globe and then on the flat earth map, the flat earth model proves to be correct and the globe model proves to be wrong.

Next, we will look at a flight that made an emergency landing in Moscow, even though on the globe model it shouldn't be flying anywhere near it! Let's look at Emirates flight EK225. But before, think about this:



The United Nations flag has a flat earth map stamped on it. Can this be just a coincidence or is someone trying to tell us something?

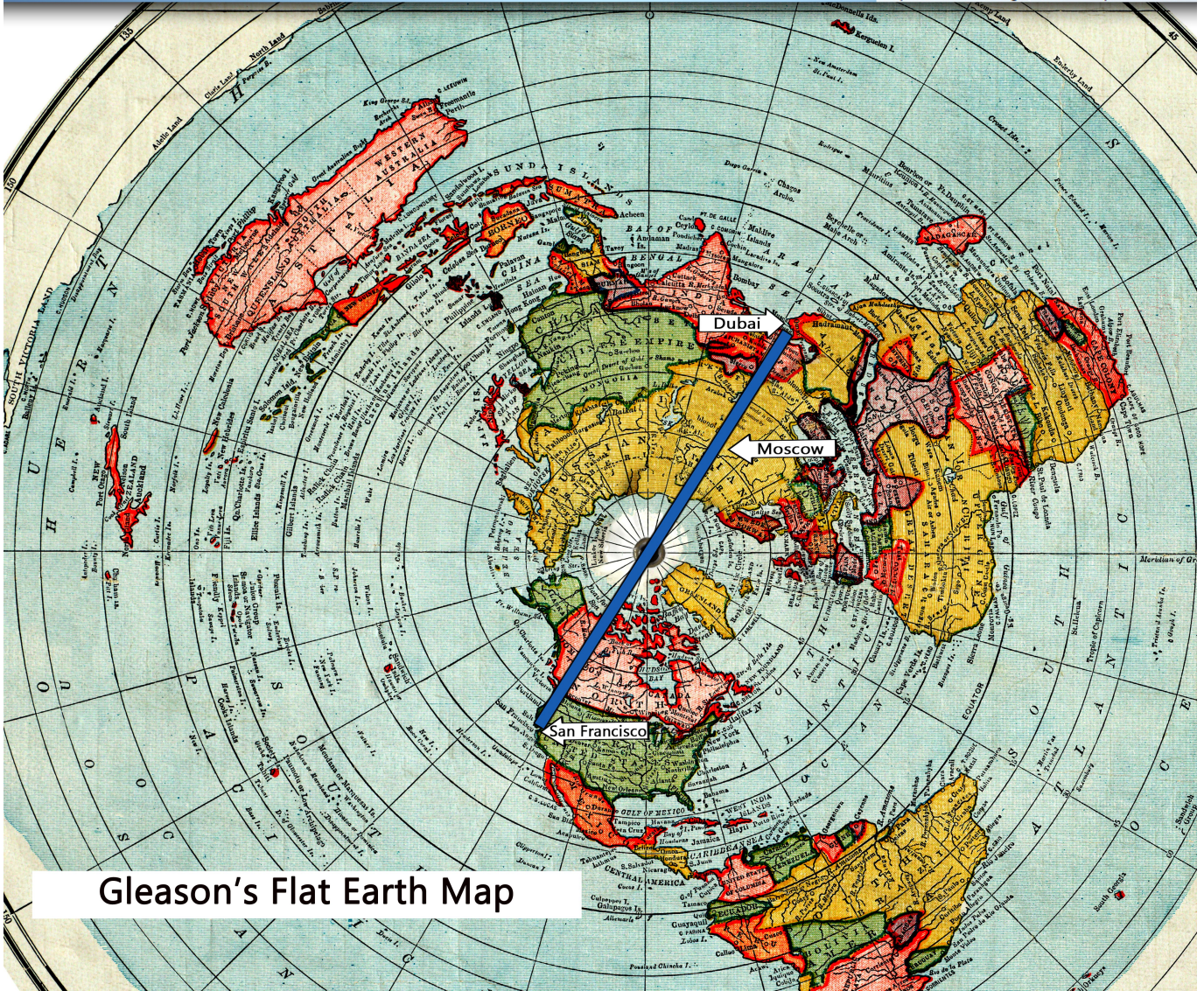
Think about it!

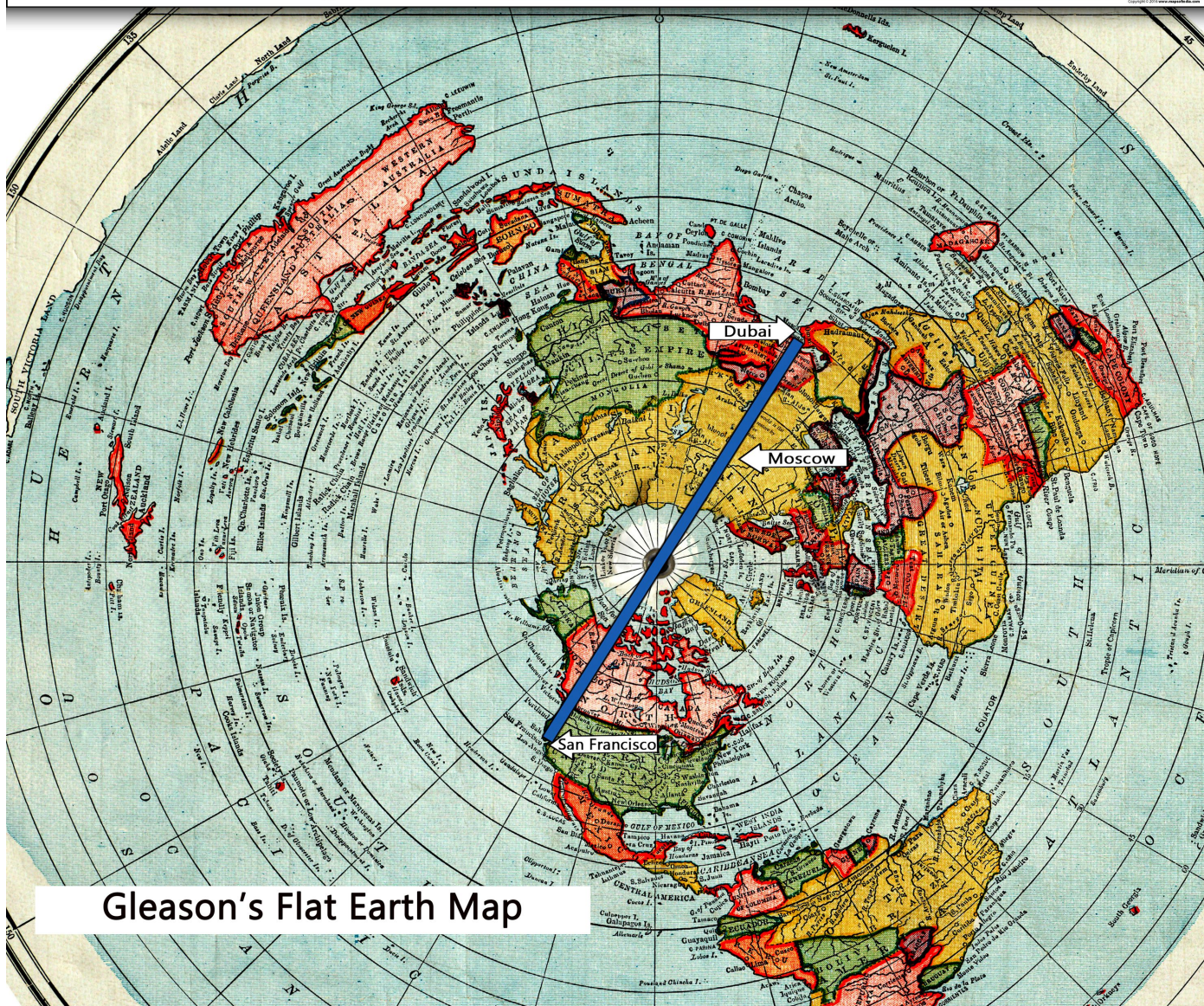
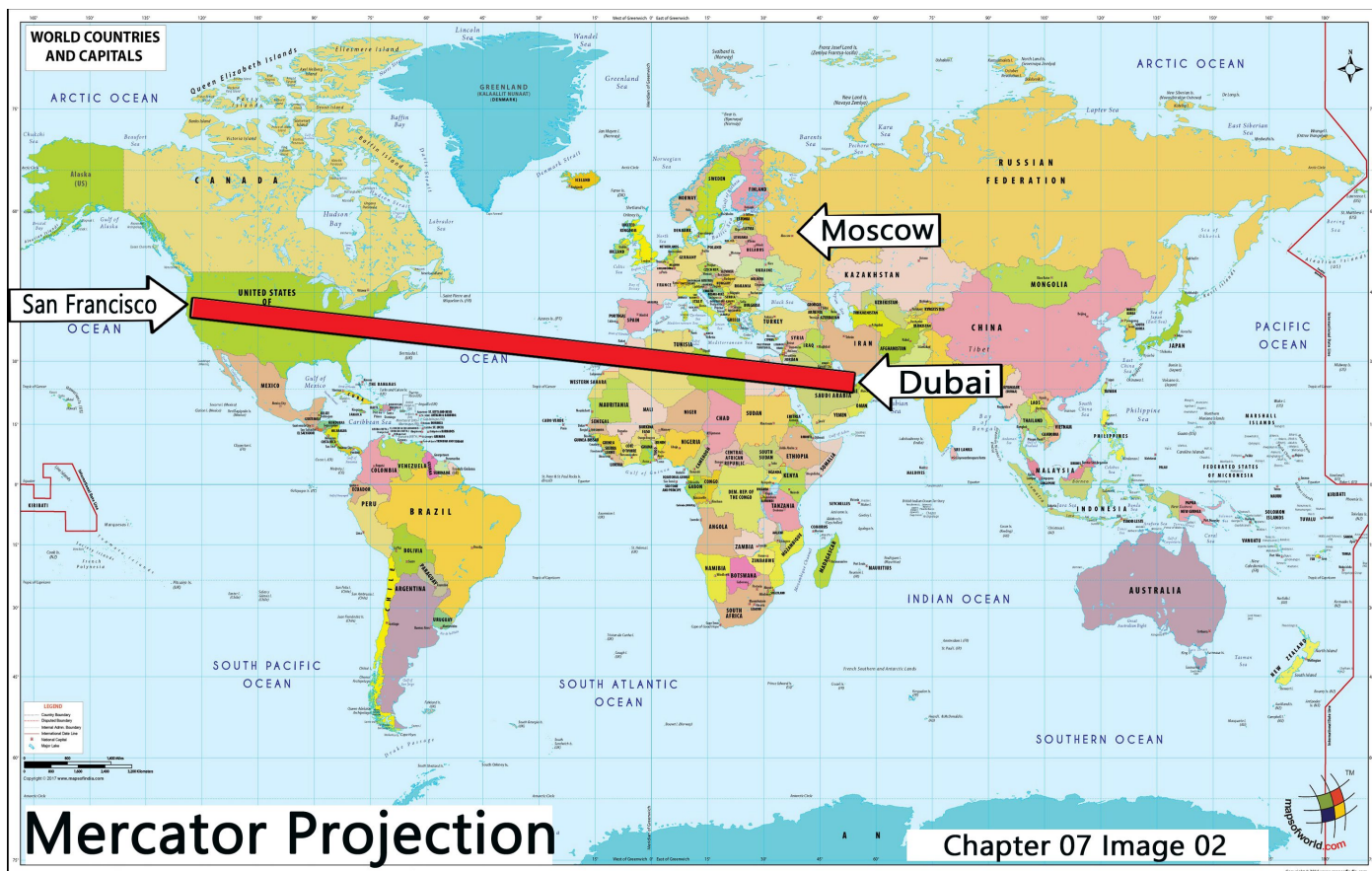
Chapter 07 – Emirates flight EK225

Emirates flight EK225 is a daily and direct flight from San Francisco (SFO) to Dubai (DXB). The aircraft that flies this route is the modern Airbus 380 and the flight time between these two cities is about 15 hours and 50 minutes being one of the longest flights executed by Emirates.

On November 20, 2016 Emirates flight EK225 had to make an emergency landing due to the fact that someone fell sick during the flight. Russian news agency TASS reported in its website that, *“The plane landed at Moscow’s Domodedovo at 16:33 Moscow time as a 70-year-old passenger, an Indian national, felt sick. She will be taken to hospital,” the source said*”.

San Francisco is located at 37.7749° N Latitude while Dubai is located at 25.2048° N Latitude. I examined this flight in my video **“Six Emergency Landings that prove the earth is Flat”** where I drew lines on a globe to demonstrate flight paths going both ways, on an Eastern direction and on a Western direction. Image 01 on the next page will present to the reader the route of this flight on a globe going on an easterly direction crossing the United States as it descends Latitude lines crossing the Atlantic Ocean on to fly over Portugal and Spain. As shown on Google Maps, EK225 keeps on flying over the Mediterranean Sea and then over Israel, Jordan, Saudi Arabia until it reaches Dubai. If this flight flew on a western direction it would fly over the Pacific Ocean on over Japan, Korea, China, and Pakistan and then arrive in Dubai. Instead of making an emergency landing in one of the countries listed when flying in a western direction or in one of the countries listed when flying in an eastern direction on a globe, Emirates flight EK225 made an emergency landing in Moscow, Russia. How could that be possible if the earth is supposed to be a sphere and Google Maps presents us the exact flight route going eastward? Well, the answer to this question is that the earth is not a globe! When the reader compares the flight path on both the Gleason’s Map and on the globe in Google Maps, the reader will see that the Gleason’s Map route makes more sense showing a straight line going from San Francisco to Dubai flying over Canada and then over Russia making Moscow one of the best options for an emergency landing. Globe believers may argue that Google Maps does not show the shortest route on the globe but how can it be if Google Maps not only shows the flight path but also calculates the flight time as being 15 hours and 50 minutes?





Chapter 07 – Emirates flight EK225

If Google Maps is presenting us the correct flight time as being 15 hours and 50 minutes by showing an eastward direction of the flight going over the Atlantic and then Southern Europe and over the Mediterranean towards the Middle East until it reaches Dubai, why would globe believers argue that I should use Google Satellite instead if the flight time calculated on Google Maps and Google Satellite is the same? If the flight time is the same, then why argue by saying Google Maps does not show the shortest route on the Globe? The fact is, Google Maps does its best to demonstrate the flight path and calculate the flight time on a globe. The problem is, since the earth is not a globe, Google Maps flight paths do not match reality! It's when emergency landings happen that we learn the true flight routes of these flights. This problem is not only found in Google Maps. In fact, all flight tracker websites are connected with one master program which is created by NASA. This program converts flat earth data into globe earth data to fit the heliocentric model. The globe earth exists only in theory and it needs to be supported by imagery, TV programming, Hollywood programming, compulsory public school teaching, sophisticated software programming and paid actors. The Flat Earth rests in facts as the reader can observe in reality on a day to day basis. The horizon is always flat and meets the eyes of the observer as we ascend either on an airplane or on a hot air balloon. No motion of the earth has ever been detected and all experiments of the past designed to detect any movement whatsoever have all failed. The reader may want to research the following experiments in history: Michelson-Morley, Sagnac Experiment and Airy's Failure.

The fact that Google Maps employs the most sophisticated software and hardware and has been ahead of all the other agencies including government agencies in mapping, calculating, measuring distances releasing balloons to the stratosphere and making all the information they collect available online tell you that they are not making a mistake by drawing flight paths the way they do. They employ the smartest software engineers, mathematicians and technicians to bring the best illustration of the globe model as possible. The problem is that, since the earth is not a globe, their information will never match reality when dealing with flight paths and emergency landings. The globe earth is a virtual world whereas the Flat Earth is the reality that can be observed by just about anyone. Even children can tell you we are not spinning 1,000mph at the Equator. Only after being brainwashed in public schools we start thinking earth spins on its axis and curvature exists, when neither of this is true!

Chapter 08 – PIA flight PK785

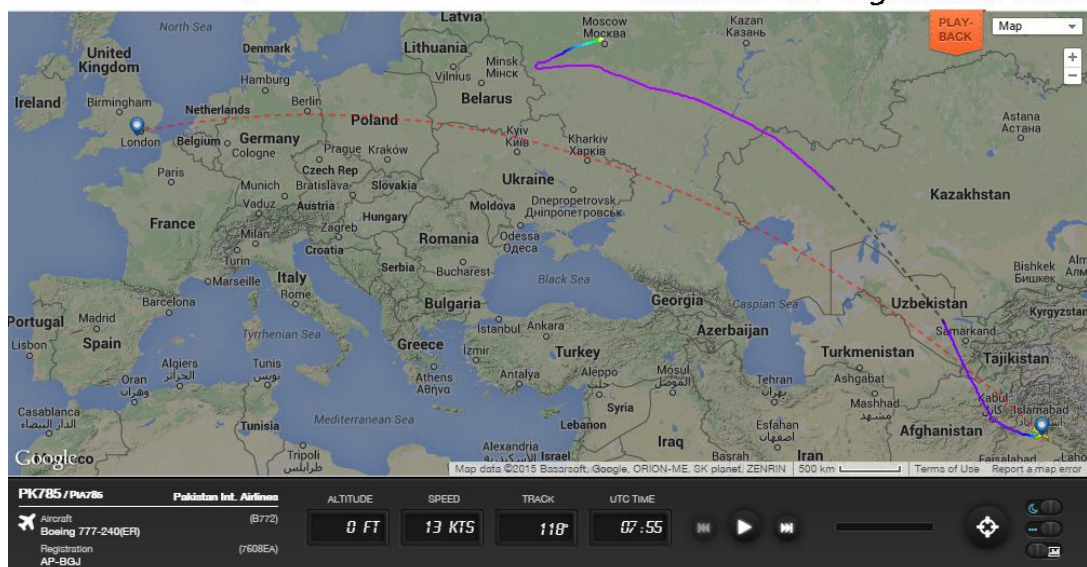
Benazir Bhutto International Airport in Islamabad, Pakistan is named after the famous politician who was assassinated while campaigning for the 2008 elections. Benazir Bhutto served as Prime Minister of Pakistan for two years in the 1980s and after a period out, she returned as Prime Minister for three more years in the early 1990s. A conflict arose when her death was announced. The Pakistani government claimed she was killed when a bomb exploded where she was campaigning while her supporters claimed she was shot twice in the head prior to the bomb explosion.

Pakistan International Airlines (PIA) flight PK785 took off from Benazir Bhutto International airport on March 15, 2015. During the flight a passenger complained of chest pains and the captain made the immediate decision to land the aircraft. The plane landed in Moscow!

When I first talked about this flight in my video “***Six Emergency Landings that prove the Earth is Flat***”, I drew the lines on the globe just like the red dotted lines on the map below in Image 01. The screenshot of PK785 flight path captured from FlightRadar24.com shows a similar route to the lines I had drawn in that video. The pilot should have made an emergency stop in Poland or even Germany or in Western Ukraine. Instead, the plane landed in Moscow where the passenger received medical attention. It doesn’t make much sense on a globe on why this plane landed in Moscow, but when the flight path is plotted on the Gleason’s Flat Earth Map, it makes perfect sense as we will see in Image 02 on the next page:

Chapter 08 Image 01.

Screenshot of FlighRadar24.com

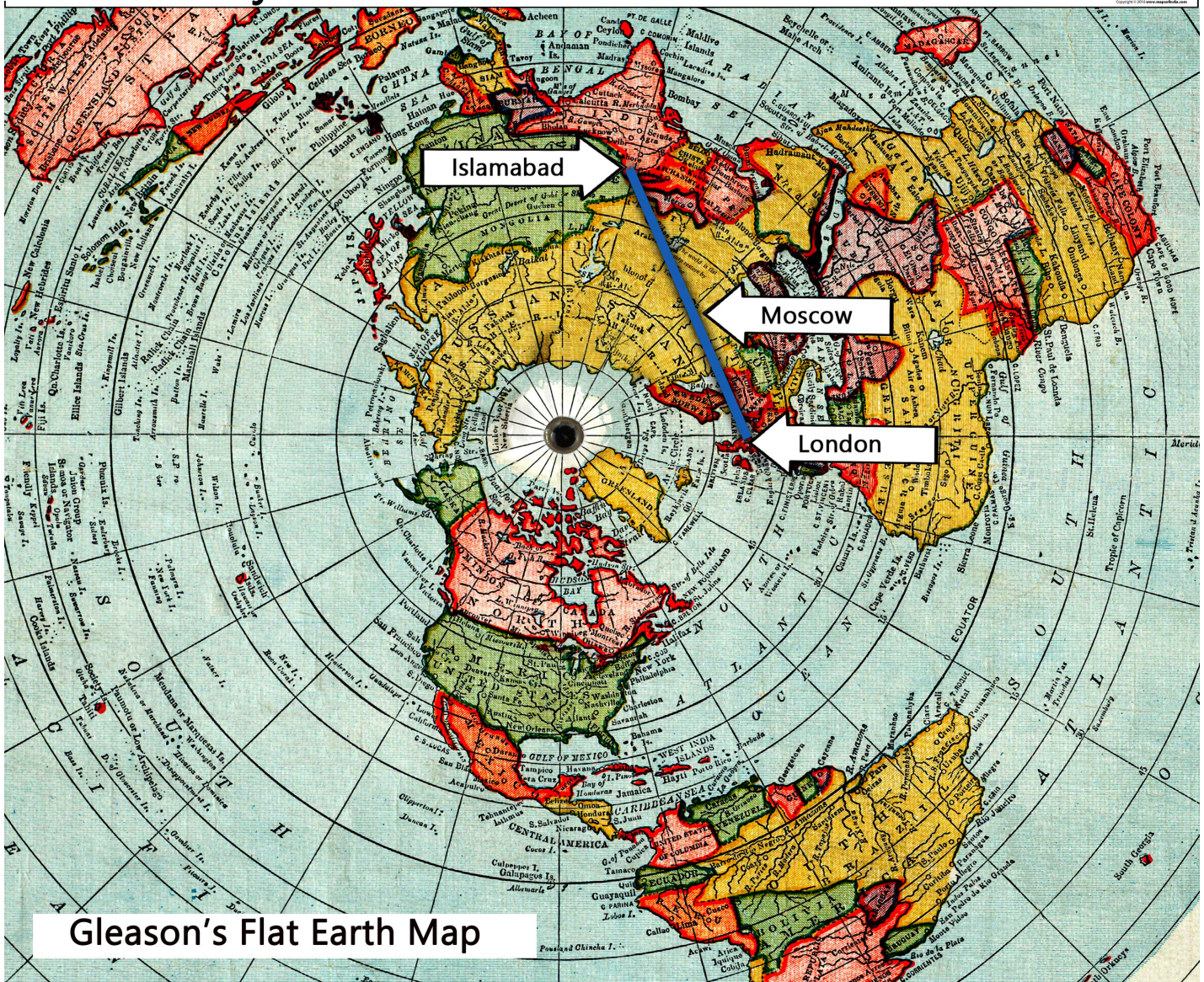






Mercator Projection

Chapter 08 Image 03



Gleason's Flat Earth Map

Chapter 08 – PIA flight PK785

As we can see in Image 02 on page 42, the flight path of PIA flight PK785 shown on Google Maps is very similar to the flight path demonstrated in the screenshot taken from FlightRadar24 and on the Mercator projection on page 43. In both images we see the flight path as going over Poland and over Germany. Islamabad, the city where the plane took off is situated at 33.6844° N while London, the final destination for flight PK785 is situated at 51.5074° N. Moscow is situated at 55.7558° N. We clearly see that this flight path on the globe makes no sense at all. But, when the line is drawn over the Gleason's Flat Earth Map, it makes perfect sense why PIA flight PK785 landed in Moscow. Moscow is situated on the flight path when flying from London to Islamabad just as demonstrated on the flat earth map.

This was not a unique situation. In fact, in 2013 another passenger fell ill during flight PIA flight PK785 Islamabad to London and the same thing happened. The captain made an emergency landing in Moscow. Unfortunately that passenger died of a heart attack when that happened in 2013. In 2016 flight PK785 once again made an emergency landing in Moscow. Only this time around it was for technical and mechanical reasons.

These three emergency landings, in 2013, 2015 and 2016 in Moscow by Pakistan International Airlines flight PK785 demonstrate that these planes are not being diverted from hundreds of miles from their flight path to Moscow. They demonstrate that Moscow is on their flight path, that these flight paths go straight from Islamabad to London and that the earth is not a globe. Just like all other flights shown as examples up to here, these emergency landing are definite proofs that the earth is in fact flat! Images 02 & 03 in the previous pages demonstrate in an effective way that the flight path as shown on the globe either on Google Maps, on FlightRadar24 and on the Mercator projection is wrong. The correct flight path for PIA flight PK785 is exactly as demonstrated on the Gleason's Flat Earth Map.

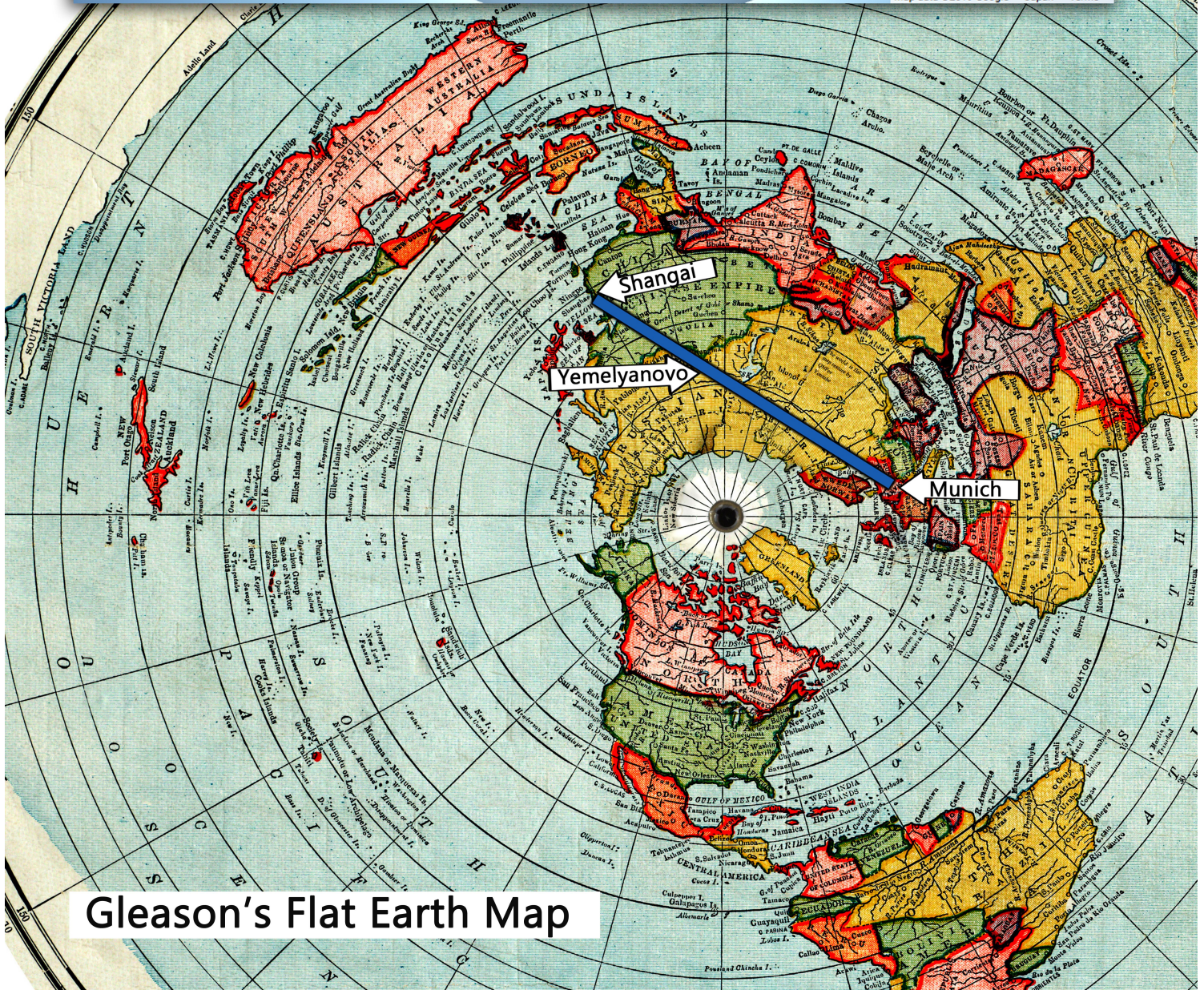
Flight paths and emergency landings is one of the most solid evidences that the earth is not a globe. Every flight path when plotted on the flat earth map will make more sense over those plotted on a supposed spinning ball earth. That's not to mention the difficulties a pilot would encounter when landing a plane flying let's say, from south to north while the earth is spinning from west to east. We would be hearing of airplanes crash landing all day, all night, everyday and everywhere.

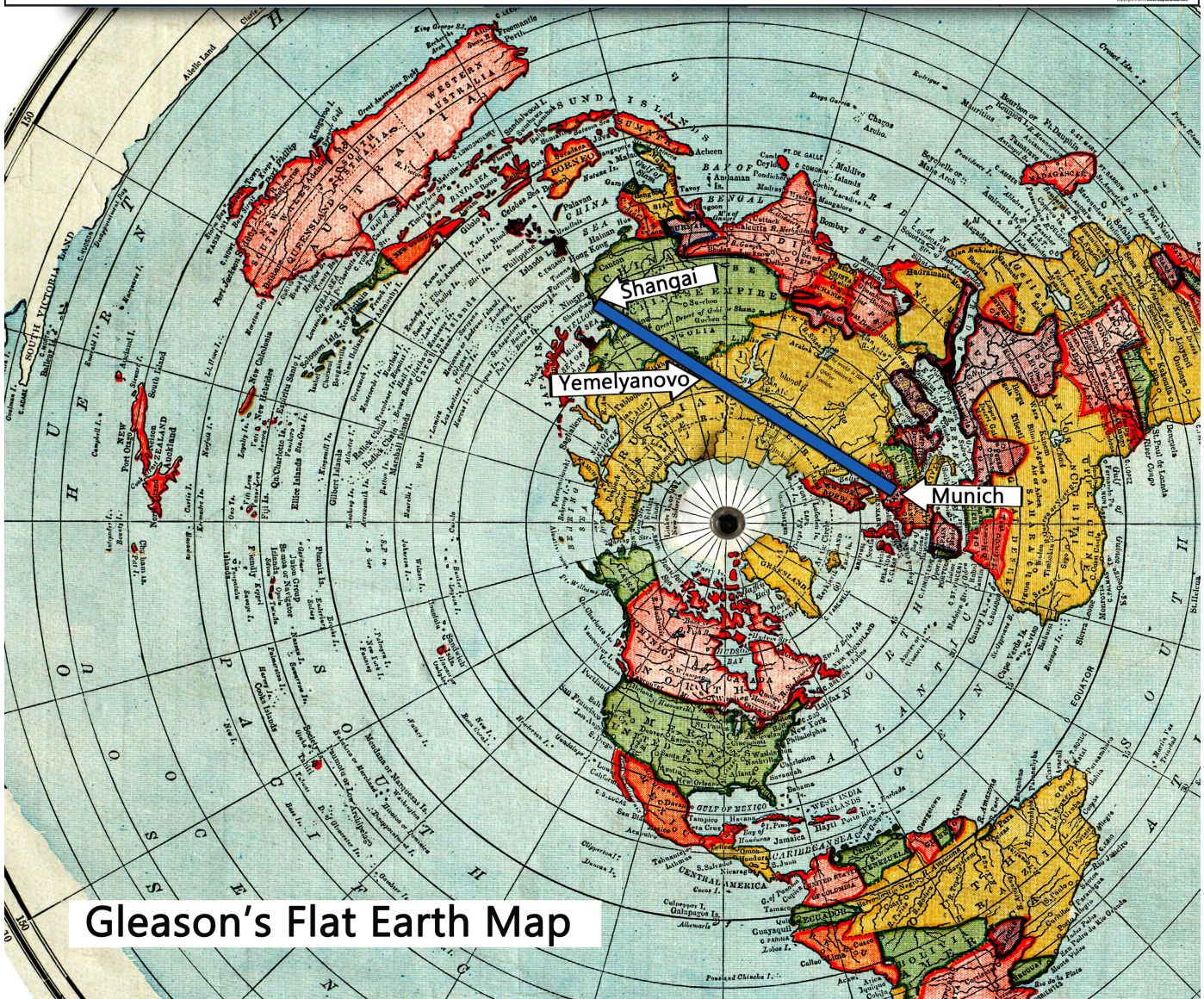
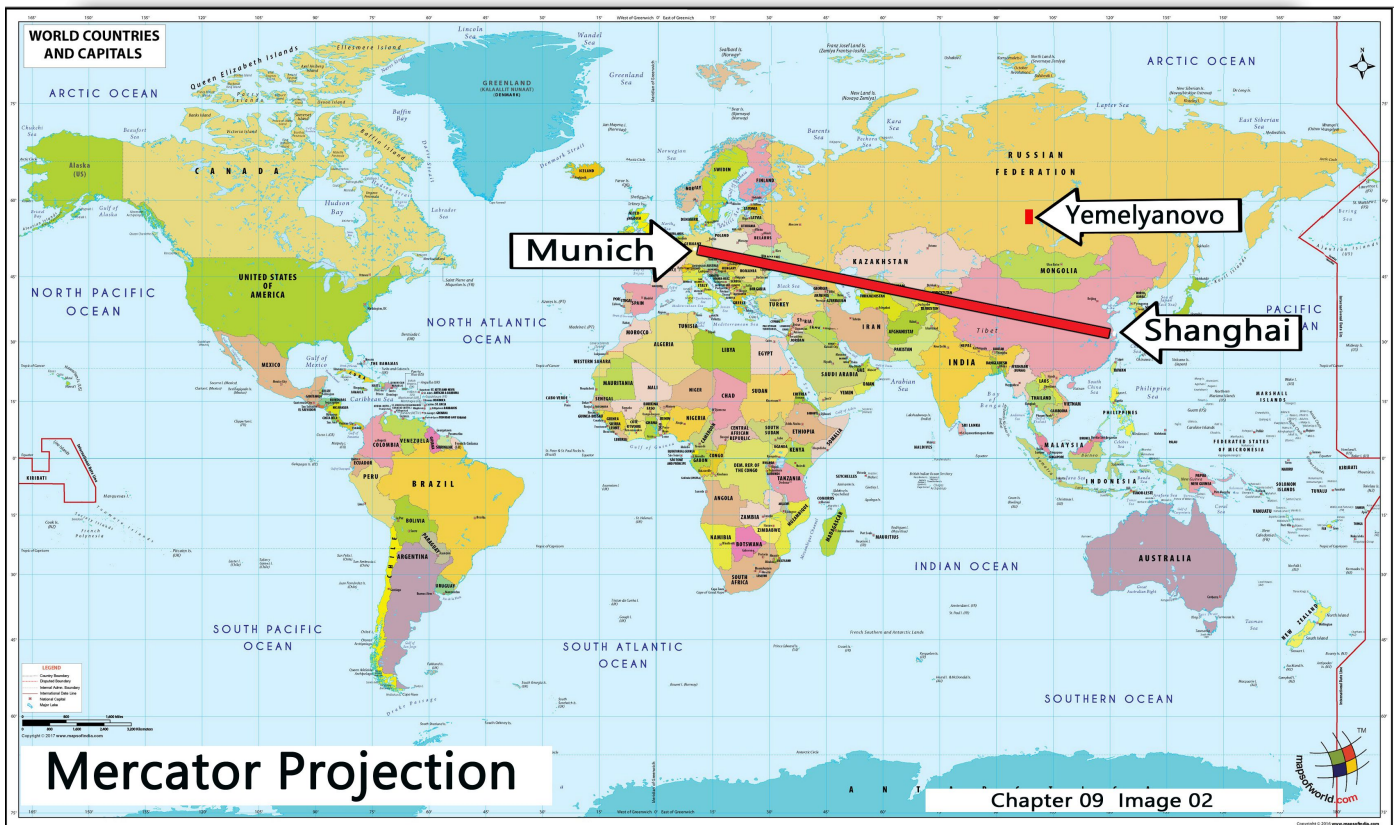
Chapter 09 – Lufthansa flight LH727

Although the United States started its Sky Marshal program back in 1968, it wasn't until after September 11, 2001 that this program became widely known by the public in the United States. This program was designed as a counter-terrorism tool where an undercover officer travels on domestic or international flight and prevents hijackings and/or other disturbances caused by unruly passengers. I wish a similar program existed where a "Sky Doctor" could be present in every flight since there are so many cases of babies being born during flights or some sort of illnesses manifested in passengers during long flights. Lufthansa flight LH727 emergency landing involved a little girl who died on a flight from Shanghai in China to Munich in Germany. The aircraft landed in Yemelyanovo, in Russia.

Lufthansa flight LH727 is a daily flight connecting Shanghai (PVG) to Munich (MUC). The distance between the two cities is of approximately 5,500 miles. The flight speed averages 470mph and it takes about 12 hours and 05 minutes for the Airbus A340-600 to fly from Shanghai to Munich.

As the reader can see on the following page, this flight from Shanghai to Munich should follow a similar path as the flight Shanghai to Paris flying towards the Northwest of China, on over Kazakhstan, then over the southernmost part of Russia into Ukraine and over Slovakia and Austria and then arrive in Munich in Germany. Munich stands at 48.1351° N while Shanghai stands at 31.2304° N. Google Maps shows in Illustration 9a how exactly this flight path should be on the globe model. Instead we see this emergency landing taking place again in Yemelyanovo, Russia at 56.1721° N. It does not make any sense on the globe why an airplane flying from a lower latitude coordinate would fly all the way up to a higher line of latitude and then fly down to its destination at a lower line of latitude. The shortest path between two points is always a straight line. Google Maps does just that when plotting these two cities on a globe giving us the exact flight time and the route this plane should follow. When we plot all this information on the Gleason's Flat Earth Map, we will see that landing in Yemelyanovo not only makes more sense on the flat earth map but also explains why it landed there since 90% of the flight path is above Chinese territory and over Russian territory. Let's now compare this flight on the globe and on the flat earth map and get to the most reasonable conclusion:





Chapter 09 – Lufthansa flight LH727

As we see on the Gleason's Flat Earth Map in Image 01 on page 46, just after crossing the border between China and Russia the captain landed the plane in the city of Yemelyanovo, in Russia. The flat earth map shows exactly why Lufthansa LH727 made a stop in this town: it's located exactly on the flight path between Shanghai and Munich.

Lufthansa flight LH727 is the 8th emergency landing we cover in this book so far. If by now the reader hasn't noticed anything wrong with the globe model, there will be eight more flights in the following chapters to be talked about, compared and discussed. My goal is to present evidences that all these emergency landings make more sense when plotted on a flat earth map and that these emergency landings make little sense or no sense at all on a globe earth model. I understand that years of programming make it hard for some to see what we are seeing here. But it is important that the reader be willing to find out the truth. Do not be comfortable with the lies. Although the realization that the earth is in fact flat may bring little or no benefit in the shortest of the terms, if the truth had been told all along, many of the things we see today would be different. Certainly we would not be fighting wars for the rich and powerful knowing that their greed is what takes us to wars. But since these very same wealthy people are the ones funding the education system, we get brainwashed into believing that we are just a spec in the universe and that our lives don't matter. The truth is, we are unique and everything was made for us. All of us have part in it and not just a few world leaders and monarchs. The realization that the earth is flat presents us the evidence that many, if not all of these world leaders, are pure evil people. Why hide this truth from us? Why prevent us from knowing what our true origins are and where are we heading to? Why keep us blind teaching us that this life is all what it is?

Let's move on with our comparisons and examine another emergency landing this time in North America. Again it will be demonstrated on the flat earth map that we don't live on a planet; we live on a PLANE. As they say, they don't call it an "air-plane" for no reason. Airplanes fly over a PLANE!

Chapter 10 – American Airlines flight AA263

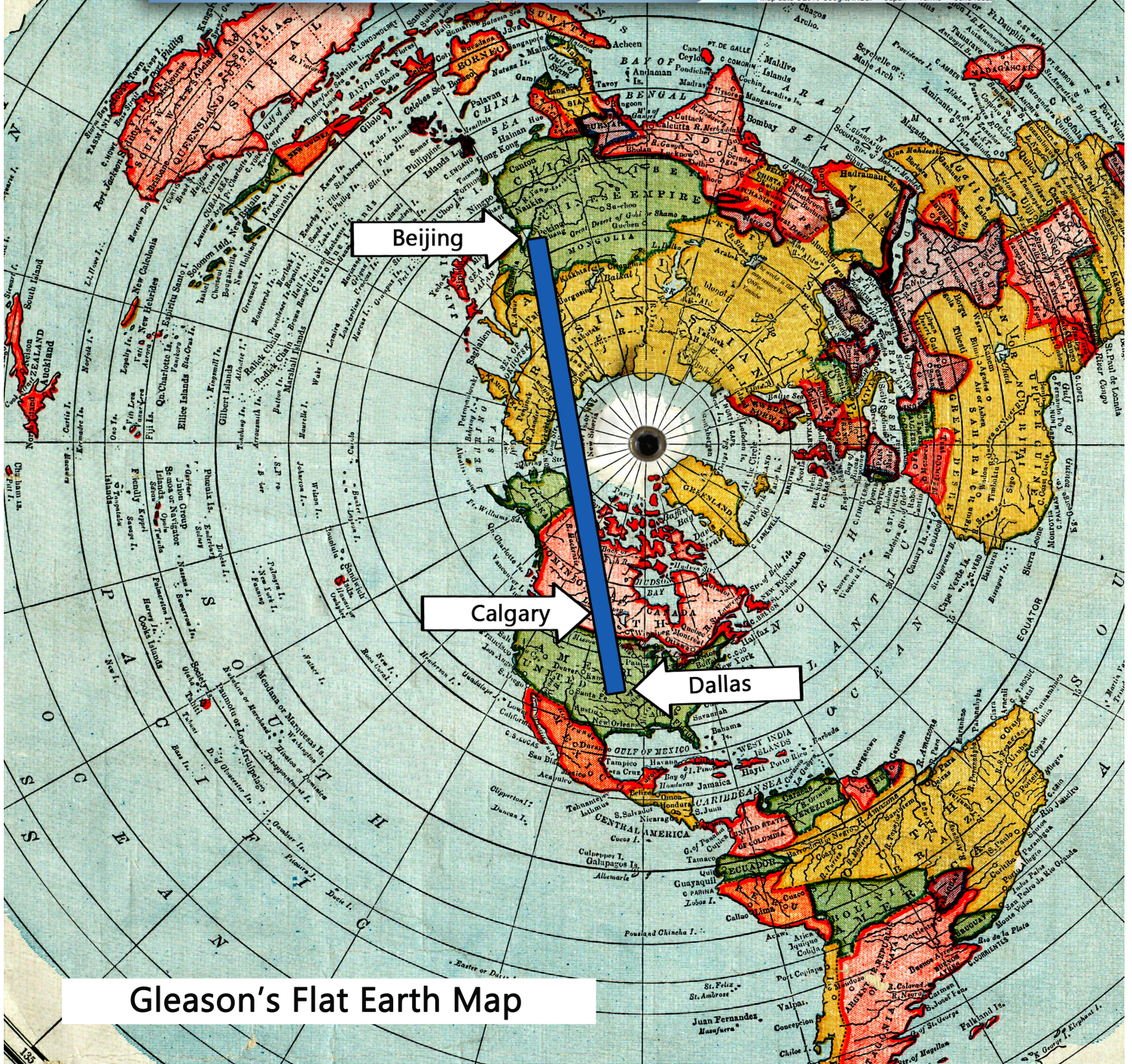
Once again, a medical situation during a flight caused an emergency landing only this time being in Canada during a flight from Dallas to Beijing. It was initially announced that the aircraft was going to land in Edmonton, Canada but due to some problems with the aircraft, the pilot had to divert and fly towards Calgary where the runway is longer and more resources to a possible rough aircraft landing was available.

According to the website Heavy.com, AA263 *“due to issues with plane flaps, the flight has diverted to Calgary for a longer runway and has dumped fuel along the way to lighten the plane before its landing. It was a tense flight, but thanks to a calm pilot, crew, and flight control, the plane landed safely.”* Heavy.com was reporting live as the situation with the flight was developing. This emergency landing took place on October 11, 2018.

Details about this flight are as follows: Boeing 787-8. Distance 6,965 miles. Speed of 568mph. Flight time is 14 hours and 05 minutes

As it happens to flights going towards Asia from North America, one may think this flight goes west over California and then over the Pacific Ocean towards China. Dallas being situated at 32.7767° N and Beijing being situated at 39.9042° N, it only makes sense to think this flight goes west and gradually reaches Beijing's coordinates as it flies towards China. Not only the majority of people think that this should be the correct path but also Google Maps *“thinks”* like that too because when using Google Maps to plot a flight path between these two cities, that's what the result shows.

The fact that this flight and all the other flights going towards Asia from North America, even if a flight from North America departs from as far south as San Diego (military flights from San Diego towards military basis in Japan and South Korea) they all fly over Canada and/or Alaska despite seats back screen showing them going over the ocean. As I write this chapter, I'm tracking AMX57 Tokyo (FlightAware) to Mexico City showing it flying over the Pacific Ocean just north of Hawaii. God forbids an emergency landing takes place now, we would see on the news that this flight had to “divert” to Alaska when it is flying over Alaska all along! Let's now compare AA263 on the globe model and on the flat earth map:

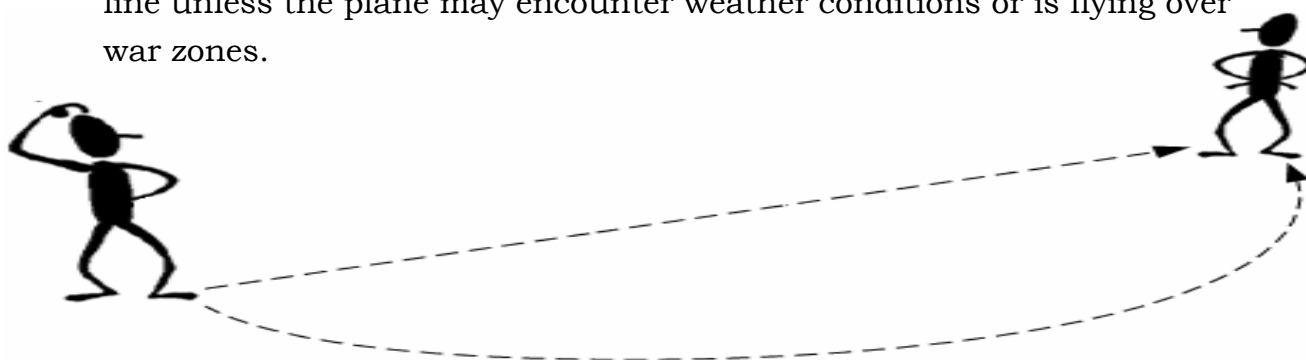


Chapter 10 – American Airlines flight AA263

As it can be seen in Image 01 on page 50, AA263 is demonstrated on the globe as flying west over California and then over the Pacific Ocean towards China as the flight gradually goes from Dallas at 32.7767° N to Beijing at 39.9042° N. Instead of flying this route, American Airlines flight AA263 flies straight north over Canada, Russia and on to China as demonstrated on the Gleason's Flat Earth Map. One more time we have evidence that the flat earth map is correct when plotting flight routes. One more time we see the city where an emergency landing took place being on the path of the flight according to the flat earth map.

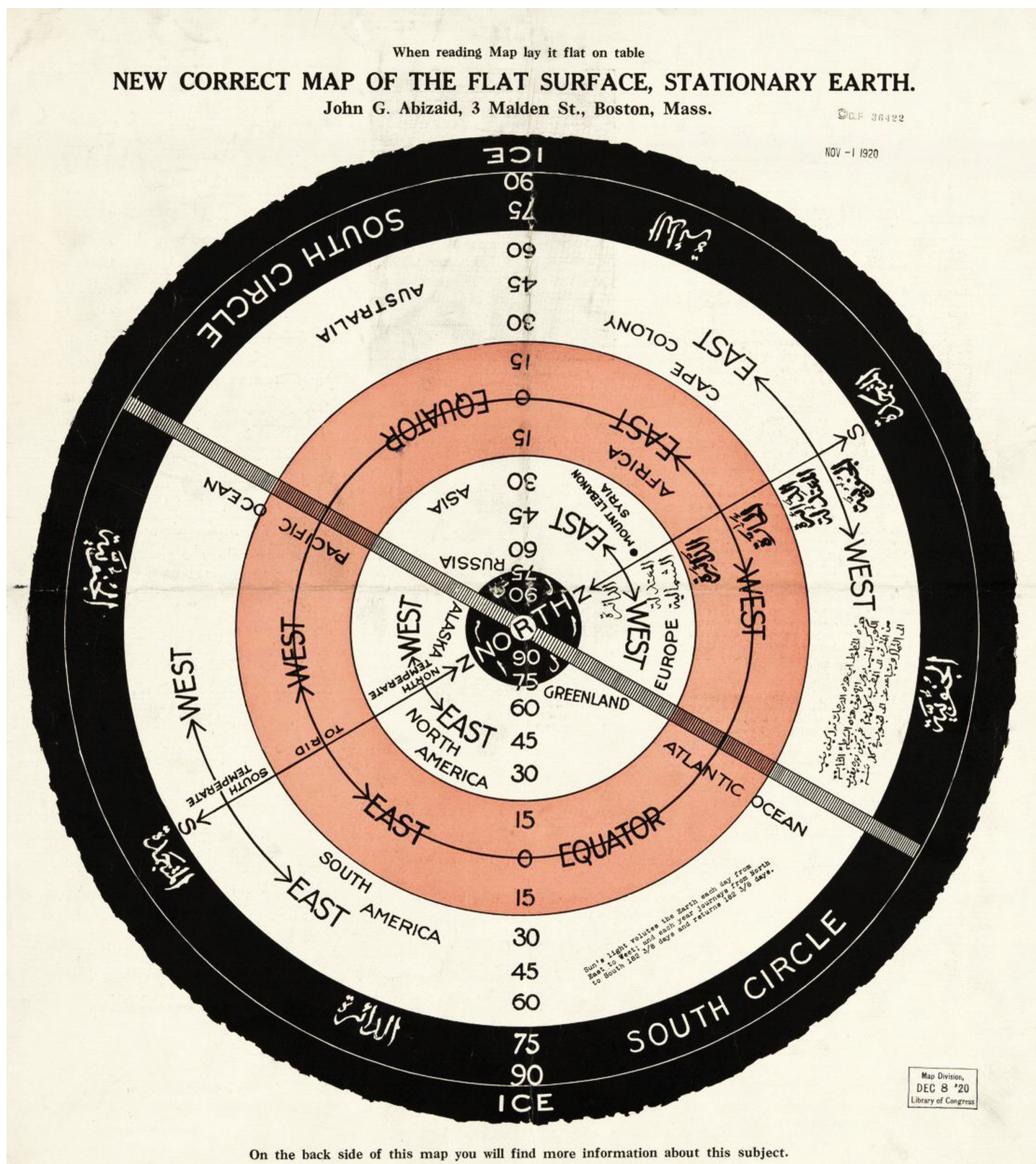
As the reader may have noticed by now, these lines of latitude do not really mean going up or down an imaginary globe earth floating in "space" spinning on its axis at 1,000mph and going around the sun at 65,000mph. Lines of latitude really mean how close or farther from the Center Pole (AKA North Pole) starting from the Equator at 0° . The same process is repeated when demonstrating the lines of latitude beyond the Equator towards the unknown regions of the south.

There is one map known as the "Abizaid Flat Earth Map" drawn by a professor from Boston named John George Abizaid in November of 1920. This map was added to the library of Congress on December 8, 1920. The official name of this map is the "**New Correct Map of the Flat Surface, Stationary Earth.**" Although this map is not to be used extensively throughout this book, I have decided to add this map to this chapter to explain to the reader how emergency landings and flight paths are better explained on a flat earth map. Let's say a plane is flying from 45° N from North America towards 45° NE of Russia. This plane would have to cross over the 60° to 75° closer to the Center Pole (AKA North Pole) because the shortest path between two points is always a straight line. This is due to the fact that the earth is flat and this is proven by every emergency landing presented in this book. Each one of them shows two points, in this case, two cities. When drawing a straight line between these two cities, the emergency landing always took place somewhere between these two points, two cities! As the earth is flat, the path between two cities will always be a straight line unless the plane may encounter weather conditions or is flying over war zones.



Chapter 10 – American Airlines flight AA263

Below is the map drawn by John George Abizaid. Similar to a “Bull’s Eye”, the map shows the lines of latitude starting at the Equator towards the Center Pole (AKA North Pole) and the lines of latitude starting at the Equator going towards the South Circle (AKA South Pole). Links for downloading this map will be provided at the end of this book.

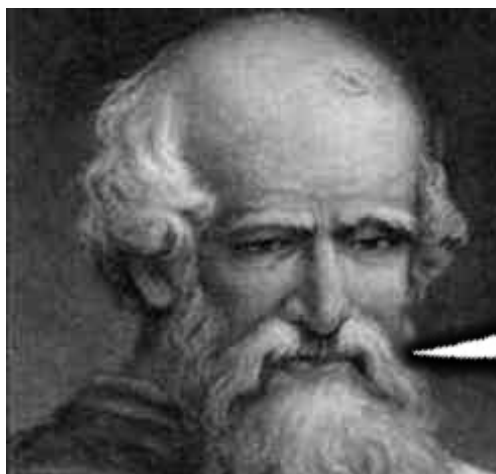


Chapter 11 – Korean Air flight KE-38

The Aviation Herald published on its website avherald.com on Tuesday, Jul 2, 2013 the following:

“A Korean Air Boeing 777-300, registration HL8275 performing flight KE-38 (dep July 1st) from Chicago, IL (USA) to Seoul (South Korea) with 273 people on board, was enroute at FL340 about 300nm south of Anadyr (Russia) when the crew needed to shut the left hand engine (GE90) down. The crew drifted the aircraft down to FL270, turned north and diverted to Anadyr dumping fuel. The aircraft landed safely on runway 19 about one hour later.”

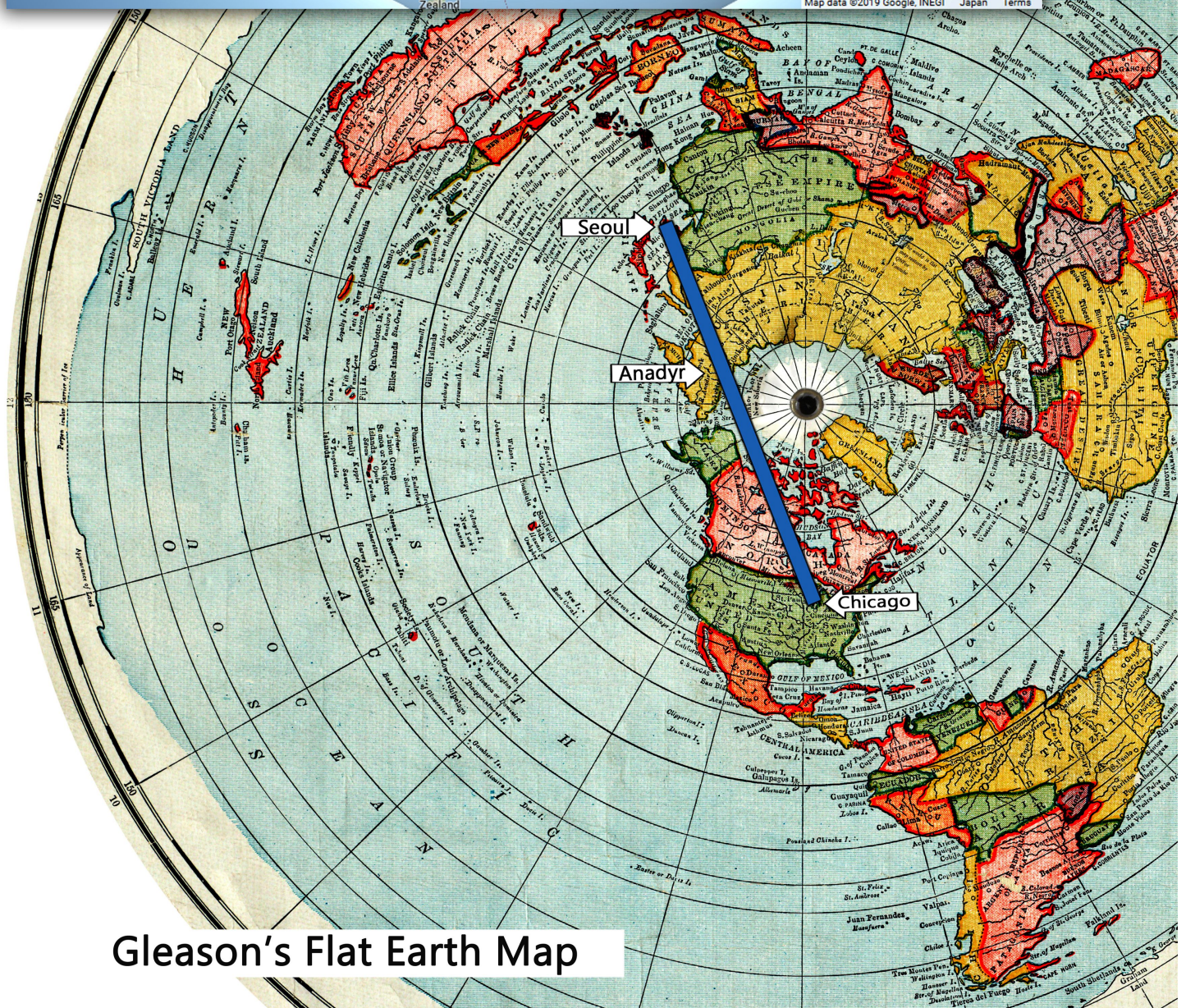
There are no secrets as we have learned up to this chapter that all these flights coming from Asia to North America fly over Russia and Alaska. Remember what we have been saying since the beginning of this book, that the shortest way between two points is a straight line. Actually, this quote is older than many of the western nations:

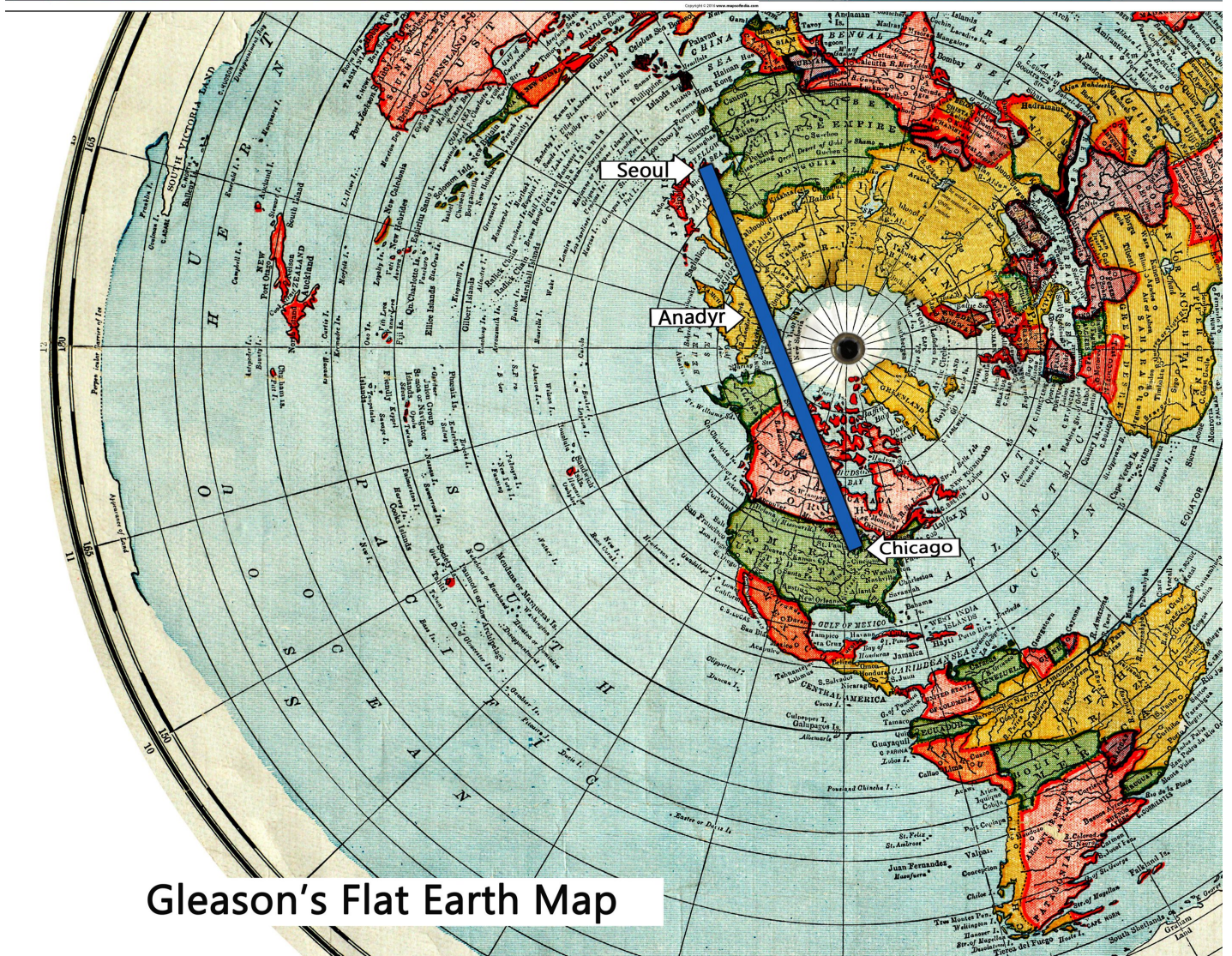
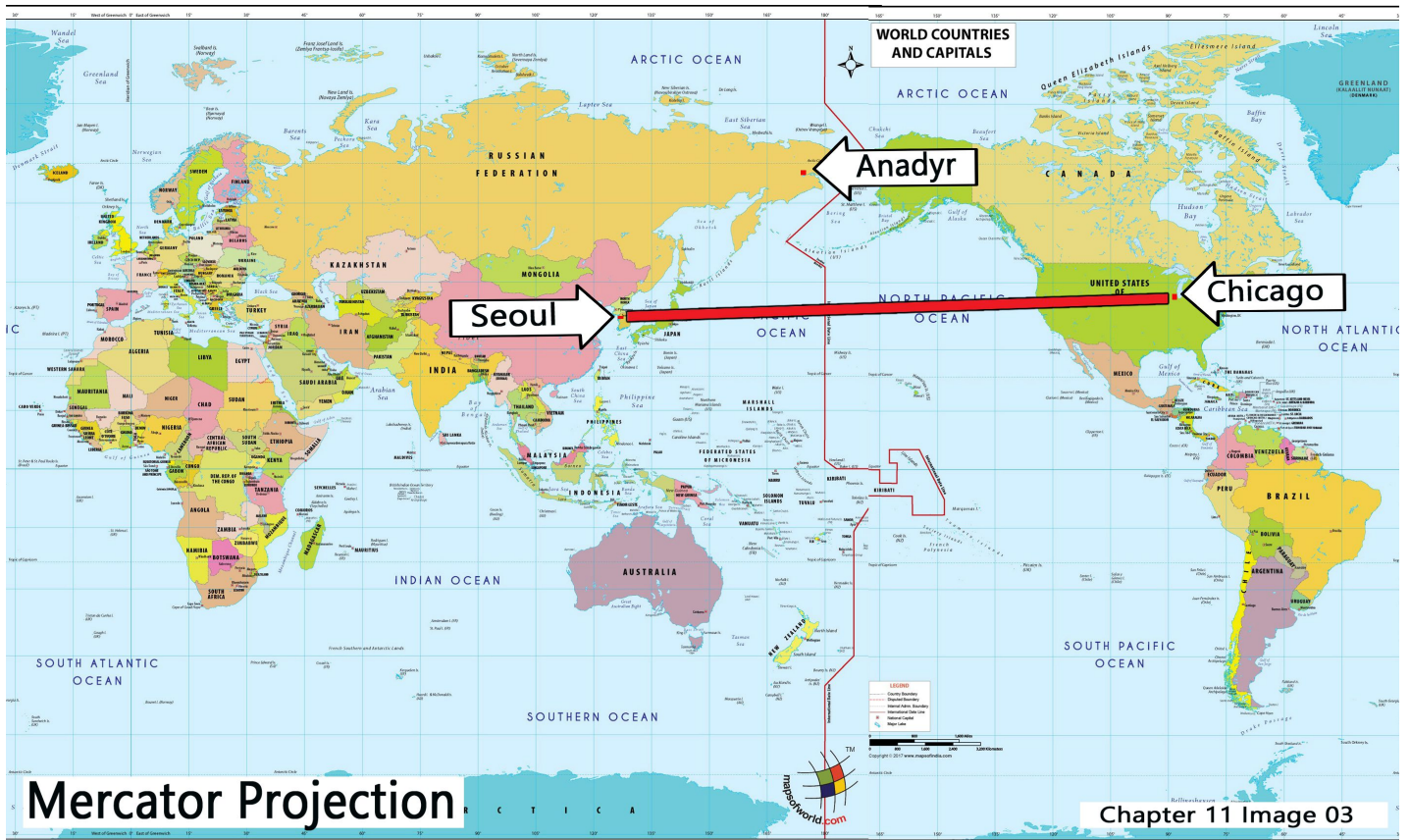


“The
shortest
distance
between two
points is a
straight
line.”

Archimedes

This is not the only incident involving Korean Air Lines. There are a couple more that won't be listed in this book. In 2001 a Korean Air Lines in route to New York was told to land immediately in Alaska. After typing the wrong codes, the plane was prohibited of landing in Alaska and had to land in the Yukon province in Canada which neighbors Alaska. Another Korean Air Lines landed in Finland after having been shot at by Soviet jets in the time of the cold war. All of these flights when plotted on the flat earth map demonstrate one thing: They all fly a straight path from point “A” to “B”!





Chapter 11 – Korean Air flight KE-38

As Images 02 & 03 on pages 54 and 55 clearly demonstrate, Korean Air flight KE-38 from Seoul to Chicago was flying a straight path on a flat surface when the aircraft had to land over Russia. When we plot this flight on the globe model or on the Mercator projection, it makes zero sense. However, when we plot this flight over the Gleason's Flat Earth Map, it makes complete sense. Anadyr in Russia is located right on the path of this flight from Seoul, Korea to Chicago, United States.

As the reader may have figured out by now, there is a pattern here. Not one flight or two flights fly this route. All of these flights coming from Asia fly on this route despite flight tracking websites show the contrary. As I mentioned a couple of chapters ago, while I was writing one of the chapters I kept track of a flight from Tokyo, Narita towards Mexico City. The website was showing this airplane crossing the Pacific Ocean just north of Hawaii towards Mexico when in fact, we know that all flights coming from Asia towards North America HAVE to fly over parts of Russia and Alaska and, of course Canada or Canadian air space over the west coast.

There is only one explanation to that: The earth is FLAT! Some will say it is an oblate spheroid, others say it is flat only at the poles while images from NASA show a perfect sphere. So what is it?

Here we have a perfect sphere in this image by NASA called the “Blue Marble”. To make sure everyone gets brainwashed by this image, a couple of years ago when Apple released its iPhone, this image was the wallpaper of every iPhone sold in the world. In chapter 20 ahead I will demonstrate the reader a lot of discrepancies and flaws with the globe earth model. A person doesn't even have to believe in flat earth to see all the flaws with the heliocentric model and the globe earth.



Let's now look at a couple more emergency landings. Our next flight should take us from the United States to Europe, just a shot across the Atlantic. Or is it?

Chapter 12 – Swiss International flight LX040

Switzerland is said to be one of the best countries, if not, the best country in the world. Swiss cheese is famous worldwide. Most millionaires have accounts in Swiss banks and Swiss watches are also said to be among the best in the world. However, it seems that not everything is good news about Switzerland. The Independent reported today (May 21, 2019) in its online edition that, *“Rape and sexual violence levels ‘staggeringly high’ in Switzerland with women ‘failed by dangerous laws’*

Bad news about Switzerland also made the headlines on February 4, 2017 when Swiss International flight LX040 was forced to make an emergency landing at a remote airport in Canada. The flight was coming from Zurich to Los Angeles when one of its engines stopped working. There are no more than 6,000 inhabitants in the remote town of **Iqaluit**, Canada where flight LX040 was forced to land.

A few more details about the flight follows: Boeing 777-300 flying at an altitude of 34,000 ft at a speed of 509 mph. The distance between Zurich to Los Angeles is approximately 5,930 miles and the flight time is 12 hours and 10 minutes.

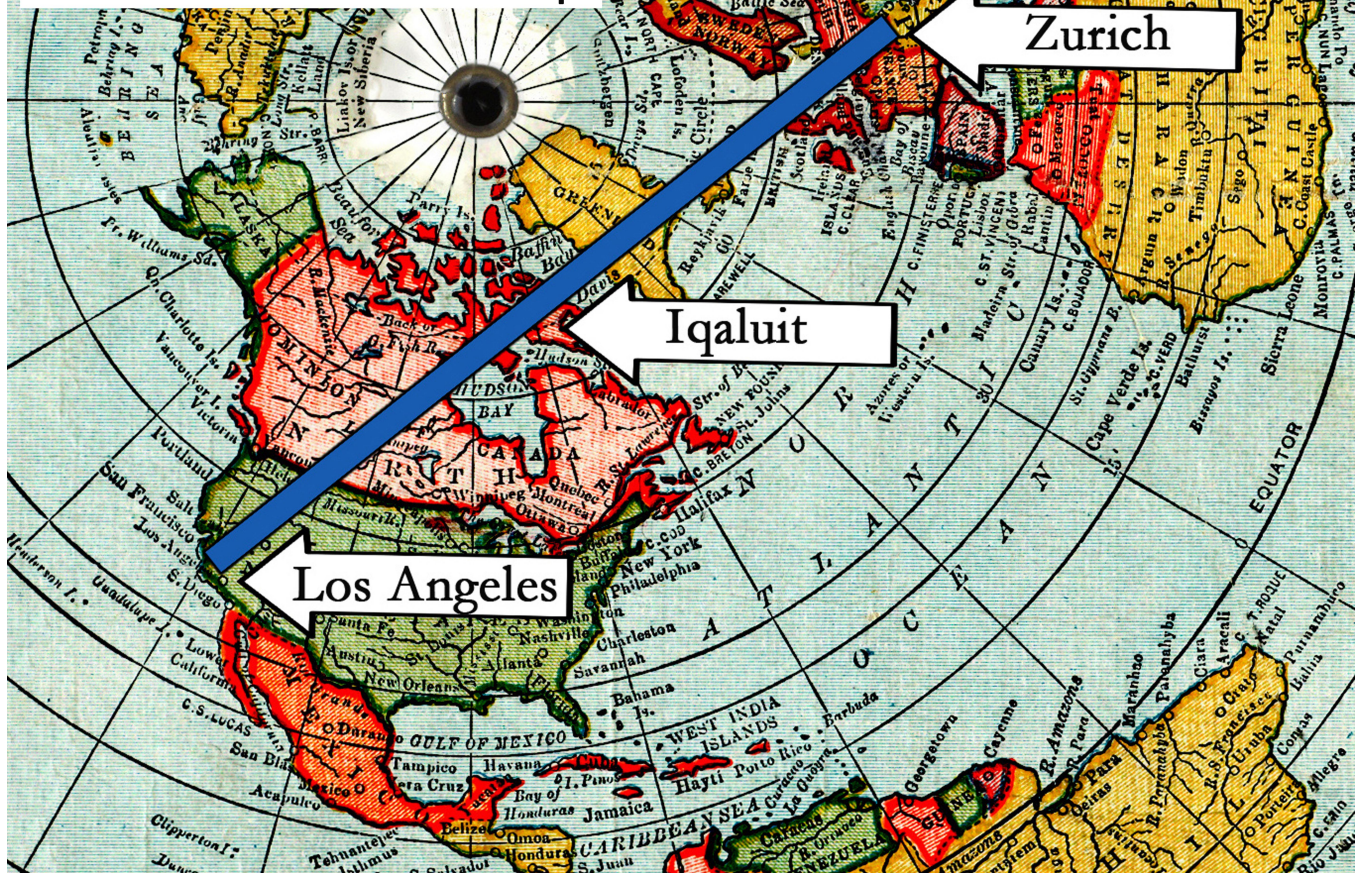
Many people in North America, especially those living on the east coast, think that if they travel east they will end up in Europe. This is because when looking at the globe model, facing east across the Atlantic, you will see Portugal and Spain. But the fact is, when setting sail east from New York on a straight path, the person sailing or flying directly east from New York will end up crossing the Equator or arriving in Sierra Leone in West Africa. This is because the earth is not a globe. It is in fact flat and when you look at the flat earth map you will clearly see what I am trying to explain here. Image 03 on page 59 ahead demonstrates this.

As a result, those who are flying/sailing to Europe, cannot simply fly east. They have to fly north to northeast, fly over Canada and Greenland to reach Europe. This is due to the fact that the earth is flat and not a globe. When we compare Swiss flight LX040 on both, the globe projection and on the Gleason’s Flat Earth Map it becomes evident that no flight whatsoever is ever demonstrated to be flying on a globe earth. See it for yourself:

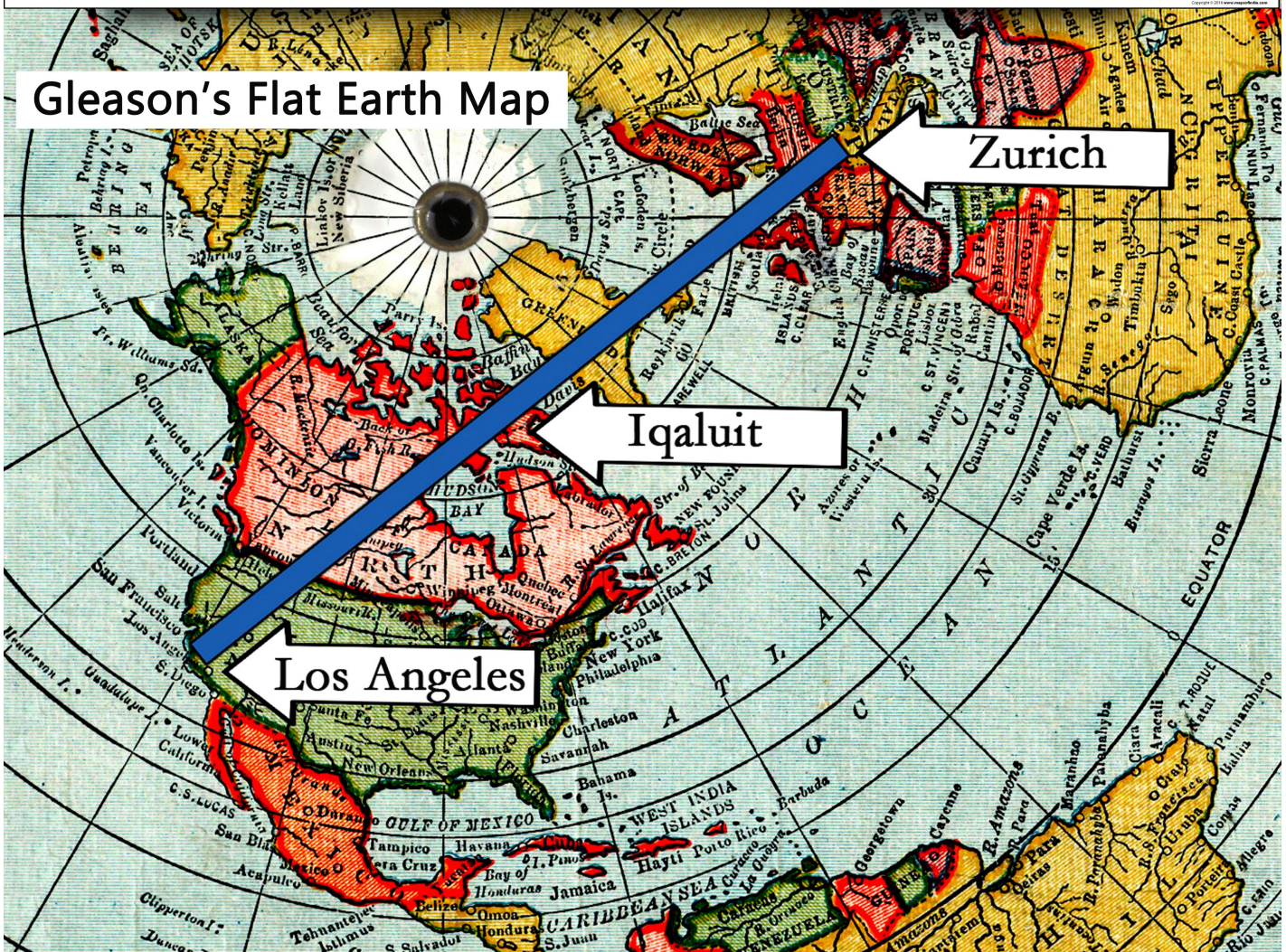
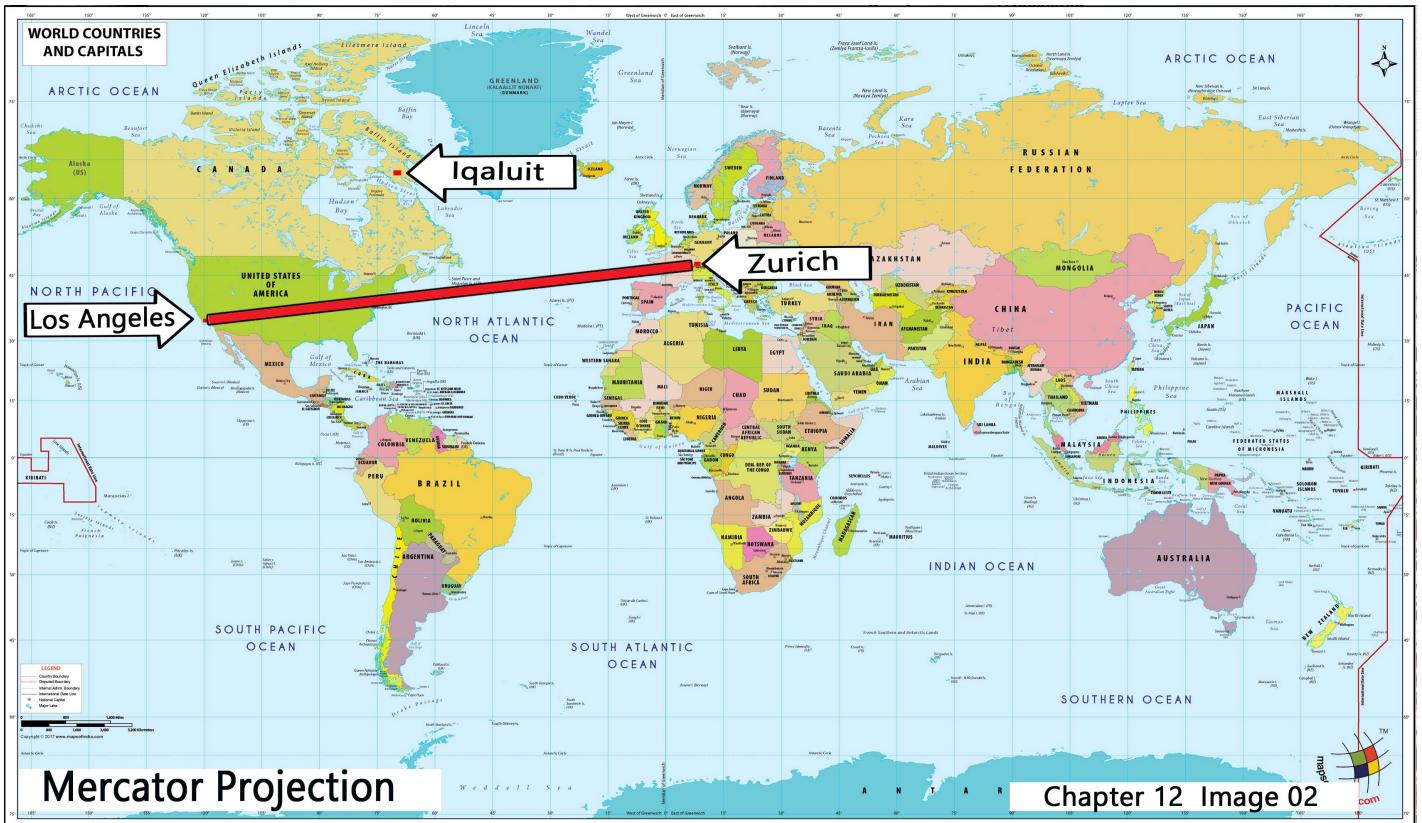
Chapter 12 Image 01



Gleason's Flat Earth Map



Chapter 12 – Swiss International flight LX040



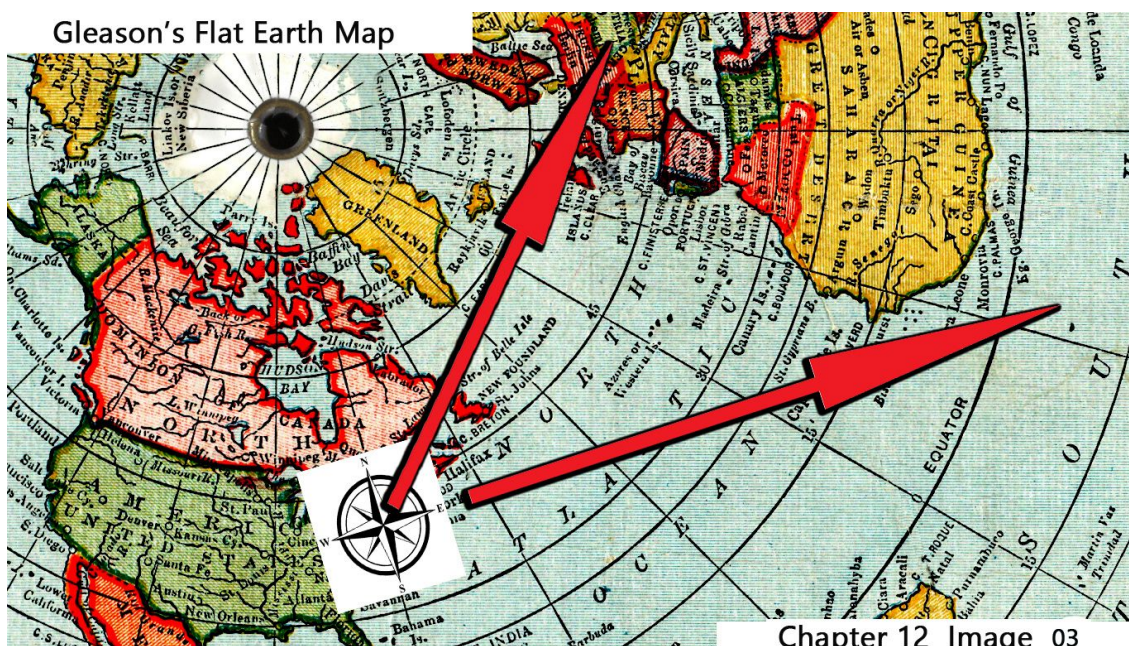
Chapter 12 – Swiss International flight LX040

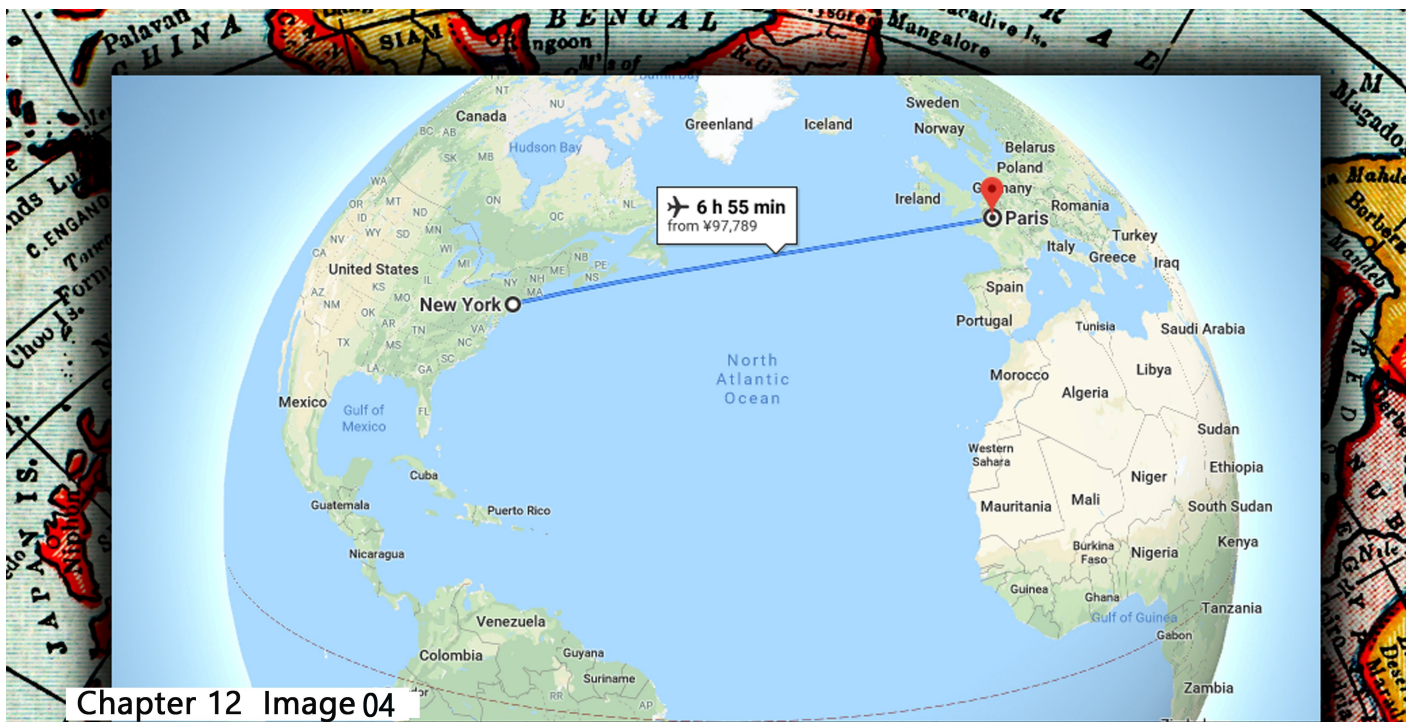
As we see on page 58 Image 01, this flight path on the globe or any other flight going east or west never fly the routes as projected on Google Maps. They can never do that due to the fact that they are not flying over a globe. The globe earth model is really a virtual globe where everything that is done is always done on paper or in some sort of software and computer programs. When these flights are plotted down, they always match exactly the paths as drawn on the flat earth map.

If Swiss International flight LX040 had really been flying over a globe as it left Zurich in Switzerland, this flight would have flown over France just south of Paris and then on above the Atlantic Ocean. It would have flown over Nova Scotia then Maine, Vermont and all over northeast U.S. until it reached California. Chances are they wouldn't have made it safely as the problem would have happened when they were crossing over the Atlantic but because earth is not a globe, they were flying a different path over Canada and were able to land safely at Iqaluit Airport.

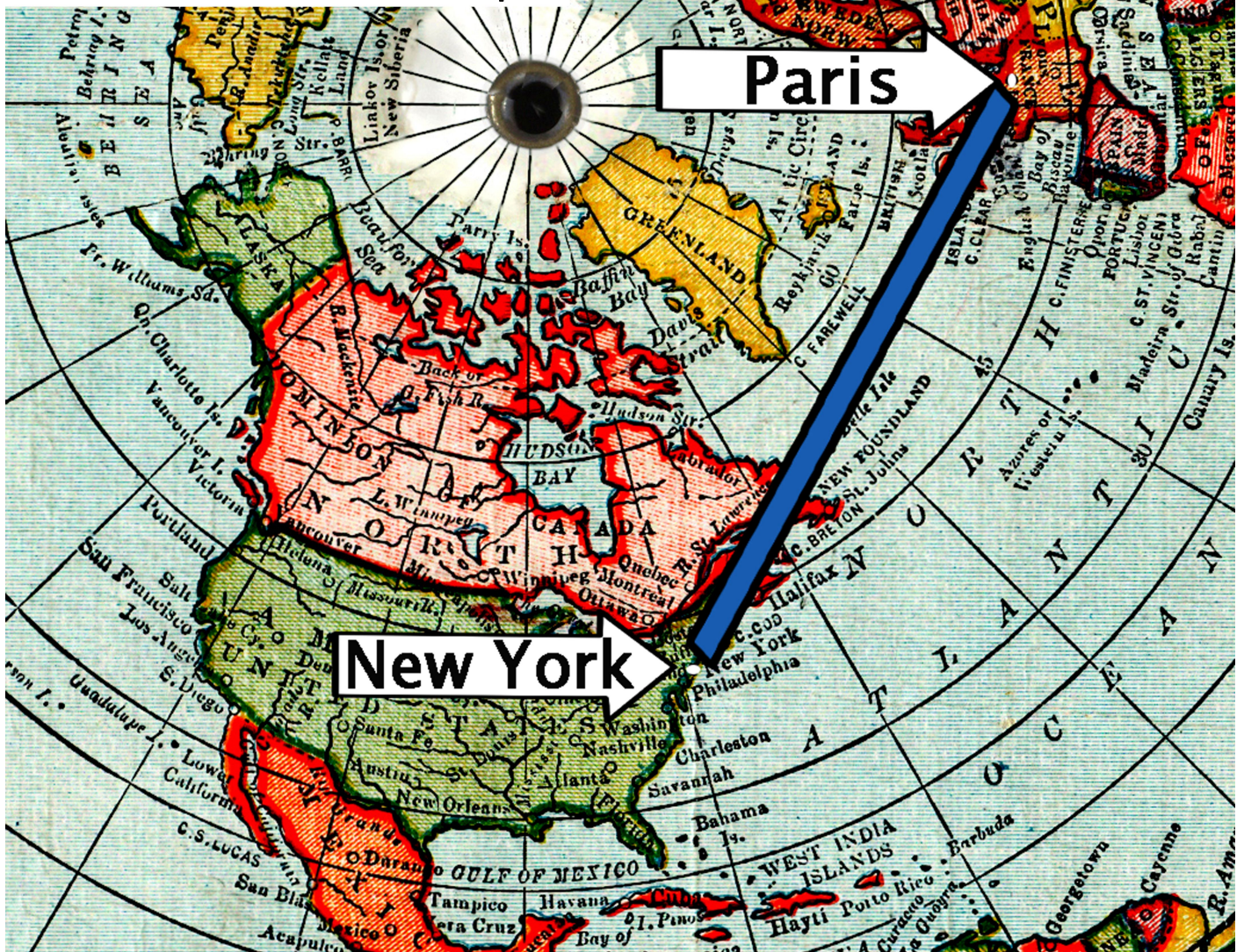
Some people may say that this is a flight from Zurich towards the west coast of the U.S. and that this flight has to fly over Canada. But why fly above Greenland? To demonstrate that not only flights coming from Europe to the west coast of the United States, or going to Europe from the west coast of the United States fly over Canada, I show you here that flights as far east as from New York to France also fly over Canada. Look at page 61.

In 1927 Charles Lindbergh flew from New York to Paris. Let's compare his flight route on page 61 ahead and let's look at the true directions East and Northeast as show in Image 03 below:





Gleason's Flat Earth Map



Chapter 12 – Swiss International flight LX040

In order to truly reach Europe, one has to fly northeast. Lindbergh's flight over Canada is not a "Great Circle" route, as some may claim. It's the only route possible since the earth is not a globe. If earth were truly a globe, anyone sailing/flying from New York towards the East, would be able to reach Europe. Lindbergh's flight from New York to Paris wasn't anything out of the normal and neither was a "great circle" route. It's the only way to fly straight from New York to Paris. Remember what we have been saying since the beginning, that the shortest distance between two points is always a straight line. The shortest distance between New York and Paris is a straight line over the flat earth and not a curved line over an imaginary globe earth.

In Image 03 on page 60, I demonstrate first what I was saying at the beginning of this chapter, that setting sail or flying east from New York one will end up crossing the Equator and reaching the west coast of Africa. I have placed a compass directly over New York 75° W parallel and followed the arrow on the compass pointing East and the one pointing Northeast. Lindbergh wasn't doing anything out of the ordinary when he flew from New York to Paris, as far as a flight route. He wasn't flying any "great circle" route. This is the only way he could have done it because if he had flown east from New York, he would have ended up in Africa.

Swiss International flight LX040 stop in Iqaluit, Canada demonstrated once more and in a convincing way that airplanes do not fly over a globe. Airplanes fly over a PLANE! Flight by flight, emergency landing by emergency landing the reader is presented with irrefutable evidences that the earth is flat.

There are six more flights that were examined and compared in the chapters ahead. Always when compared, these flight paths favored the flat earth model and never favored the heliocentric, spinning globe model we have been brainwashed to believe is true. I truly hope that by now, you the reader have opened your mind and understood that

The earth is NOT A GLOBE!

Chapter 13 – China Airlines flight 006

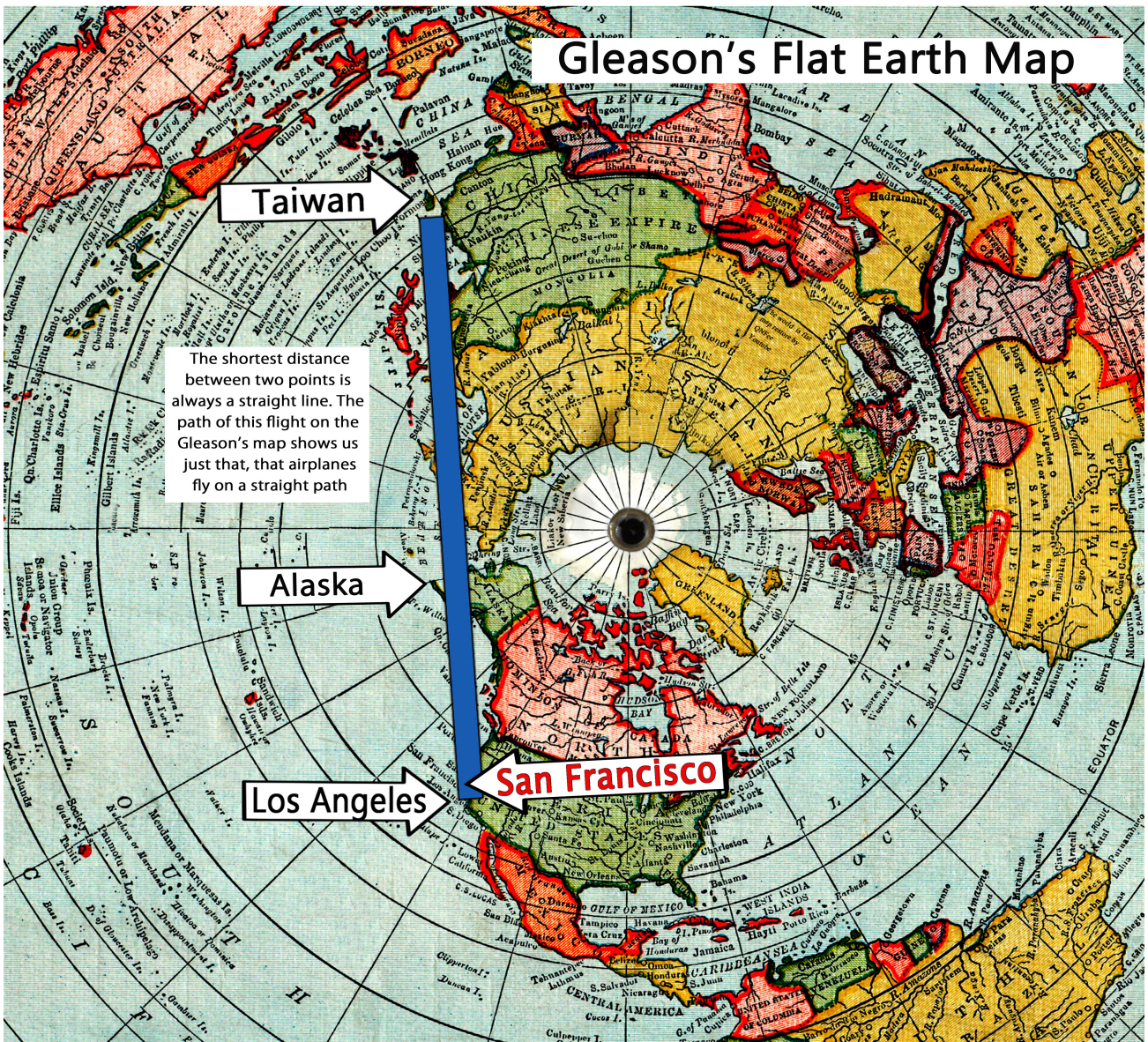
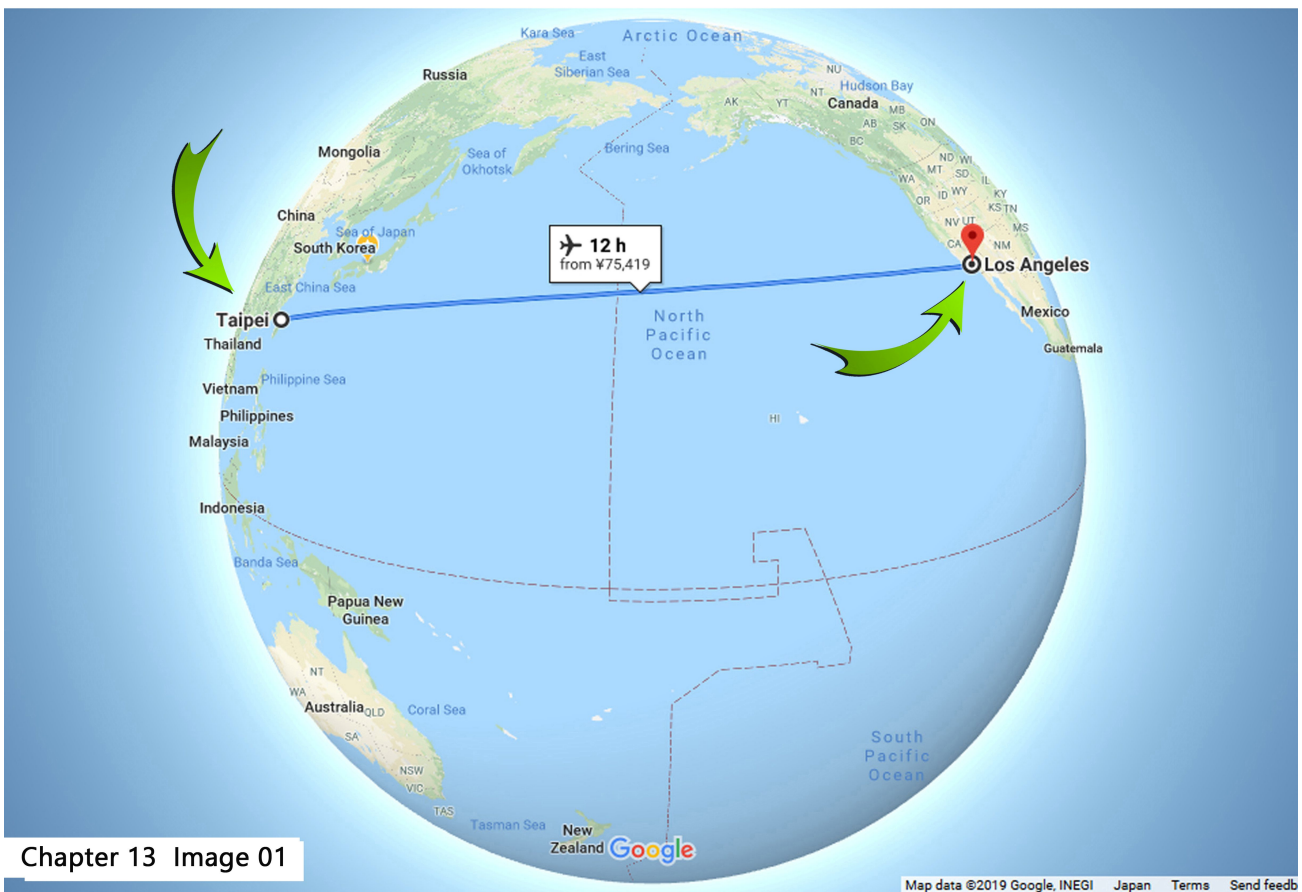
Pilots are considered to be among the smartest people in the world. Yet, 60% to 80% of accidents in aviation are due to pilot errors.

According to the website aviationknowledge.wikidot.com, these are the most common errors committed by pilots and crew members:

- **Omission** - Errors of omission occur when crew members fail to carryout a required task.
- **Commission** - Errors of commission occur when crew members carryout a task incorrectly or do something that is not required.
- **Slips** - Which occur as the result of minor errors of execution.
- **Lapses** - Which occur when a pilot becomes distracted and doesn't complete a task or omits a step whilst performing it.
- **Mistakes** - Which occur when actions conform to an inadequate plan.
- **Violations** - Which occur where actions deviate from safe procedures standards or rules, be they deliberate or erroneous.

There are conflicting reports on what caused the fourth engine of the Boeing 747SP carrying 251 passengers and a crew of 23 flying at 41,000 feet from Taipei towards Los Angeles, to shut off at just 350 miles from reaching the coast of California. Some reports say Captain Min-Yuan Ho encountered some heavy turbulence while other reports say the airplane flew through some volcanic ashes which caused the 4th engine to shut off. The problem with the volcanic ashes theory is that, there are no volcanoes over the Pacific Ocean. But, what if they were flying over volcanic regions instead of flying over the Pacific as we are led to believe to be the case?

A few TV shows about this incident were made where they interviewed crew members, passengers, Air Traffic Control agents and experts in the field of air crash investigation. The reenactment of the event and computer animation made to demonstrate the path of this flight and the struggle of Captain Min-Yuan Ho to regain control is what caught my attention. On the TV documentary, the airplane is shown to be approaching Los Angeles coming from the west over the Pacific Ocean. Let's first compare the flight path on both, the globe as shown in the reenactment and on the Gleason's Flat Earth Map in Image 01 on the next page:

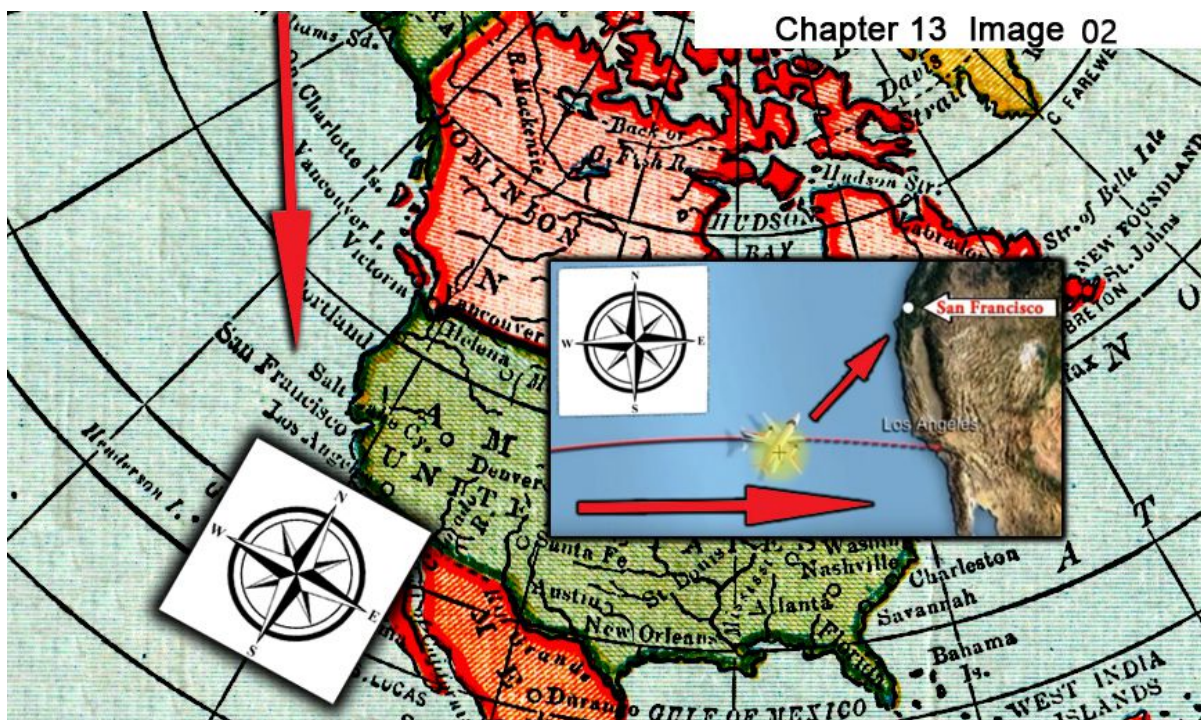


Chapter 13 – China Airlines flight 006

China Airlines flight 006 had a similar flight path as China Airlines flight 008 covered in Chapter 02 of this book. Both departed from Taipei in Taiwan towards Los Angeles LAX in California.

When looking at the globe projection and the flight path of China Airlines flight 006 as demonstrated on Google Maps on page 64, Image 01, we see this flight as coming from the west towards Los Angeles over the Pacific Ocean. The made for TV reenactment documentary where they interviewed some of the crew members, passengers and experts in the aviation field shows China Airlines flight 006 approaching the coast of California exactly as demonstrated on Google Maps. The problem is, this plane landed in San Francisco which is located 380 miles north of Los Angeles. It doesn't make much sense if the plane was approaching Los Angeles to head northeast towards San Francisco for an emergency landing. Reports say that, the airplane was also running out of fuel. If this plane was truly flying over a globe and coming from the west as shown on Google Maps, the correct decision would be to just keep on flying straight towards Los Angeles and land safely there. Instead, they landed in San Francisco.

Below, superimposed over the flat earth map is the screenshot from the investigative report showing the plane approaching California from the west. I have added the compass and the two red arrows showing the path of the plane according to what was shown it happened. On the flat earth map I show the true direction that this flight was coming from as demonstrated with the compass placed on the 120 W parallel and the arrow pointing NW:



Chapter 13 – China Airlines flight 006

According to what was demonstrated on the TV documentary and demonstrated in this chapter on page 65, Image 02, the plane approached Los Angeles from the west coming from over the Pacific Ocean. There are reports saying that the plane was running out of fuel due to the problems it had during the flight. Therefore, it had to land quickly.

On the globe, it would have been easier just to keep on flying straight until LAX was reached. Instead, the plane landed in San Francisco 380 miles north of Los Angeles. How could that be?

When looking at the Gleason's Flat Earth Map in Image 01, we can clearly see the path of this flight as coming from the North/Northwest of California approaching first San Francisco, and then Los Angeles. This is also supported by the official report from the National Transportation Safety Board (NTSB) which stated that, the airplane was approaching California from the northwest. The path on the Gleason's Map is correct according to the reports but on the globe, it is found to be wrong.

Although the official report clearly states that this plane was coming from the northwest, in order to maintain the constant programming and projection of the globe model theory, images of the flight coming from the west from over the Pacific Ocean persist. It would be truer to the story if they had demonstrated on the reenactment show, the path of this flight on the flat earth map as it truly happened. Instead they chose to partially show the truth, showing what happened to the flight but hiding from where the flight was coming according to the flat earth map.

The flat earth truth has not been hidden, suppressed and mocked only in the past. Even today we see governments and private companies trying to prevent the population from finding out what the true shape of the earth is. Websites like earth.nullschool.net where weather patterns, wind and ocean currents are shown in real time, once had a projection of the flat earth map. I has now been removed! The evidence was just too clear and they had to hide it from us.

But don't matter what they do. People will continue to investigate and do their own research and realize that, contrary to what is pushed by the mainstream media, the earth IS NOT A GLOBE!

Chapter 14 – Qantas flight QF64

I few months ago I watched a video on a YouTube channel by the name **Rory** and left him a comment which prompted him to reply back with the following request: *"Here's one more emergency landing that I'm sure we'd all love to see you analyze: QF64 Johannesburg to Sydney forced to land in Perth (2017)".* I responded to his request by making a video about this emergency landing which can be found in my channel. The video referred to is named *"Emergency Landing in Perth, Australia better explained on the FLAT EARTH"*

I don't normally make videos talking about one particular flight but Qantas flight QF64, which made an emergency landing in Perth in 2017 when I woman lost consciousness during the flight, was a different flight. I knew I had to spend some time explaining that single incident.

Qantas flight QF64 is a daily flight from Johannesburg in South Africa to Sydney Australia. The aircraft type is a Boeing 747-400 which flies at 33,000 feet. The speed, (570mph) will be discussed ahead in this chapter.

Not many people know that there are jet streams circling around the earth with speeds that reach up to 250 mph (400 km/h). There are polar jet streams and subtropical jet streams. Pilots know about them and they fly on these jet streams. They add to the speed of the aircraft without causing any damage to the fuselage. In fact these jet streams are very similar to those walking conveyor belts found in airports, malls, and even in some cities all around the flat earth.

Pictured here is a walking conveyor belt. If someone steps on it and just stands on it, that person will move forward at the regular speed of any person walking. But if the person steps on a walking conveyor belt and walks forward on it, that person will increase her speed exponentially without making any extra effort.



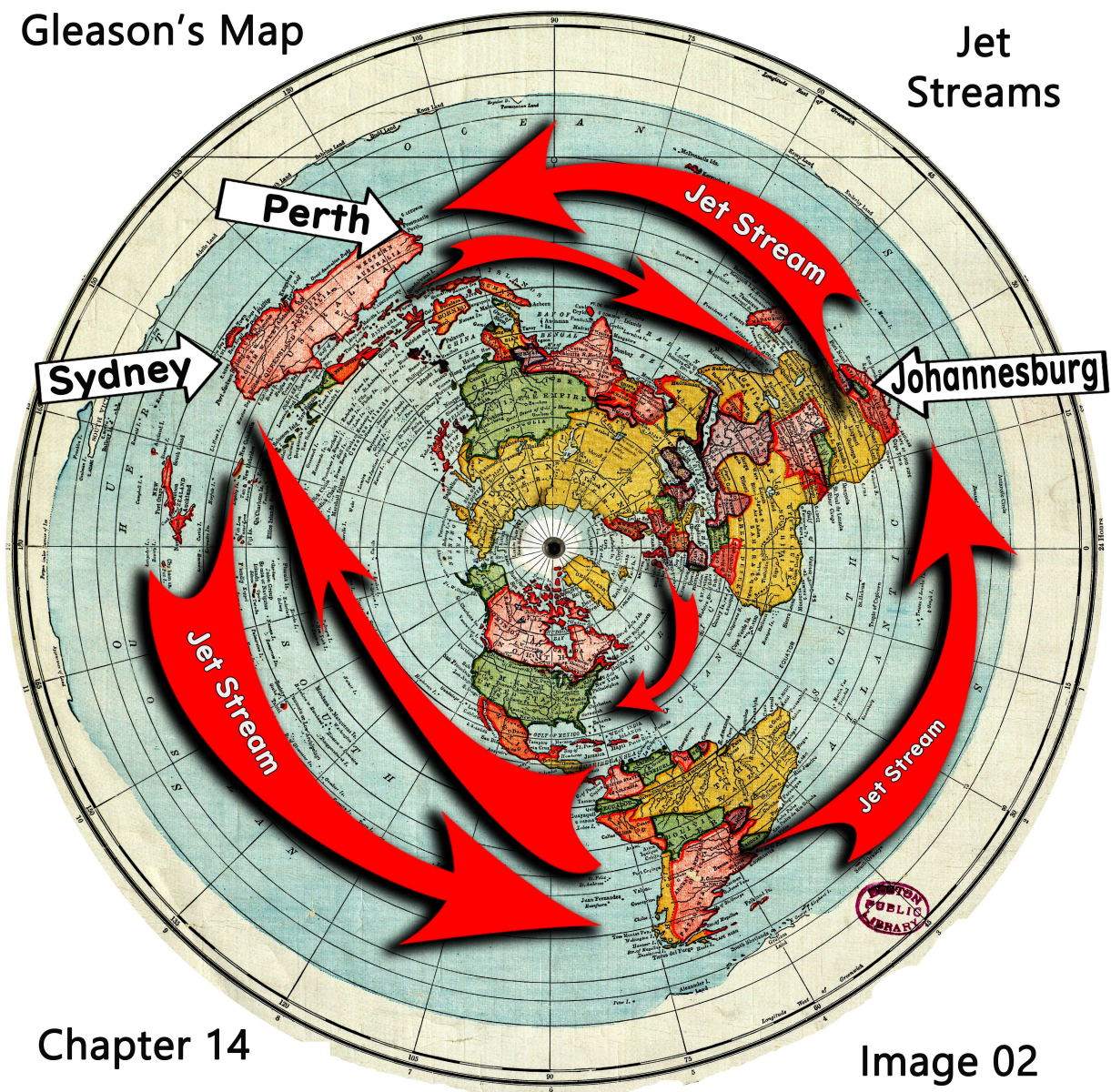
Chapter 14 – Qantas flight QF64

Now that you have a picture in mind, imagine these jet streams as being conveyor belts from 7 to 15 miles up circulating all over the earth. There are maps and software available to pilots where they can locate jet streams and fly on them. Image 02 below shows some jet streams represented by the red arrows flowing all around the flat earth going to all directions. I have created this illustration based on the jet streams and wind currents from the website nullschool.net, the same website which removed the AE Projection map from its choice of projections.

Qantas flight AF64 flies along the South Circle above what the Gleason's Map calls South Ocean towards Australia. The return flight flies with the jet stream as well going on the opposite direction. Looking at the illustration below, it is not difficult to see why the pilot made an emergency landing in Perth. It's right along the flight path going from Johannesburg in South Africa to Sydney Australia flying along the jet stream.

Gleason's Map

Jet
Streams



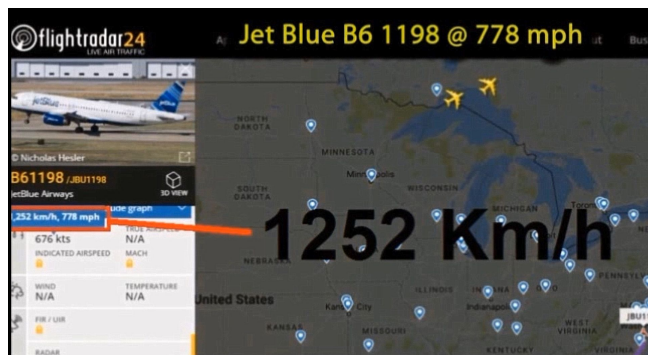
Chapter 14

Image 02

Chapter 14 – Qantas flight QF64

As I said in the beginning, let's now discuss the speed of Qantas flight QF64. The speed of this aircraft during this flight is said to be about 560mph. Let's say that this is to be the case. When adding another 250mph speed from the jet stream, the final speed equals to 810mph. This estimate is based assuming this aircraft during this flight flies at only 560mph. The website flugzeuginfo.net from Germany states that this type of aircraft flies at 583 kts = 610 mph. When flying along the jet stream the final speed equals to 860 mph without adding any friction to the fuselage due to the fact that the aircraft is flying **with** the jet stream and **not against** it.

Speed of this type is not uncommon in commercial aviation. In fact, it happens quite often, probably more than it is reported. Let's look at a few flights with speed of around 800mph not reported on the news.



Here is a screenshot from flightradar24 showing **Jet Blue flight B6 1198** going from Orlando to New York with a speed of 778mph or 1252 km/h considering this is a U.S. domestic flight.

Here is another screenshot from flightradar24 showing **Egyptair MS 648** SU-GCK going at a speed of 803 mph or 1,293 Km/h. This Boeing 787-9 flies from Riyadh in Saudi Arabia to Cairo in Egypt.



These two examples above didn't make it to the news as being extraordinarily fast due to jet streams and I'm not sure why. Some airplanes fly at a higher speed than we are aware of or being acknowledged to and I believe this to be the case with the flights mentioned above. On the following page we will look at four speedy flights which made it to the news as being something as out of the normal. The flights discussed ahead reached extraordinary speed due to the fact they flew along the jet stream. Entire segments in news channels were dedicated to propagate this "groundbreaking" news as if it were something never heard before.

Chapter 14 – Qantas flight QF64

The following flights made it to the news when they flew from Europe to North America at a speed of around 800 mph:

Norwegian flight DY 7014	New York to London in 2018
Norwegian flight DY 7014	New York to London also in 2018
British Airways flight BA114	New York to London in 2015

The most recent in February of 2019 reaching **801mph**

Virgin Atlantic flight VS8 from Los Angeles to London

It is no secret such jet streams exist all over the earth, especially along the South Circle where flights from South Africa to Australia and from Australia to South America take place. The problem lies when we are being told about speedy flights just in and around Europe and North America. Flights of this speed along the South Circle are not reported. Don't they happen? Yes, of course they do and they have been taking advantage of such wind currents for decades.

Another factor to be considered is distance. I did not include distance in the beginning of this chapter when I gave details about Qantas flight QF64. I wrote about the aircraft type and altitude of the flight. I talked about speed only after I explained a little about the jet streams. Let's now talk a little about distances.

During an interview in which Captain Marcelo R. invited an amateur reporter to the cockpit during a flight from Sydney to Buenos Aires, the captain said that a flight from Buenos Aires to Sydney can take up to 16 hours and 45 minutes of **flying time** and that's adding to the fact they fly with the jet stream. The captain shows the map with the wind currents on it and a straight path (not curving) on a supposed "great circle" route, connecting Sydney to Santiago.

Pictured here is Capt. Marcelo R. showing a straight line on a supposed projection of the globe earth along Antarctica. The "great circle" curved line is nowhere to be found.



Chapter 14 – Qantas flight QF64

According to the globe model, the distance between Buenos Aires to Sydney is 7,328 miles. Although Aerolineas Argentinas flight AR1181 has now been discontinued, the flight time calculated at the time was as being 14 hours and 25 minutes. The aircraft used by Aerolineas Argentinas to fly that route was an Airbus A340-200 reaching a speed of 0.86 mach which equals to 659 mph. Well, 14 hours and 25 minutes is an awful amount of time for a flight covering 7,328 Miles. This is the equivalent of flying at a speed of only 510 mph. When subtracting the added speed of 250 mph from the jet stream, that's equivalent to flying at only 260 mph. It is evident there is something wrong here.

What is wrong with this picture are the distances between the continents along the South Circle. The globe model has to shrink the distances in order to fit the heliocentric theory but those distances do not represent the true distance between the countries along the South Circle.

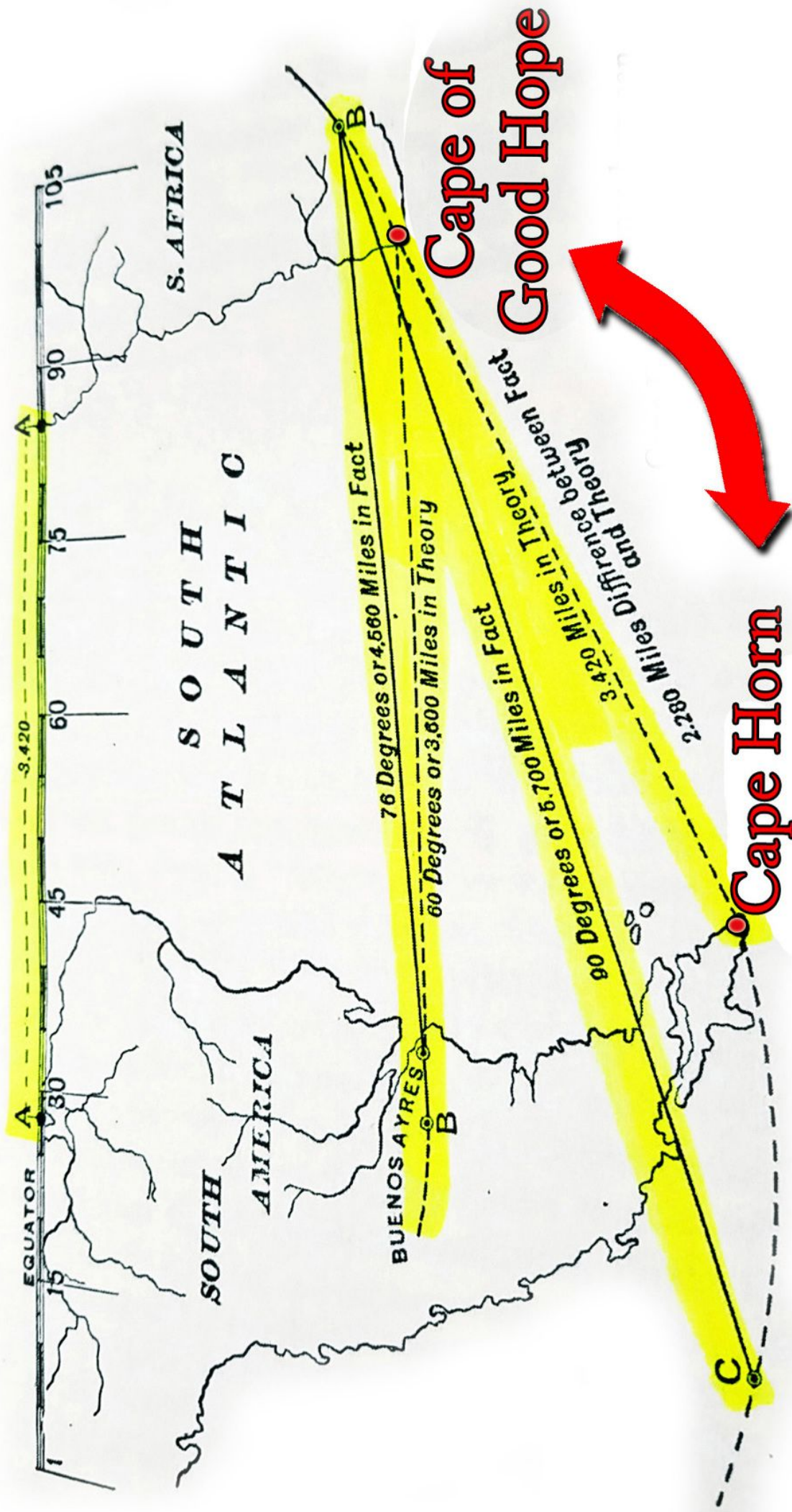
Let's now plug in the correct numbers and see what we get. Latam flies an Airbus 320 at 528 mph from Sydney to Buenos Aires. We add 250 mph increase of speed due to the wind current or jet stream along the South Circle and the total speed of this flight reaches around 778 mph. Although Captain Marcelo R, said it can take up to 16 hours and 45 minutes flying time from Sydney to Buenos Aires, let's stay with 14 hours and 25 minutes:

$$778 \text{ mph} \times 14 \text{ hours and 25 minutes of flight} = 11,086.5 \text{ Miles}$$

We now subtract **7,328** miles which is the distance between Buenos Aires to Sydney according to the globe model from 11,086 miles which is the distance covered from Sydney to Buenos Aires flying at 778 mph for 14 hours and 25 minutes:

$$11,086 - 7,328 = \underline{3,758 \text{ Miles of difference.}}$$

We now have almost 4,000 Miles of difference between the distance the globe model claims to be between Buenos Aires and Sydney to the real distance when calculated the flight time and the speed of the aircraft. Clearly there is something wrong with the globe model. However, this difference in distance and the realization that there's clearly something wrong was illustrated by Alex Gleason as we find on page 371 of his book titled "**Is the Bible from Heaven? Is the Earth a Globe?**" Take a look:



The real distance between Cape Horn in South America and Cape of Good Hope in South Africa is 5.700 Miles in Fact.

“Is the Bible from Heaven? Is the Earth a Globe?” by Alex Gleason Page 371

Chapter 14 – Qantas flight QF64

Alex Gleason spent his own resources when he challenged the globe model and wrote his book in 1890. He was able to access records and logs of voyages made by sea from Cape of Good Hope on the tip of South Africa to Cape Horn on the tip of South America. In Theory, the distance between these two points should be only 3,420 Miles when in fact the real distance between these two points is 5,700 Miles. This results in a difference of **2,280 Miles**. Seamen and Captains testified about these differences in distances in debates and public hearings with members of the Royal Astronomical Society of London being present as Christine Garwood pointed out in her book. Reference will be provided at the Credits Chapter of this book.

The flight time between Johannesburg, South Africa to Perth in Australia is calculated to be 10 hours and 45 minutes. We have seen that all flights when flying with the jet stream gain another 250 mph of extra speed on top of the speed the airplane is already flying without adding any friction to the fuselage or danger to the passengers. The distance between Perth, Australia and Johannesburg in South Africa *according* to the globe model is calculated on Google as being 5,163 Miles. The Boeing 747-400 which made the emergency landing in Perth would have to be flying at only 500 mph to cover this distance in 10 hours and 45 minutes. It cannot be true because, if we subtract the extra 250 mph speed of the jet stream, Qantas flight QF64 would have to be flying at only 250 mph.

When we add the extra speed of the jet stream to at least a speed of 550 mph the Boeing-747-400 flies, this aircraft would have to fly at least at 800 mph. Flying at 800 mph for 10 hours and 45 minutes equals to a distance of 8,360 Miles.

800 mph X 10 hours and 45 minutes = 8,360 Miles

8,360 Miles – 5,163 Miles = 3,197 Miles difference

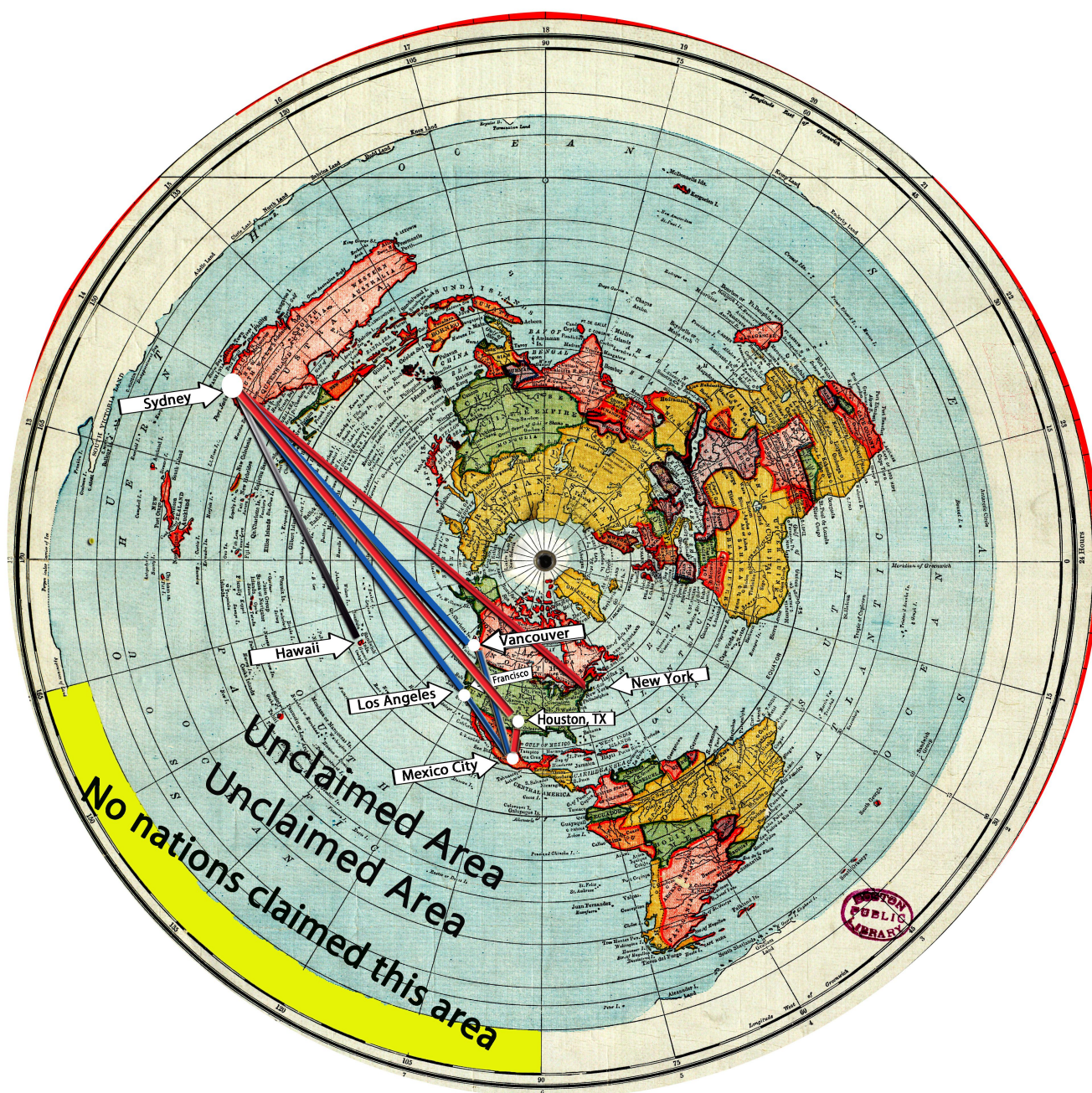
The reader may now be convinced that there are some discrepancies with the globe model. The distance between Johannesburg to Perth being about **8,360 Miles**; the distance between Cape of Good Hope and Cape Horn being of **5,700 Miles** and the distance between Buenos Aires, Argentina and Sydney, Australia being of **11,086 Miles** give us some serious clues that the shape of the earth may not be exactly as we have been taught along the years. Although we are still going to cover four more flights, this is enough evidence and proof that

the Earth is Not a Globe!

Chapter 14 – Qantas flight QF64

One more thing I want to add before closing this chapter. Please don't worry about the flight paths going from Sydney, Australia towards North America and Hawaii at this time. This will be discussed at the end of Chapter 18 of this book.

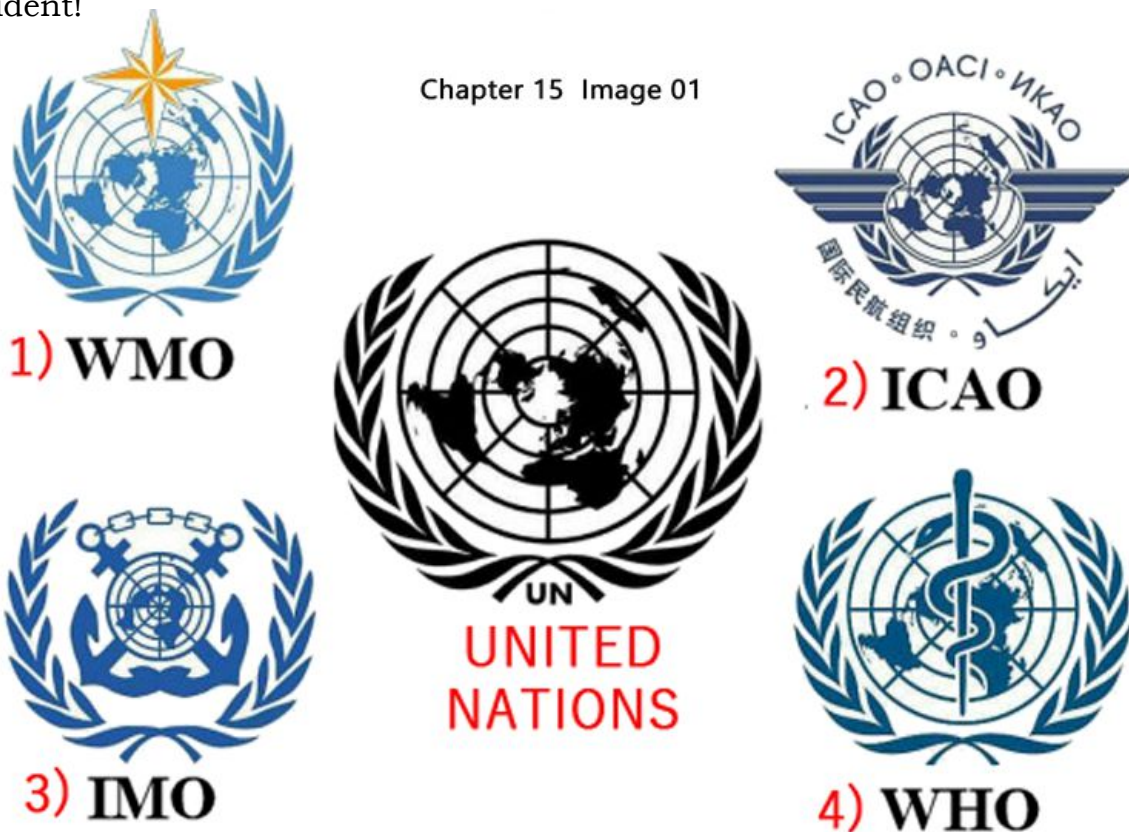
In the video where Captain Marcelo R. is interviewed, they talk about spending 10 hours of “***flying in the dark***”. What they meant is that they fly over an area with no possible communication with Air Traffic Control either in South America or Oceania. I just want to highlight that, coincidentally that is the area highlighted below on the Gleason's Flat Earth Map in **YELLOW**. This area has never been claimed by any nations.



Chapter 15 – Hawaiian Airlines HA50 at SFO

Chapters 15, 16 and 17 are going to be very important for our research. I initially thought about covering these next three flights all in one single chapter since these are all domestic flights and are all operated by the same company, Hawaiian Airlines. However, since I don't want the reader to get confused, we will cover them one by one in separate chapters.

Some truths are hidden in plain sight! For example, the U.N. flag bearing the flat earth map as their symbol, **1)** The World Meteorological Organization, **2)** The International Civil Aviation Organization, **3)** The International Maritime Organization and **4)** The World Health Organization all bearing the flat earth map as their symbol. It couldn't get any more evident!



At other times you'll have to do some digging or connect the dots to figure out that things really aren't the way they are supposed to be. The three emergency landings we are going to cover in chapters 15, 16 and 17 follow the same pattern, the same resemblance, the same trend. They all had to land in the same region in the U.S., the region in the United States known as the Northwest region: Northern California, Oregon and

Chapter 15 – Hawaiian Airlines flight HA50

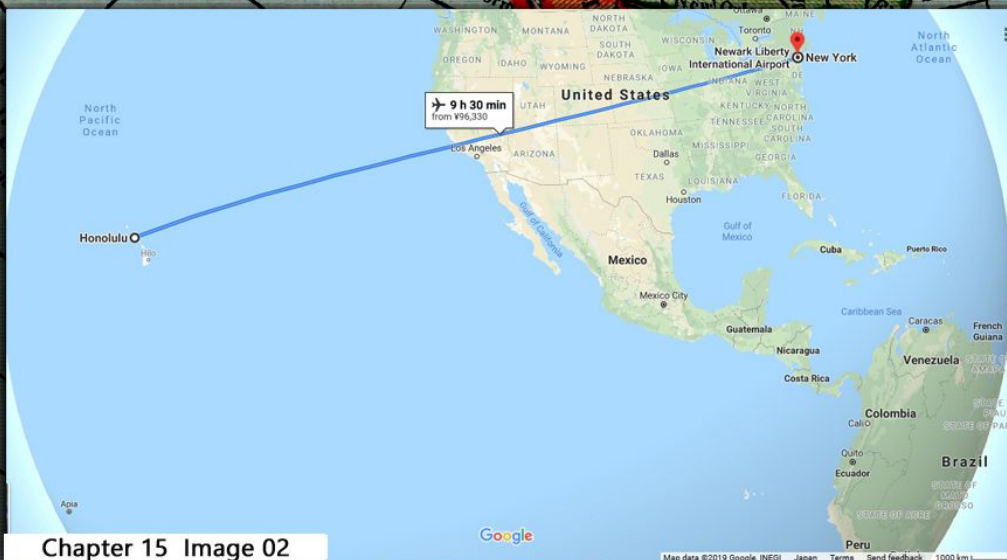
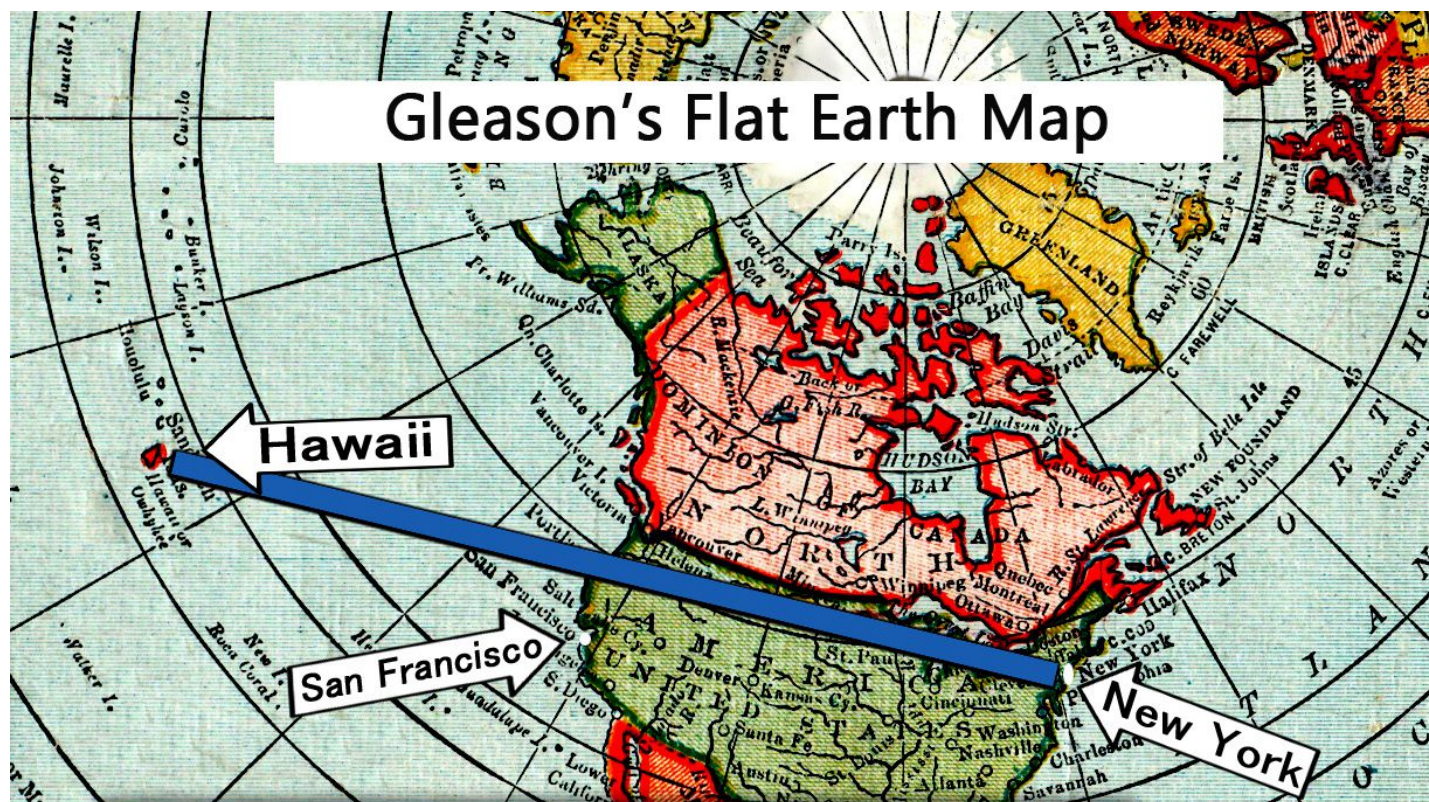
Washington State. Really strange for flights which were headed towards the Southwest or were flying towards the U.S. from the Southwest region of the globe. Let's get started with our first flight, Hawaiian Airlines flight HA50 flying from Honolulu to New York JFK. Now please, don't get confused because Hawaiian Airlines flight HA51/HAL51 will be covered in Chapter 17 only that, in chapter 17 we will be looking at HA51/HAL51 heading towards Honolulu having departed from New York JFK.

January 24, 2019. Everything seems to be okay for Hawaiian Airlines HA50 which departed from Honolulu at 4:13 p.m. local time with predicted landing at JFK at 6:55+1 EST. The duration of this flight is 9 hours and 35 minutes and the aircraft type is an Airbus A330. The aircraft was carrying 253 passengers and had 12 crew members onboard.

Veteran crew member Emile Griffith doesn't feel well during the flight. Griffith had been working for Hawaiian Airlines for over 30 years and he is loved and respected by his colleagues. After being flying for almost three hours, Griffith doesn't feel better and the captain decides to make an emergency landing at San Francisco International Airport (SFO) at around 11 p.m. local time. Although crew members and medical personnel worked hard to save Griffith's life, he dies of a heart attack. He was 60 years old.

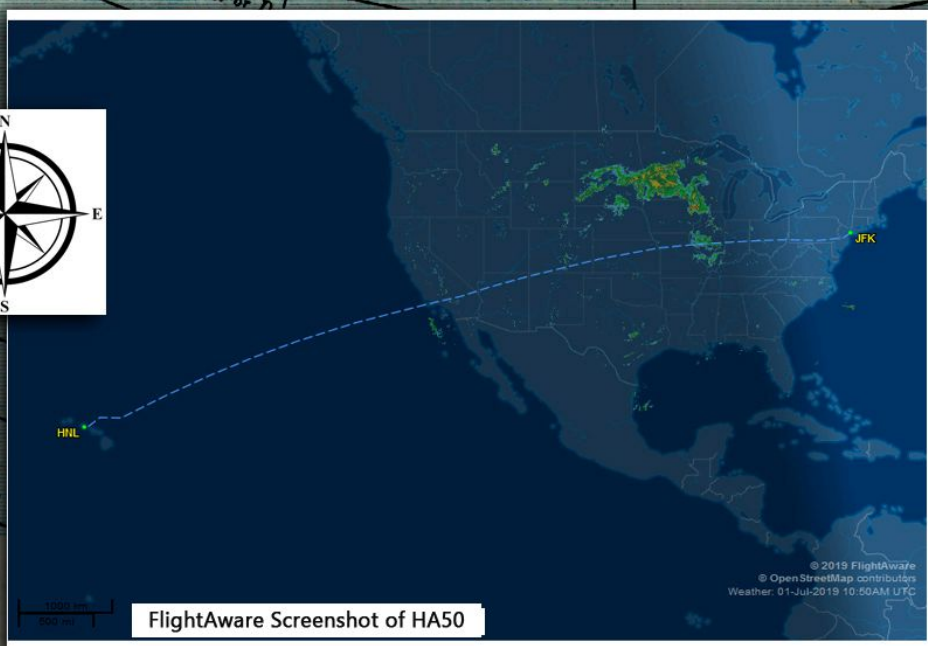
For the purpose of our research, let's focus on the path of this flight. Hawaii stands at **19.8968° N, 155.5828° W** while New York stands at **40.7128° N, 74.0060° W**. San Francisco stands at **37.7749° N, 122.4194° W**. It is a pretty steep climb to go from **19.8968° N, 155.5828° W (Hawaii)** to **37.7749° N, 122.4194° W. (SFO)** and then remain for almost 5 hours in the same latitude until it reaches New York (JFK) at **40.7128° N, 74.0060° W**. Something is not quite right here. Why would a flight that is coming from the southwest not fly towards San Diego or Los Angeles but fly Northwest towards San Francisco and then fly to New York at basically the same latitude? I understand that the reader will say that the medical emergency caused the pilot to fly the way he did directly from **19.8968° N, 155.5828° W** to **37.7749° N, 122.4194° W**. But when the reader sees that the other two flights that we will be looking at do the same thing, the reader will understand that this is not a unique situation; this is a pattern! Flights coming from Hawaii to the U.S. Northeast will fly above Washington State, Portland or Northern California. Do you see what's wrong? Let's compare Hawaiian flight HA50 on both the globe and on the Gleason's Map:

Gleason's Flat Earth Map



Chapter 15 Image 02

Although ball earth defenders criticize Google Maps, as seen here in both images from FlightAware and Google Maps, both have HA50 going in the same path. There is no difference at all between these two screenshots.



FlightAware Screenshot of HA50

Chapter 15 – Hawaiian Airlines flight HA50

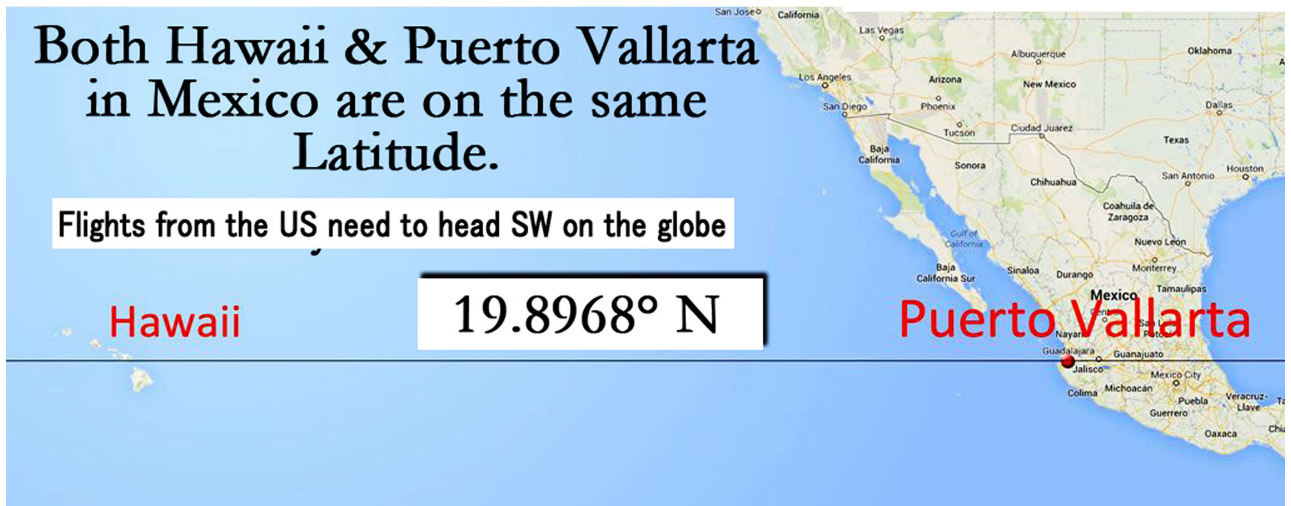
Both Hawaii & Puerto Vallarta
in Mexico are on the same
Latitude.

Flights from the US need to head SW on the globe

Hawaii

19.8968° N

Puerto Vallarta



Chapter 15 HA50

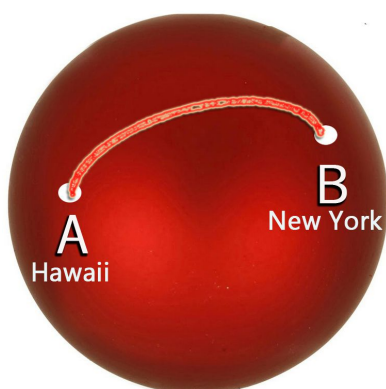
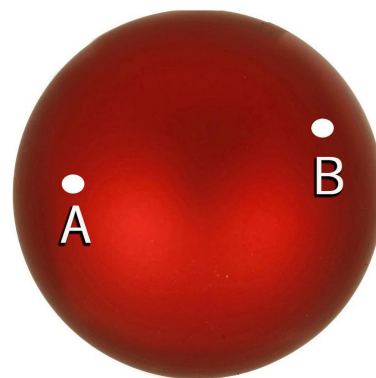


Chapter 15 – Hawaiian Airlines flight HA50

As the reader can see on page 77 Image 02, on top stands the Gleason's Flat Earth Map with the flight path traced in blue from New York to Hawaii. It makes more sense looking at the Gleason's Map why the pilot chose to land the plane in San Francisco since he was coming towards the northwest U.S. from Hawaii.

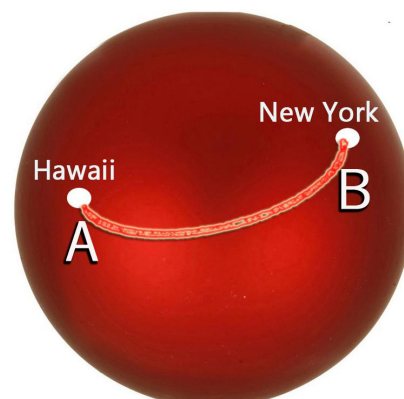
On the other hand, when we look at the flight path according to Google Maps, we have to wonder why this aircraft didn't land in San Diego or Los Angeles. Even FlightAware has the flight path of HA50 flying over Southern California. It doesn't really make sense for this flight to land in San Francisco. I wonder if the flight Honolulu to New York is considered to be a "*great circle*" route. If it is, why always arc north? If the distance from A to B on a sphere is always an arc around the highest point, does it always have to arc north? If this line arcs south, would it make any difference? Why can't a flight from New York to Hawaii or from Hawaii to New York arc south? Let me illustrate this:

We have here a perfect sphere just like the globe earth model. According to the globe earth model, the shortest distance between A & B on a sphere is a "*great circle*" or a line that goes around the highest point of the sphere and goes around "*as if*" it were going through the middle of the sphere. It shouldn't make a difference whether this line circles the sphere north or south. It wouldn't alter the distance or path.



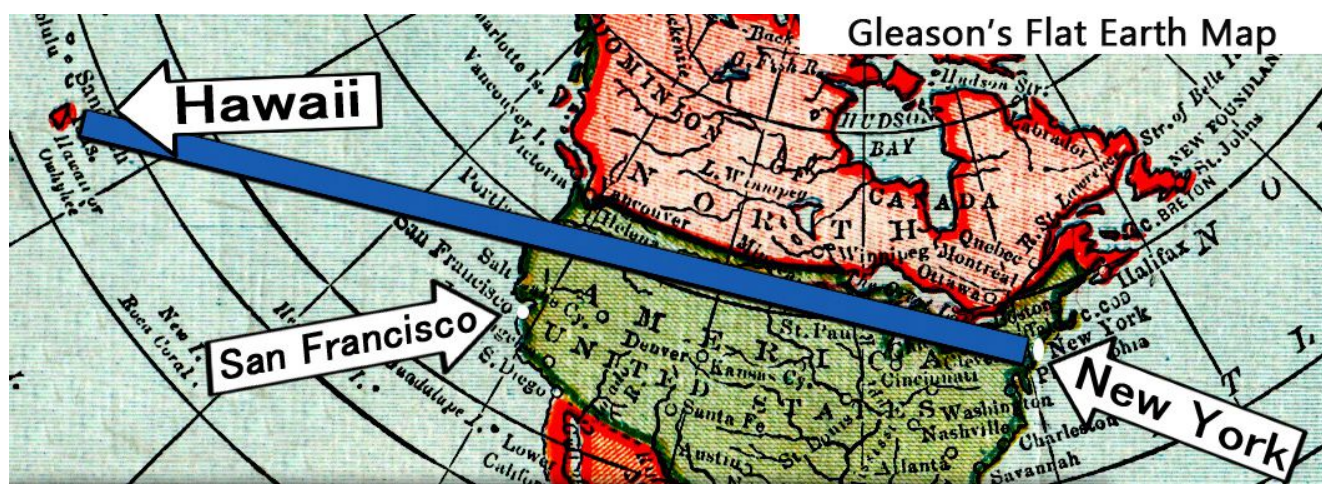
Let's give names to A & B. A is now Hawaii while B is now New York City. Is this direct flight from New York City considered to be a "*great circle*" route? It seems to be because, as we will see in the next two emergency landings by Hawaiian Airlines, both also landed in the Northwest region of the United States.

Does a "*great circle*" always have to arc north? If Hawaii to New York is considered to be a "*great circle*" route, why can't this arc go south? Why can't flights from NYC to Hawaii start heading south and fly over Colorado, Arizona and Southern California until it reaches Hawaii? Flight trackers will show it doing so but it doesn't happen in real life.



Chapter 15 – Hawaiian Airlines flight HA50

My dear friends, our conclusion here is that HA50 was not coming from the SW of a spinning ball. As we can clearly see on the Gleason's Flat Earth Map on Image 02, the blue line on top connecting Hawaii to New York City is the true path of this flight. There are no “*great circle*” routes. Hawaiian Airlines flight HA50 was coming from Hawaii on a direct path exactly as the blue line demonstrates. The decision of the captain to land in San Francisco SFO was logical due to the fact that he was going to fly above the Northwest region of the United States. The image below shows exactly the path of Hawaiian Airlines flight HA50. All the other flights from Hawaii flying directly to the Northeast of the United States will follow the same flight path.



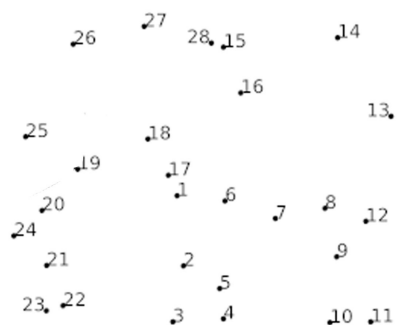
I have been researching flight paths and proving the earth is flat for over three years and I still get amazed at all the evidences I find so clear right before my eyes. When I also realized that **all flights** coming from Australia to North America fly NORTH of Hawaii, it was like discovering Flat Earth for the first time all over again. Flight paths will lead you to Flat Earth. You have to connect the dots!

Next, we will look at two more flights by Hawaiian Airlines. In Chapter 16 I will cover a strange emergency landing in the northwest region of the United States and things get even stranger in Chapter 17. These three flights and chapters will be very important because they are all part of a puzzle and we must put the pieces together.

Let's now make another emergency landing in Oakland, California!

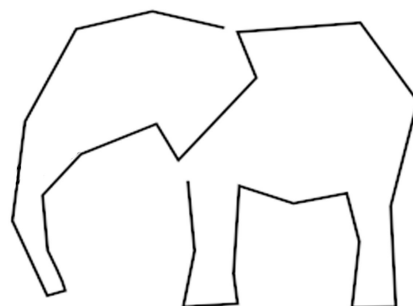
Chapter 16 – Hawaiian Airlines HA37 in Oakland

Does the reader enjoy connecting the dots? It used to be one of my favorite pastimes growing up in Brazil. Things were difficult; my family didn't have many resources. Toys were scarce so, we would have fun with anything we could find. I looked at old newspapers for the funnies or puzzle and connecting the dots drawings like this one below:



Before

In connect the dots puzzles you don't get to see the image until you connect all the numbered dots. Chapters 15, 16 and 17 are similar to connecting the dots puzzle.



After

We saw in Chapter 15 the strange emergency landing of a flight coming from Hawaii at 19.8968° N, 155.5828° W and landing in San Francisco at 37.7749° N, 122.4194° W. We can interpret this as being an isolate case due to a death in mid-air and, considering it was one of the crew members, they may have been advised to head to San Francisco by Hawaiian Airlines.

But what to say about a flight which departed from San Diego in Southern California towards Hawaii but flies to Oakland, California for an emergency landing? This is exactly what happened on October 23, 2018 when Hawaiian Airlines flight HA37 bound towards Hawaii (Maui) had an issue mid-air when a cockpit light illuminated shortly after takeoff, indicating a possible issue with one of the two engines of the Airbus 321n.

According to MercuryNews.com, *“the plane departed San Diego at 8:25 a.m. and landed in Oakland, California at 10:51 a.m.”*

Still according to the website mercurynews.com, the airport only received initial reports that the plane would have to divert at 9:30 a.m. That means, the plane was already one hour into the flight towards Hawaii heading Southwest over the Pacific Ocean when it notified Oakland Airport. The airplane landed in Oakland one hour and 21 minutes after notifying

Chapter 16 – Hawaiian Airlines flight HA37

Oakland airport. How could a plane that was 1 hour into a 5 hours and 50 minutes long flight towards the opposite direction of Oakland, California be able to go back towards the Northwest and land the plane in just 1 hour and 21 minutes after notifying Oakland airport? A direct flight from San Diego to Oakland takes 1 hour and 30 minutes **IF** the flight departs San Diego and fly direct to Oakland. How can a flight that was already 1 hour into the opposite direction land in Oakland in just 1 hour and 21 minutes after notifying the airport? Please, look at Image 02 below:



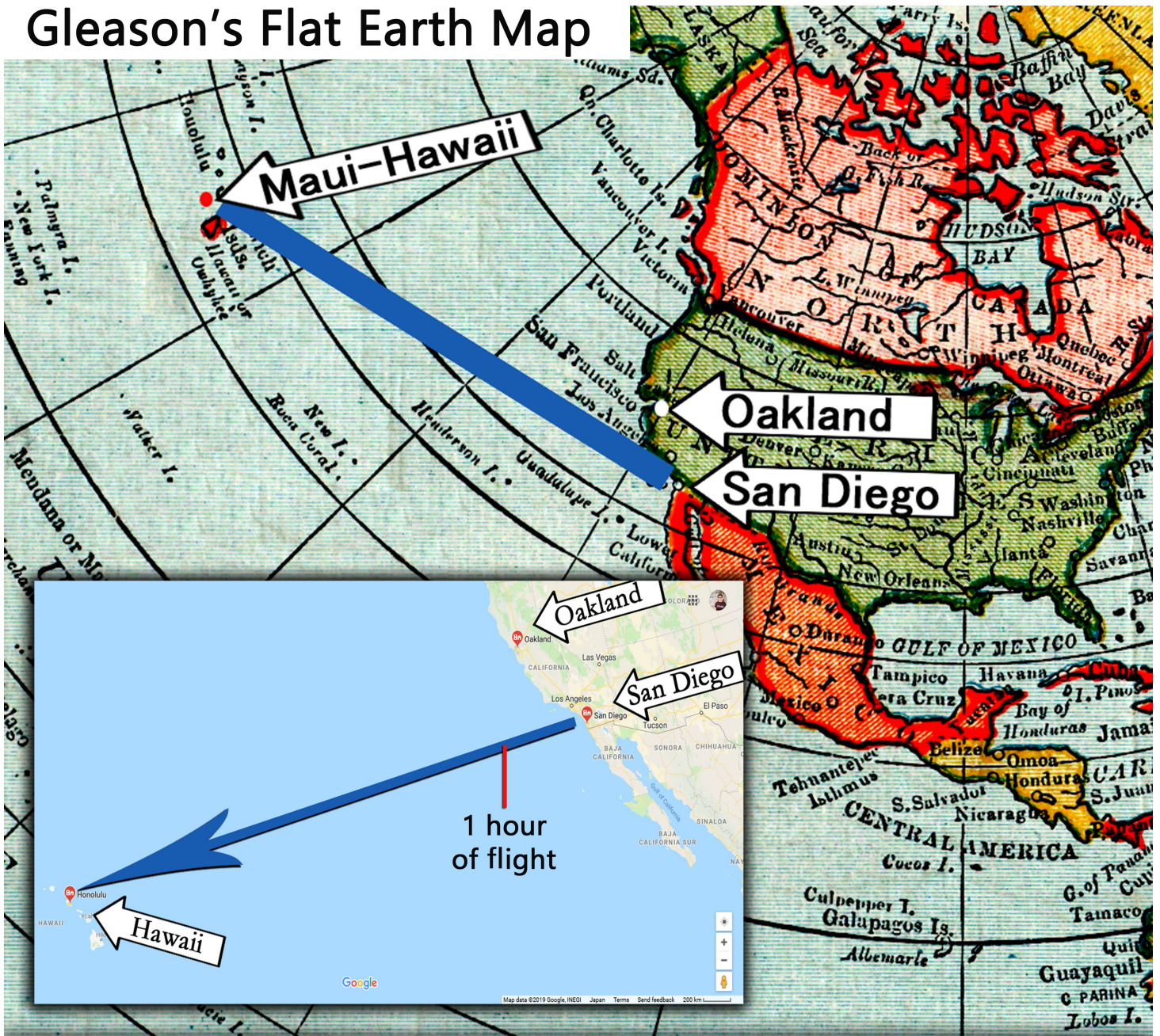
As it can be seen in the picture above, it would have taken longer than 1 hour and 21 minutes for Hawaiian Airlines flight HA37 to reach Oakland, California in the Northwest region of the United States. The best that the pilot could have done in this circumstance would be to return to San Diego. That would have been the closest airport for him.

This emergency landing does not really make any sense at all when you look at the globe model. Clearly San Diego would have been the best option for an emergency landing if the plane was already 1 hour away over the Pacific towards Hawaii.

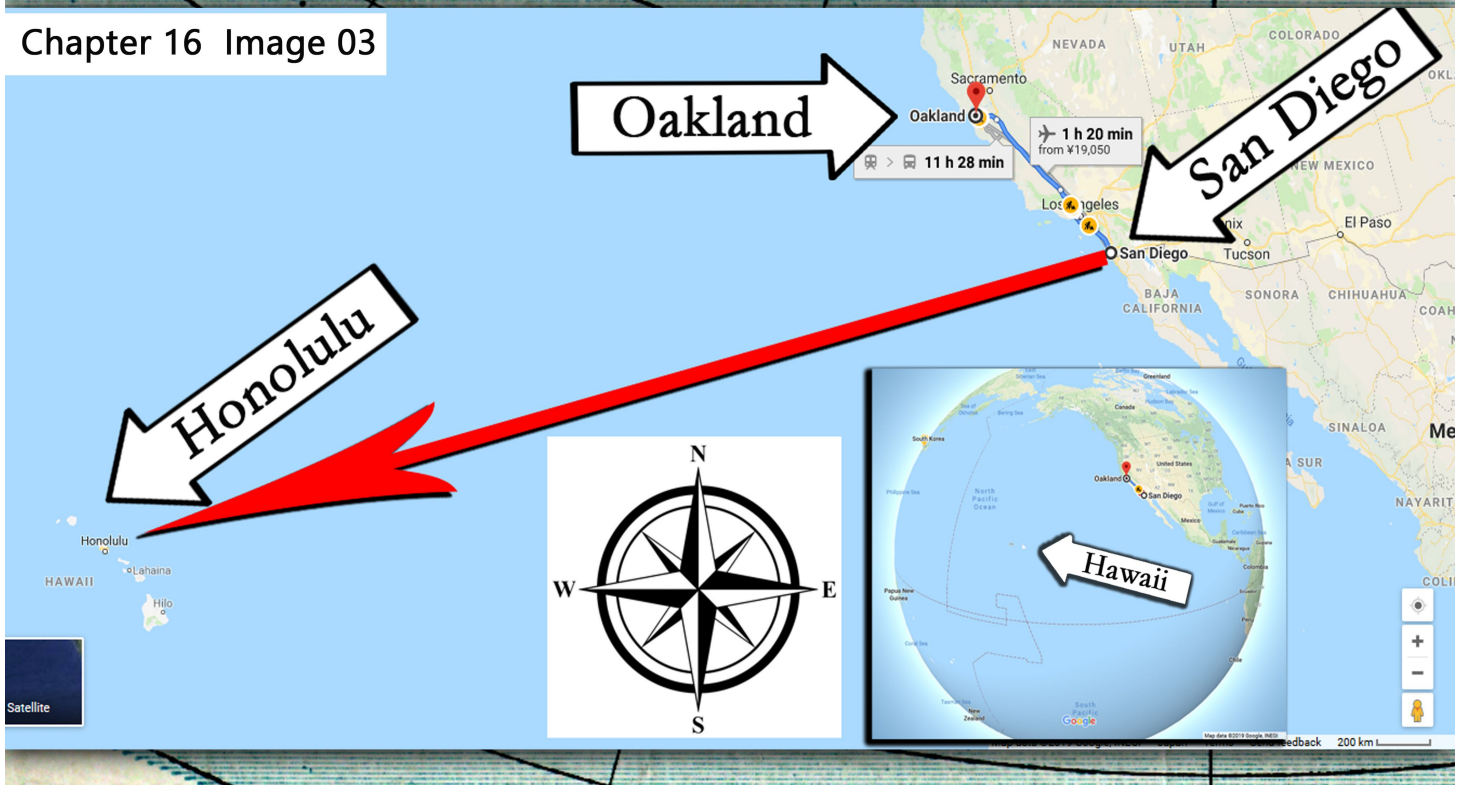
But what if Hawaiian Airlines flight HA37 wasn't flying in that direction? What if Hawaiian Airlines flight HA37 was already flying towards the northwest? Well, it couldn't be, could it? Isn't Hawaii located southwest of San Diego? Let's see, San Diego is located at 32.7157° N, 117.1611° W, Hawaii is located at 19.8968° N, 155.5828° W.

Everything gets clearer when we look at the Gleason's Flat Earth Map and compare with the globe model as we will do on the next page:

Gleason's Flat Earth Map

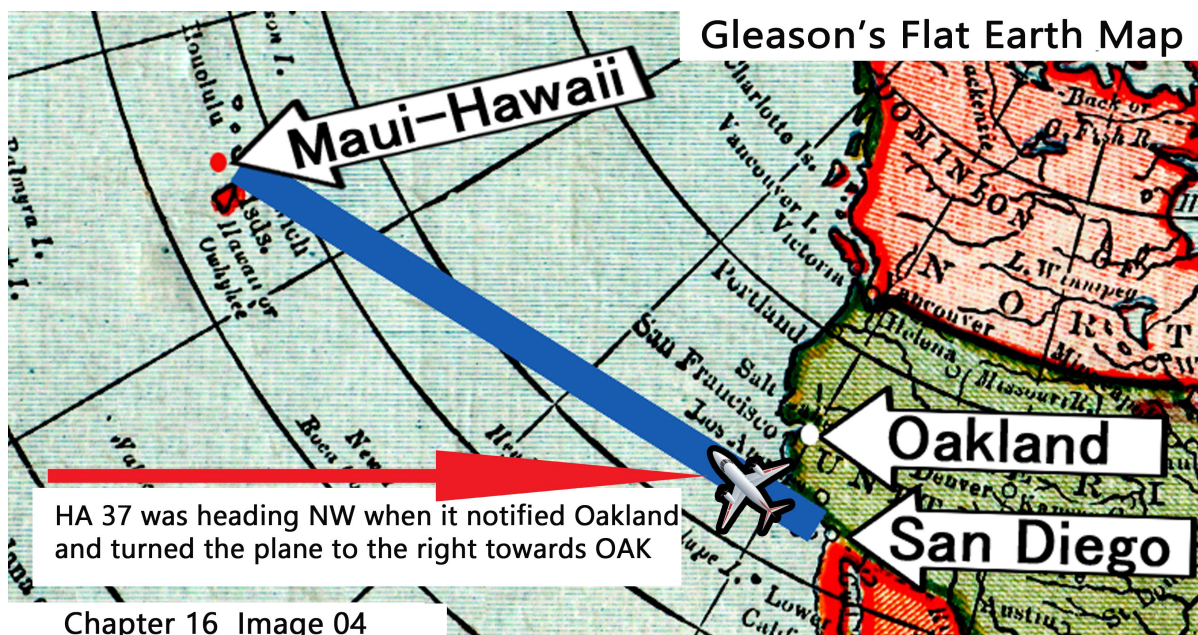


Chapter 16 Image 03



Chapter 16 – Hawaiian Airlines flight HA37

As we compare the path of Hawaiian Airlines flight HA37 on both the globe model and on the Gleason's Flat Earth Map, it becomes clear why this plane landed in Oakland, California. The flight was already 1 hour into the flight heading northwest of the coast of California. The pilot notified OAK, turned the plane to the right and headed towards Oakland.



As we have seen in Chapter 15 with Hawaiian Airlines flight HA50 with an emergency landing in San Francisco SFO and with this flight Hawaiian Airlines flight HA37 landing in Oakland (OAK) which is just 31 Miles apart from each other, these two flights were heading to and coming from the same path as demonstrated on the Gleason's Flat Earth Map. The earth IS flat and flight paths and emergency landings prove this fact!

The reader may still believe in simple coincidence. The whole heliocentric system is based on coincidences and happenstance. Dear reader, it's time now to open your eyes and see that there are no coincidences like this. We have covered 15 emergency landings all proving to make more sense on the flat earth map rather than on a spinning globe earth which “*coincidentally*”, happened to be at the right spot in the universe. Coincidentally the right chemicals exploded coincidentally creating life.

No, no my friend. There are no coincidences here! We all have been lied to. It's now time to open your eyes and get rid of this heliocentric belief and its web of lies. As they say...

“Real eyes realize real lies”!

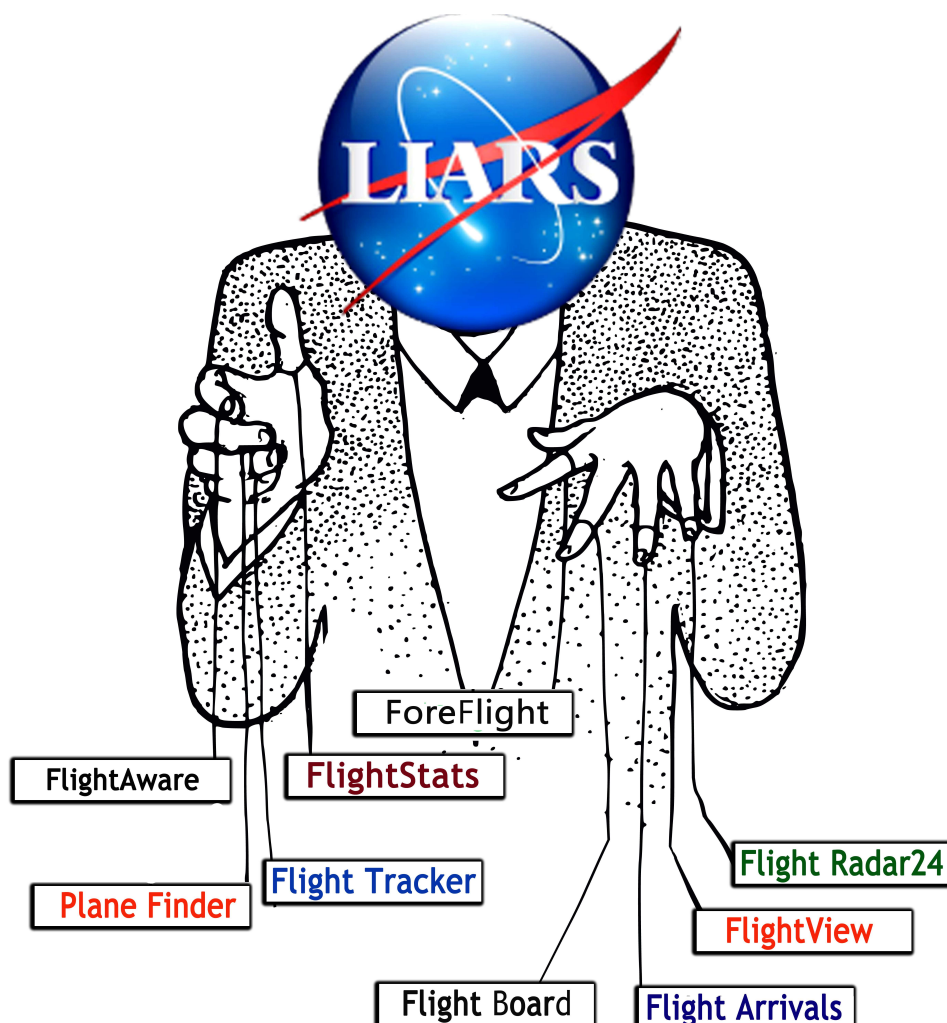
Chapter 17 – Hawaiian Airlines HAL51 in Seattle

I do sometimes get messages from globe earth advocates who send me links or screenshots from flight tracking websites or apps trying to convince me that earth is a globe by simply showing me a digital image on a digital screen. It is amazing to see how much faith they place in images coming from a computer screen that can be easily manipulated by men. Globe earth advocates may or may not be aware of this but, all flight tracking websites, flight planning software, applications and images displayed on the seat back screen of airplanes get all their data from one and same agency: NASA! Here is an example to prove my point, AirNav Live Flight Tracker partnership with NASA.

AirNav Live Flight Tracker - Our Successful Flagship Product

Used by Aviation Professionals and Enthusiasts in all the world, [AirNav Live Flight Tracker](#) is considered the most powerful flight tracking application currently available.

Used in Airline Fleet Management, Vortex and wake-turbulence studies (Denver Airport - Coherent Technologies in partnership with FAA and NASA). Aviation TV programs (Discovery Channel and [others](#)) this hi-tech application is available not only for professionals but for anyone with just an internet connection, and for the cheapest cost in the market.



Chapter 17 – Hawaiian Airlines flight HAL51/HA51

As we can see on the previous page, there is an agency pulling the strings behind all those flight tracking websites. This agency provides them with data that is already converted from a flat earth map to a globe earth projection. Data conversion is not something new, it is done and it has been done in many different platforms.

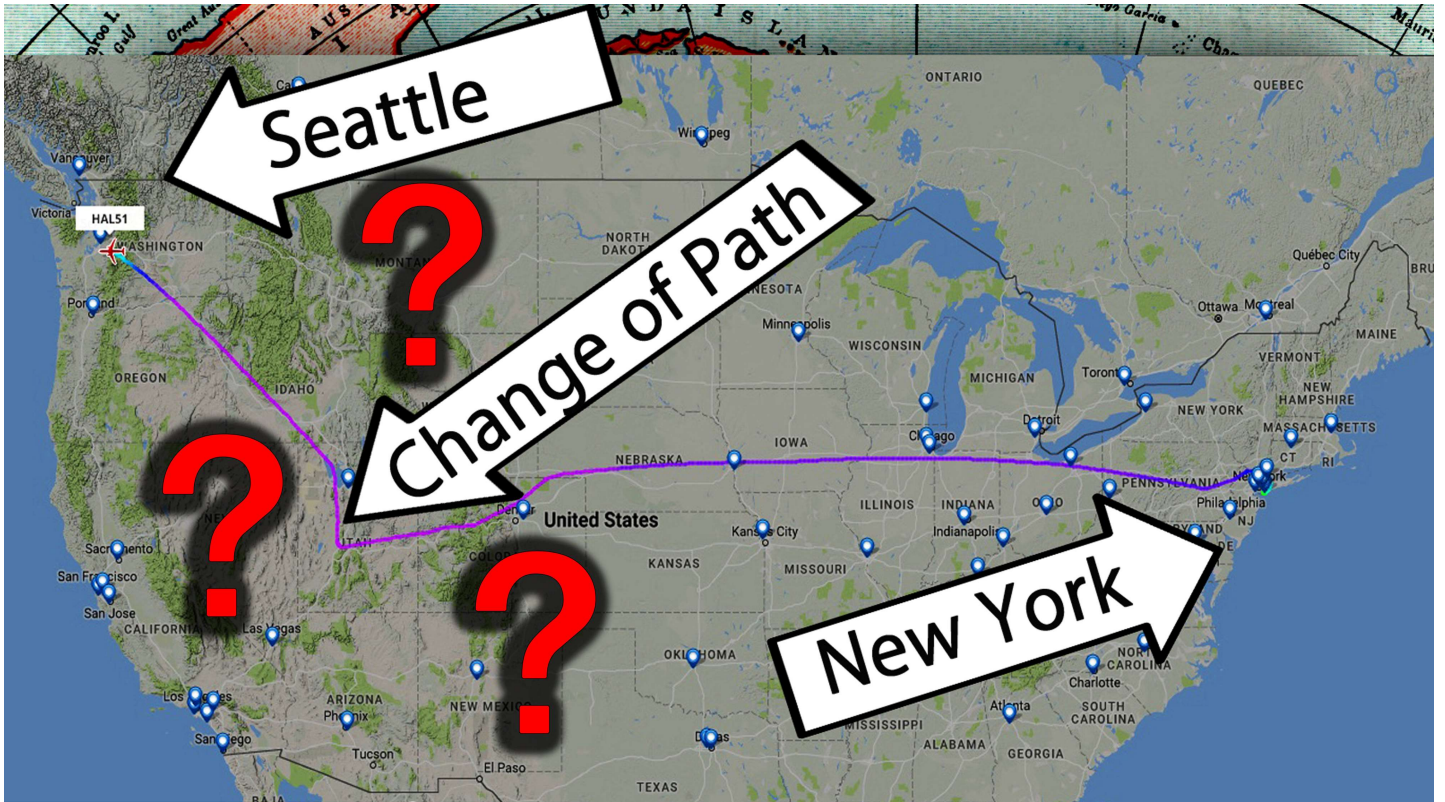
I brought up flight tracking websites in this chapter because the flight that we will be covering here had an extremely unusual and weird change of path when it had to make an emergency landing. As it was being tracked live, viewers took screenshots and posted on a discussion group whose Mick West, a globe earth advocate, is the admin.

According to FlightRadar24, Hawaiian Airlines flight HA51/HAL51 was flying south of Salt Lake City over Utah when it abruptly changed its path towards the northwest to make an emergency landing in **Seattle**. The flight was being tracked live and the flight path being presented on the screen was in accord with the globe earth model and Google Maps. Suddenly the plane made a 90° degrees turn to its right and headed towards Seattle for an emergency landing. How could that even be possible?

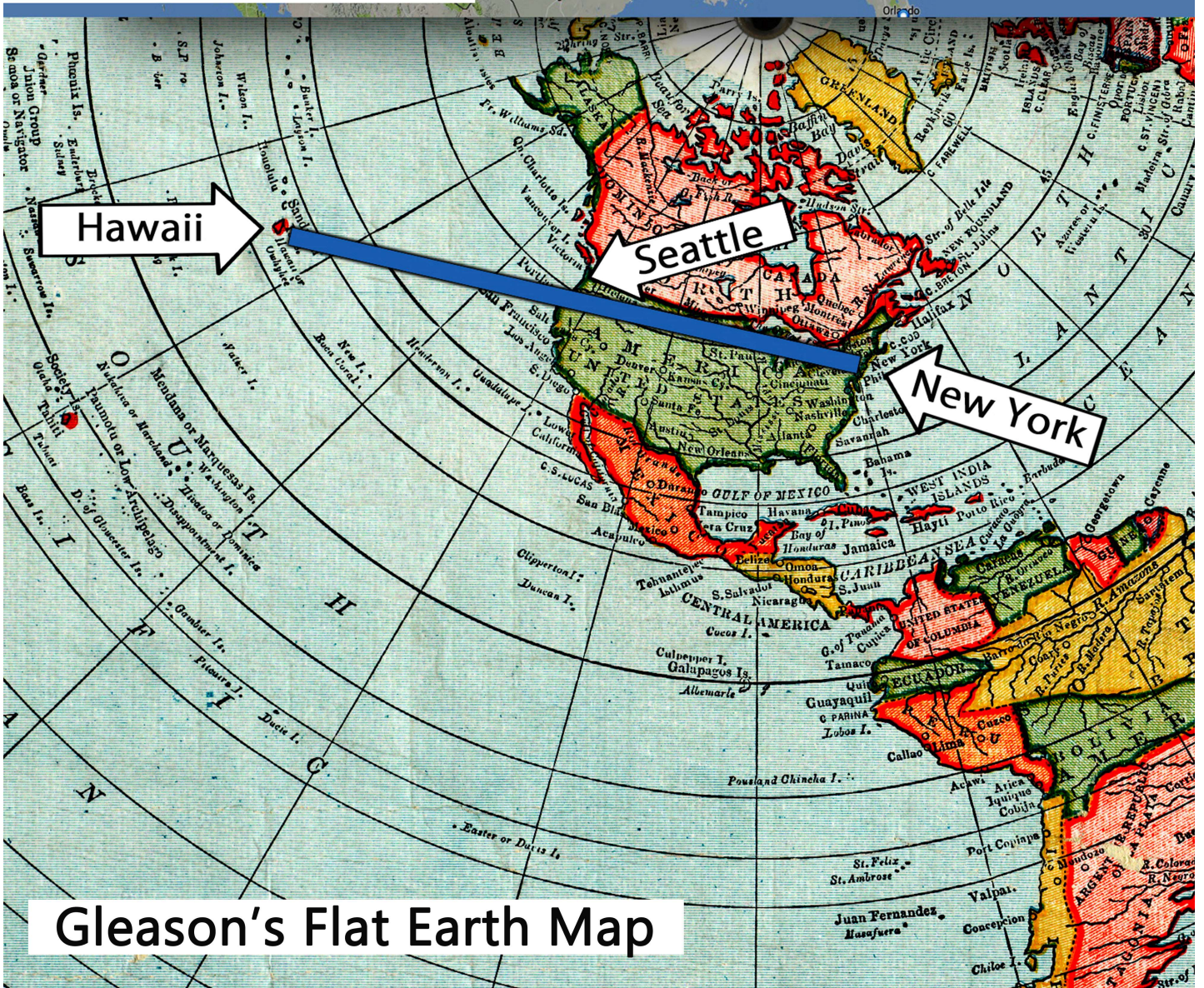
Details of the flight follow: Hawaiian Airlines flight HA51/HAL51 Airbus A330-243, Mode-5 code A479B2, Serial Number 1310, AGE 5 years, Ground Speed 437 kts, True Airspeed 474 kts, Indicated Airspeed 271 kts, Mach 0.812 (622 mph), FIR/UIR Salt Lake City, Radar T-KSLC3, Latitude 42.5208, Longitude -114.2024. The date as it happened was on Jun 5th, 2017.

As in Chapter 15 with Hawaiian Airlines flight HA50 making an emergency landing in the Northwest region of the United States and Chapter 16 where we covered Hawaiian Airlines flight HA37 also making an emergency landing in Oakland, CA 31 Miles NE of San Francisco in the Northwest region of the United States, I was no surprised in learning this plane made an emergency landing in Seattle. Most likely, this airplane wasn't even at the place where the tracking software was showing it to be.

Not much can be found about this flight or why it went from south of Utah to Seattle for an emergency landing. Nevertheless, we still have to compare the path of this flight as shown on the screenshot with the Gleason's Flat Earth Map on the next page and see what conclusion we get:



Chapter 17 Image 03



Gleason's Flat Earth Map

Chapter 17 – Hawaiian Airlines flight HAL51/HA51

As compared on page 87 Image 03, the flight path of Hawaiian Airlines flight HA51/HAL51 on the Gleason's Flat Earth Map is a straight line from New York JFK to Honolulu HNL in Hawaii having Seattle EXACTLY along its path. We conclude that this emergency landing in Seattle makes more sense when we look at the flat earth map and makes no sense at all when it is looked at on the globe earth model. The path of this flight on the screenshot showing the plane making an abrupt right turn and heading northwest towards Seattle leaves a trail of questions: Why didn't this plane land in Salt Lake City since it was flying south of Utah? ? How about Las Vegas? Why didn't this flight keep going until it reached Los Angeles or San Diego? What is wrong with San Diego and Los Angeles that these flights coming from the Northeast towards Hawaii in the Southwest always land in the Northwest region of the United States? Same thing happens with flights coming from Hawaii towards the United States end up making emergency landings in the northwest region of the United States?

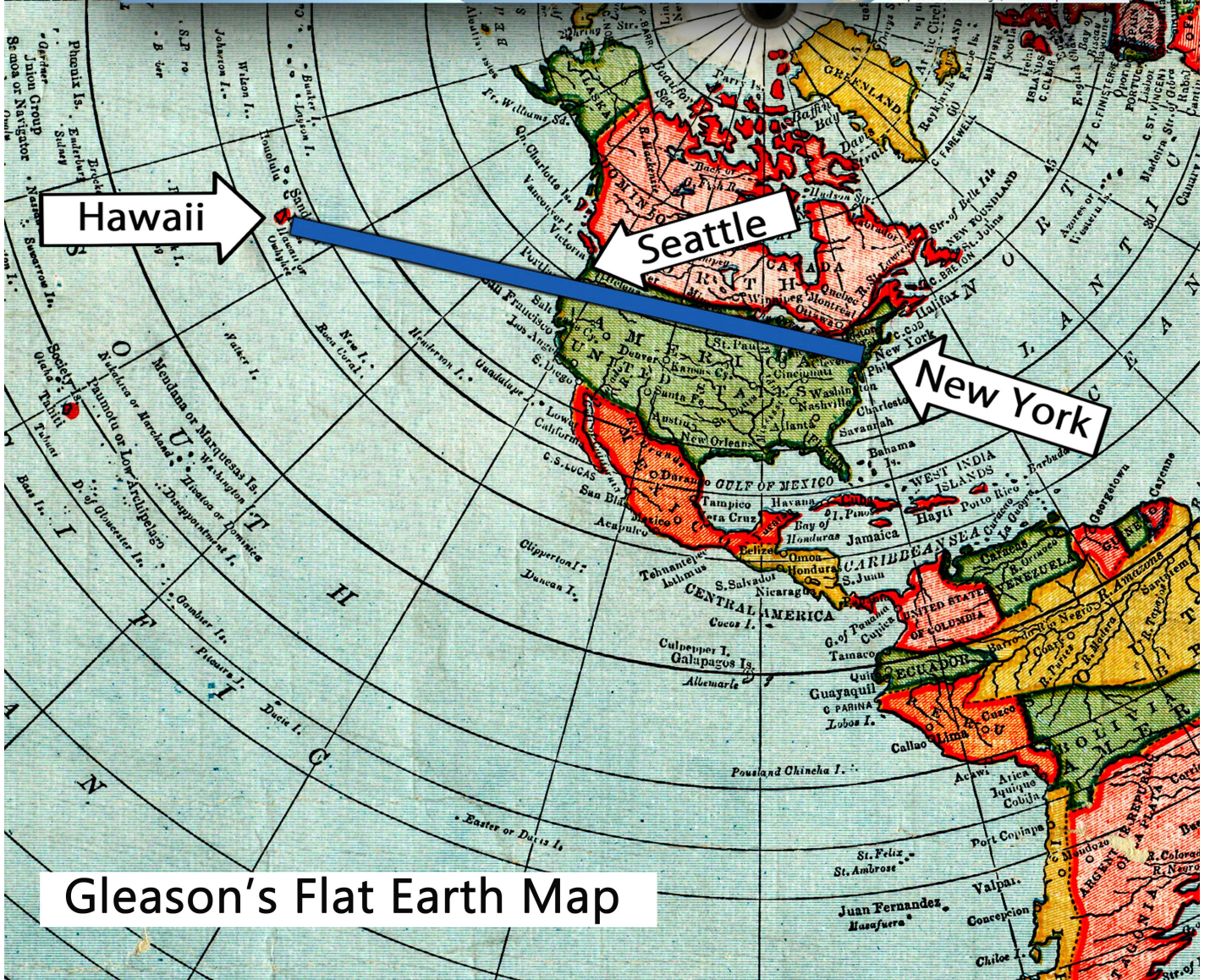
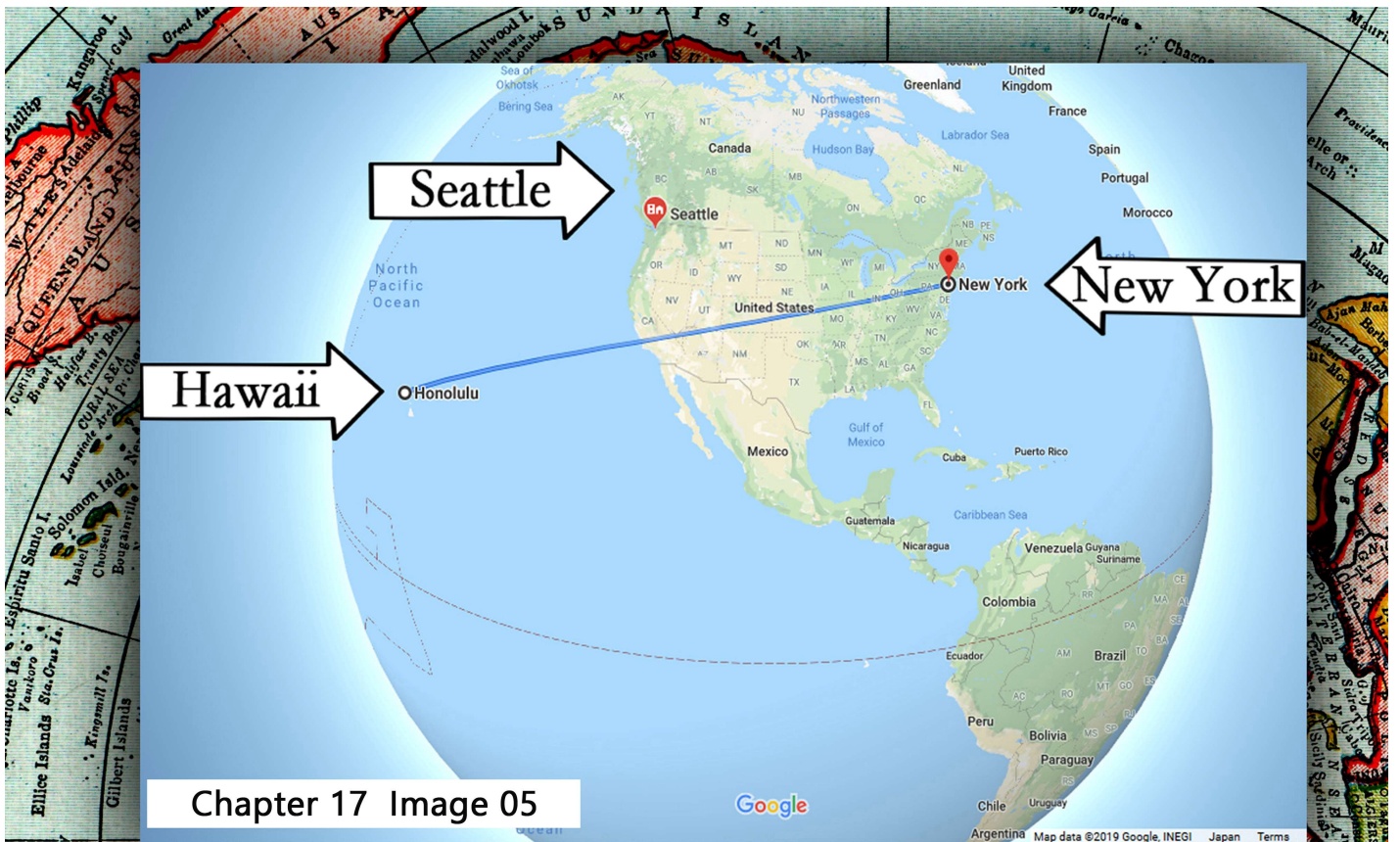
Look below the distance between Seattle and Salt Lake City:

DISTANCE			
From - To	mi	km	NM
Seattle (SEA) - Salt Lake City (SLC)	689	1108	598

Just a reminder to the reader that, according to the screenshot Hawaiian Airlines flight HA51/HAL51 was flying at least 200 Miles south of Salt Lake City.

There are more flights by Hawaiian Airlines making emergency landings in the northwest region of the United States. As a matter of fact, there are several! Hawaiian Airlines have been plagued with emergency landings in the last few years and it has been picked up by the media and there are a couple of articles written online talking about the struggles that Hawaiian Airlines has been having with emergency landings lately.

On page 87 Image 03 we compared the path of Hawaiian Airlines flight HA51/HAL51 on both, the screenshot from FlighRadar24 as posted on the discussion forum and on the Gleason's Flat Earth Map. We will now compare the flight path of HA51/HAL51 on the globe earth model according to Google Maps with the Gleason's Flat Earth Map. Let's place both flight paths side by side and see which one makes more sense: The spinning globe earth model or the flat earth geocentric and stationary model:



Chapter 17 – Hawaiian Airlines flight HAL51/HA51

As demonstrated on page 89 Image 04, there is no difference between the flight path projected on the globe earth model shown in Google Maps and the flight path as shown on the screenshot by FlightRadar24 on page 87 Image 03. In both illustrations the flight path of an aircraft flying from Hawaii HLN towards New York JFK is similar showing a flight route over the state of Utah, South of Nevada and over Southern California heading to or coming from Hawaii. However, when an emergency landing took place, the place where this flight landed does not match the route as if it were truly flying on a globe earth model.

The Gleason's Flat Earth Map shows a flight path going straight from Hawaii HLN to New York JFK. All three emergency landings covered in Chapters 15, 16 and 17 have in common their landings in the northwest region of the United States favoring the flat earth model. Thus, we conclude:

- ☛ All three emergency landings covered in Chapter 15 – Hawaiian Airlines flight HA50; in Chapter 16 – Hawaiian Airlines flight HA37 and in Chapter 17 – Hawaiian Airlines flight HA50/HAL51 favor the Gleason's Flat Earth Map over the globe earth spinning ball model.

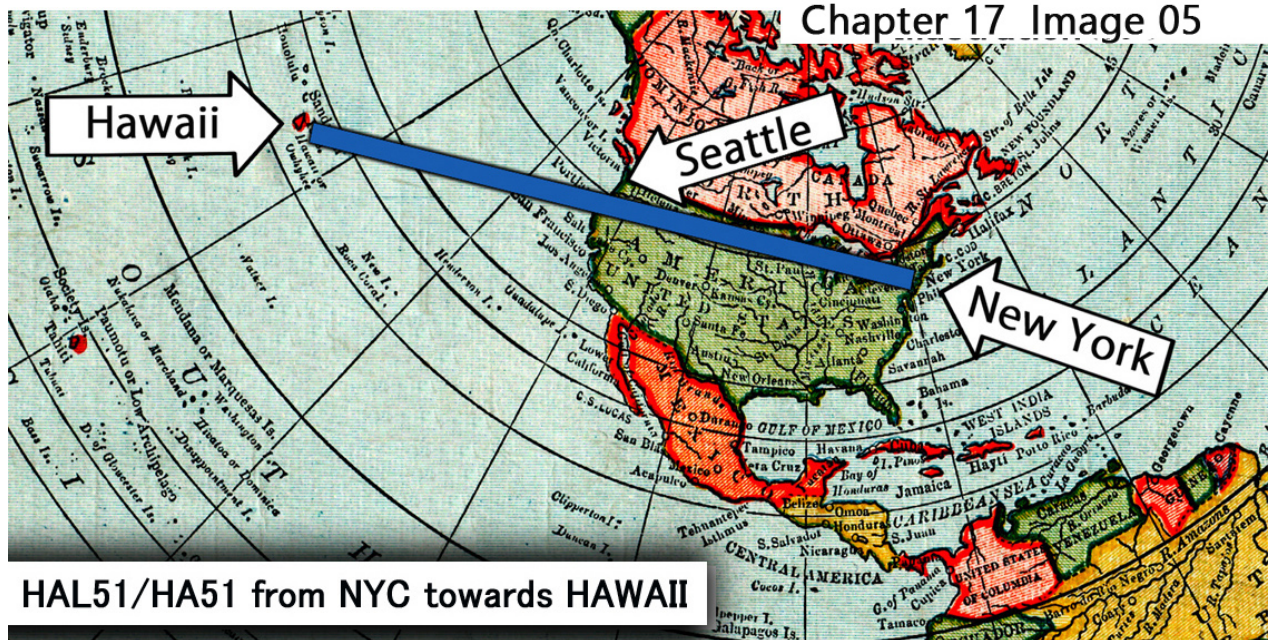
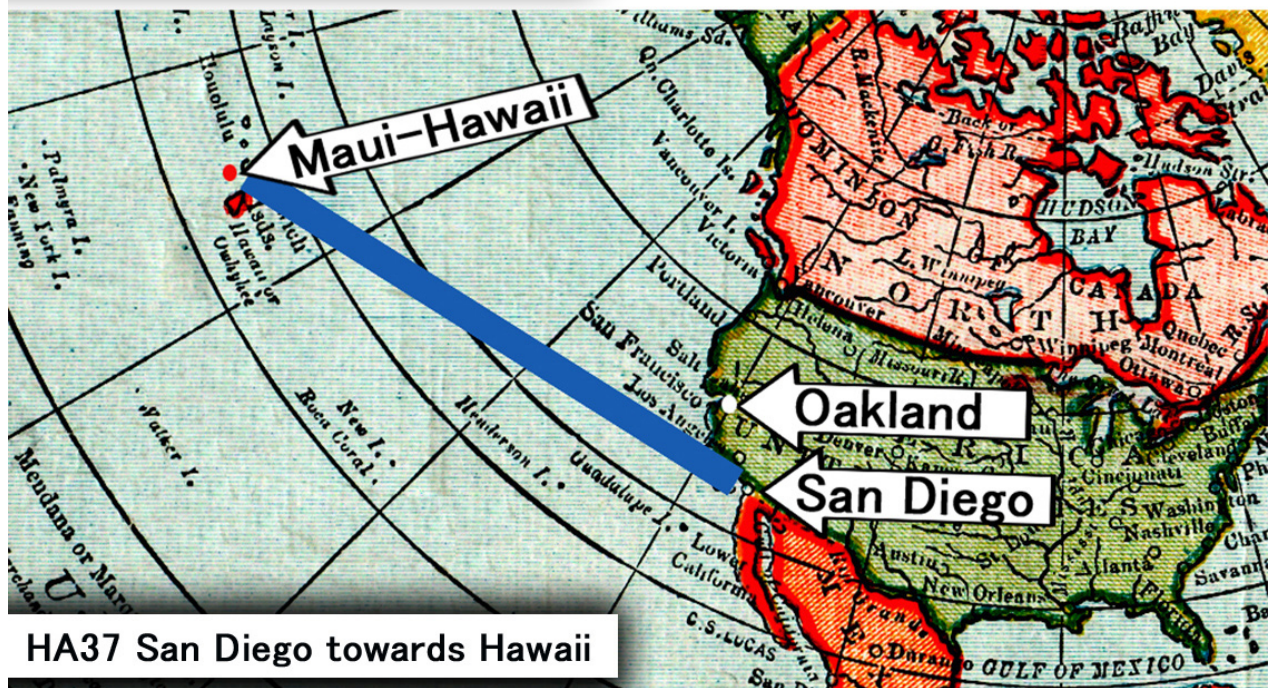
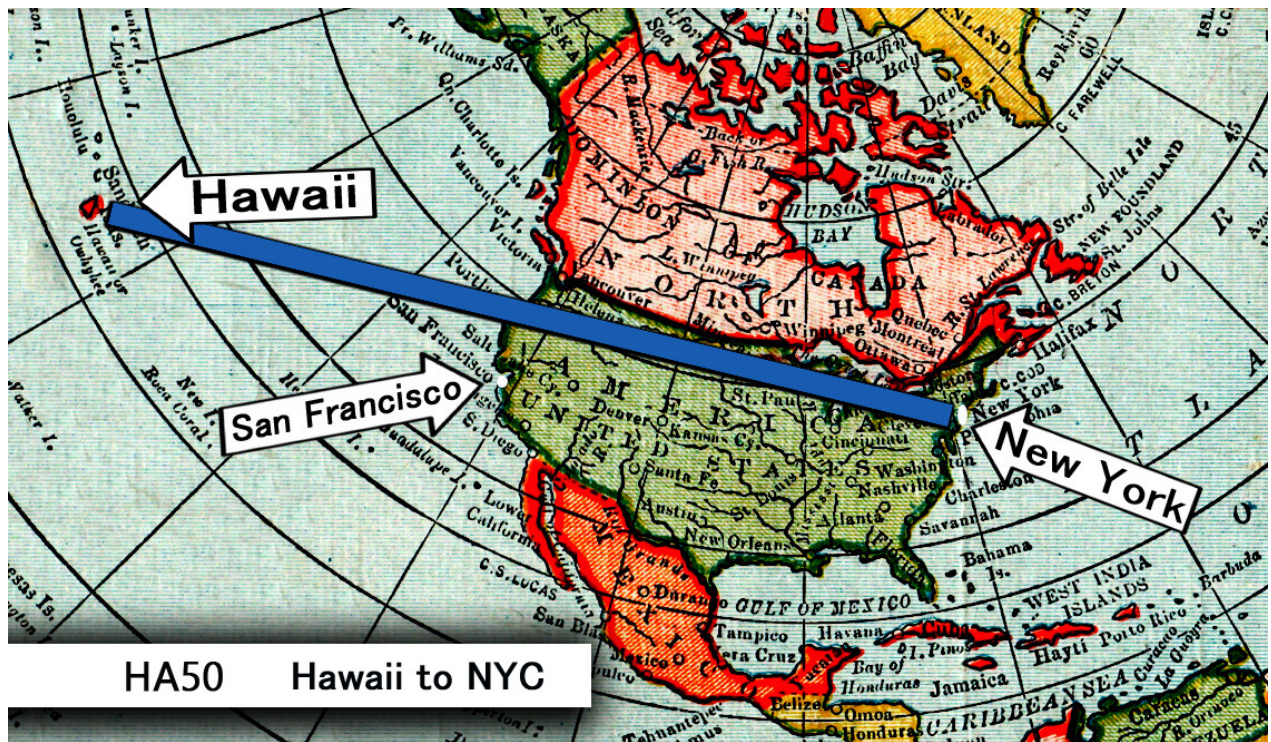
- ☛ All three emergency landings took place on the path of the flights as demonstrated on the Gleason's Flat Earth Map.

- ☛ All three emergency landings show to be evident that all these flights fly over the Northwest region of the United States and these three emergency landings were not three consecutive "coincidences".

- ☛ All three emergency landings demonstrated that what is being shown in flight tracking websites, seat back screen of airplanes and flight tracking applications is a simulation of a globe earth, and not the reality of a flat, non-rotating earth.

- ☛ All three emergency landings demonstrated what we have known for quite some time; that official agencies hide the true shape of the earth.

Let's now compare all three flights on the Gleason's Flat Earth Map on the next page and the reader will arrive at the conclusion that, these three flights prove when flying straight and **directly** to or from Hawaii, to or from the Northeast of the United States (NYC, Boston, etc), they all fly above the Northwest region of the United States and emergency landing in cities along the way like Seattle, Oakland and San Francisco make more sense when we look at the flat earth map. There are no coincidences here. The flat earth map makes more sense, the flat earth map is correct!



Chapter 17 – Hawaiian Airlines flight HAL51/HA51

It makes absolutely no sense at all on the globe model why HAL/51 flew almost 700 Miles from south of Utah to the Northwest USA to make an emergency landing in Seattle!

It makes no sense at all on the globe earth model how HA37, after flying SW for 1 hour over the Pacific Ocean towards Hawaii landed in Oakland 31 miles northeast of San Francisco in just 1 hour and 21 minutes after contacting Oakland airport!

It makes no sense at all on the globe earth model why HA50 made a steep climb going from Hawaii at **19.8968° N, 155.5828° W** to San Francisco at **37.7749° N, 122.4194° W. (SFO)** if it could have just flown to San Diego or Los Angeles at lower latitudes!

However, all three emergency landings make perfect sense on the Gleason's Flat Earth Map!

Just as I demonstrated in Chapter 16 with a connect the dots puzzle with numbers on one side and an elephant on the other side, sometimes we have to connect the dots to be able to see the whole picture. You can't rely on flight tracking websites because they are just extended tentacles of NASA. They will never truly show flight paths as they truly are on the flat earth map. They will always show a simulated model **AS IF** earth were a spinning ball.

I hope the reader by now may have concluded that we don't live on a spinning sphere where everything came to exist when NOTHING collided with NADA. We live on a stationary flat plane and everything that exists here came to exist by design.

If by now, you have opened your eyes,

Welcome to the FLAT EARTH!

Chapter 18 – Air Canada flight AC33

I have covered from Chapter 02 to Chapter 17 a total of **16 Emergency Landings proving Flat Earth**. These emergency landings demonstrated that, these airplanes weren't flying where they were supposed to be flying if earth were truly a globe! Imagine if you were flying from Tokyo to San Francisco and the image on the seat back screen right in front of you showed your airplane crossing the pacific just above Hawaii and all of a sudden your captain announces that the plane was landing in Alaska due to an emergency situation. You would be confused for sure. Well, this is what happened to most of the passengers from the flights covered in this book!

Testimony: *"In the military back in the 90's I twice went to Okinawa from Southern California. At the time it completely baffled me that we had a refueling layover in Alaska. Not just on the way there, but also the return flight. It happened both times. On a flat earth map it makes more sense".*



Here is the list of Emergency Landings covered in this book:

- 1st China Airlines flight 008 emergency landing in Alaska, USA
- 2nd Lufthansa flight LH543 emergency landing in Manchester, UK
- 3rd Cathay Pacific flight CX884 emergency landing in Alaska, USA
- 4th Qatar Airways flight QR725 emergency landing in Moscow
- 5th Air France flight AF116 emergency landing in Siberia
- 6th Emirates flight EK225 emergency landing in Moscow
- 7th PIA flight PK785 emergency landing in Moscow
- 8th Lufthansa flight LH727 emergency landing in Yemelyanovo, Russia
- 9th American Airlines flight AA263 emergency landing in Calgary
- 10th Korean Air flight KE-38 emergency landing in Anady, Russia
- 11th Swiss International flight 40 emergency landing in Iqaluit, Canada
- 12th China Airlines flight 006 emergency landing in San Francisco
- 13th Qantas flight QF64 emergency landing in Perth, Australia
- 14th Hawaiian Airlines HA50 emergency landing in SFO, CA
- 15th Hawaiian Airlines HA37 emergency landing in Oakland, CA
- 16th Hawaiian Airlines HA51 emergency landing in Seattle, WA

Chapter 18 – Air Canada flight AC33

The purpose of bringing Air Canada flight AC 33 into this discussion is to highlight another argument I had with a pilot on my YouTube channel. Air Canada flight AC 33 **will not** be counted as the “17th emergency landing”, but it will serve our purpose in a different way.

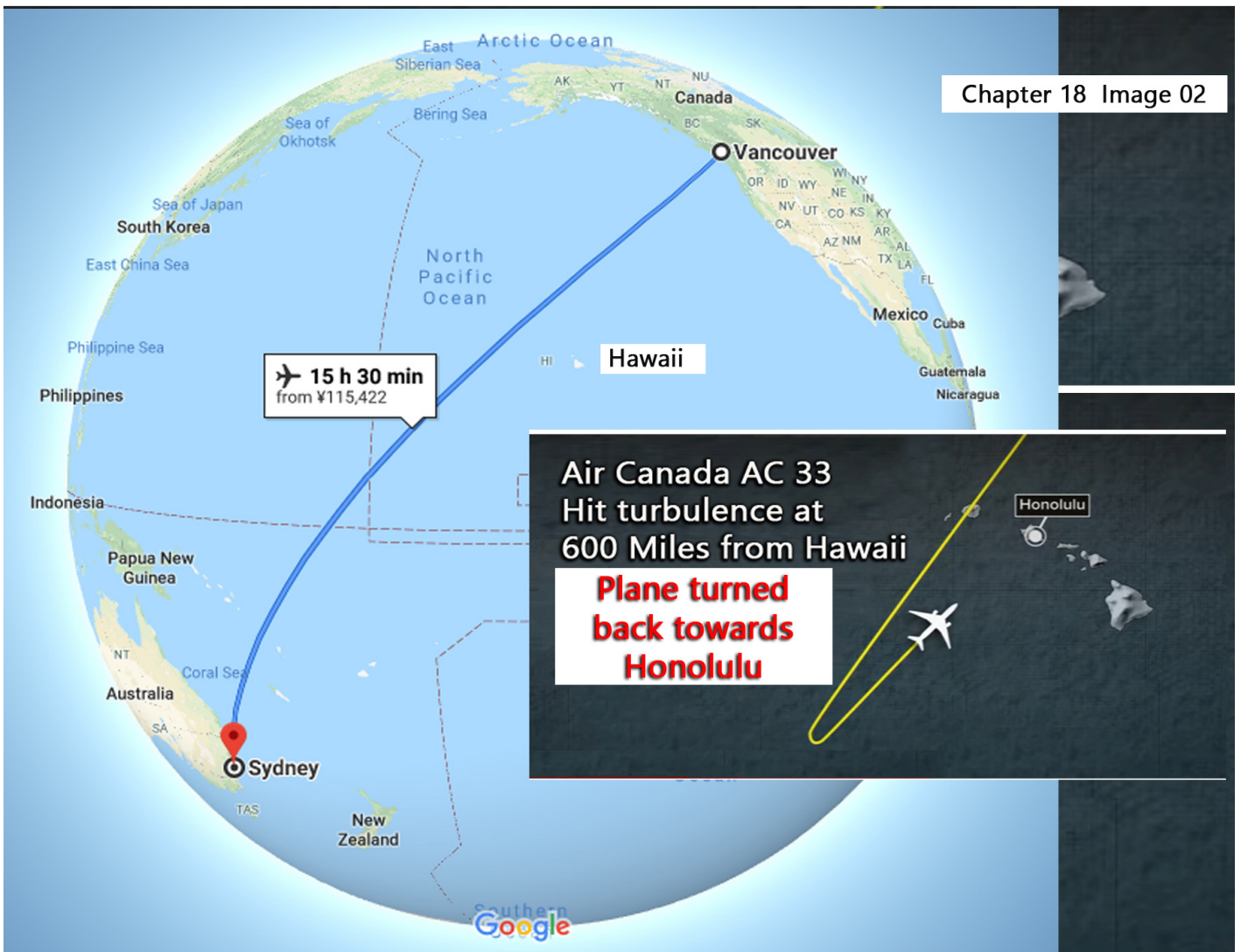
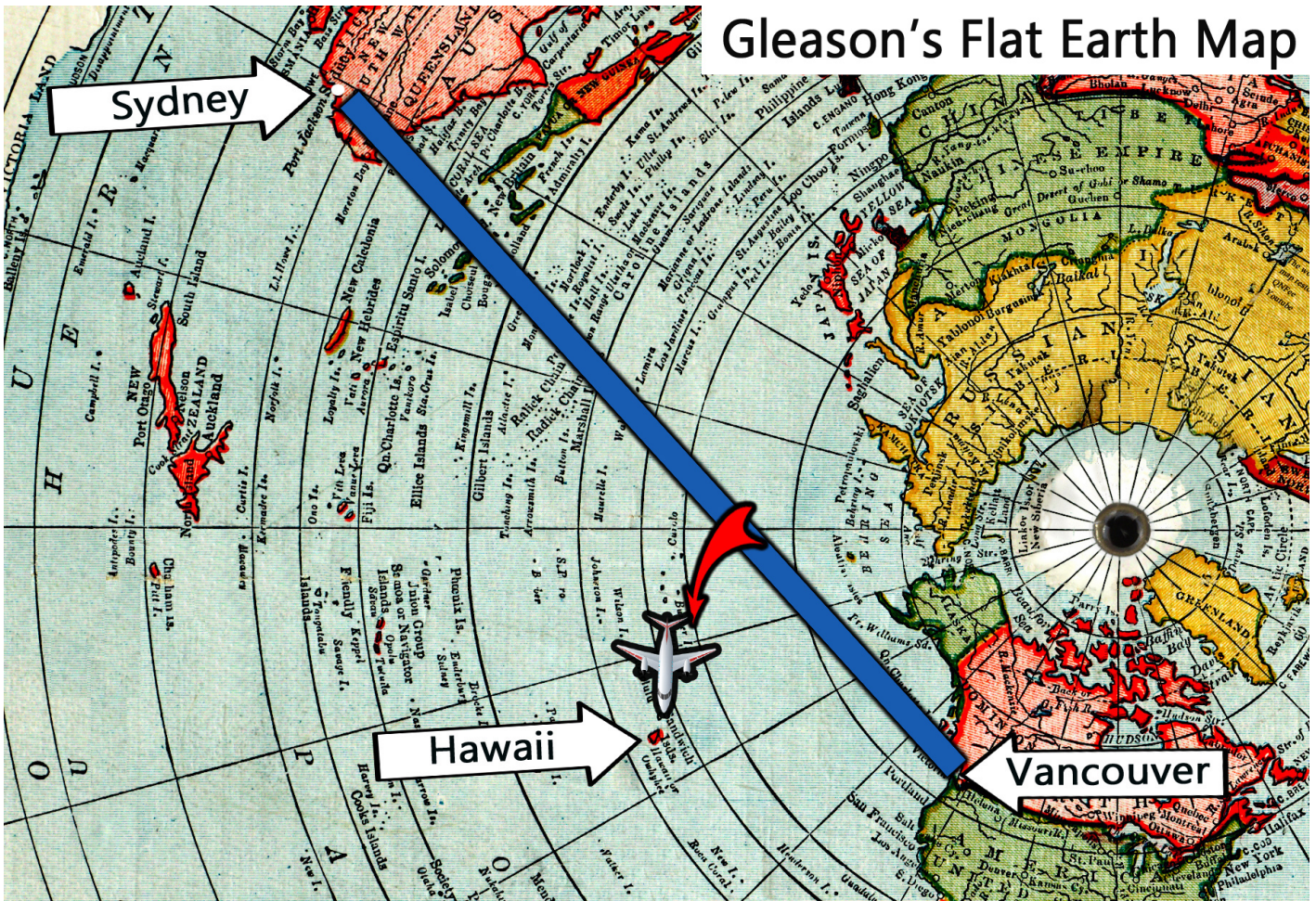
It all started several months ago when I uploaded an interview to my channel where a pilot spoke about planning a flight from Brisbane to New York and the software he used showed a flight plan flying over Alaska. Since the original interview was long and full of other topics, I decided to edit out what was not interesting to the topic of Aviation, clean out all the noise from the audio file and upload just the content where he talks about the flight path Brisbane to New York. The video is still available and the title of the video on my YouTube channel is: “**Pilot Interview: Brisbane to New York Flight Over Alaska**”

It seems to be the case that the pilot who was interviewed by **Paul On The Plane** is in fact a Flight Instructor. I did not follow up to the rest of the story because I had something different in mind as I was exchanging arguments with **Wolfie6020**. Let me leave it clear here that I personally have nothing against Wolfie6020. I think he seems to be a decent fellow, father of two daughters just like I also have two daughters. Our argument is about the shape of the earth where I believe to be flat and stationary while he believes the earth to be spherical and spinning on its axis at 1,000 mph and going around the sun at 65,000 mph.

On July 11, 2019 a flight from Vancouver to Sydney went through some severe turbulence which launched passengers into the air hitting their heads against the luggage compartment. More than 30 people were severely injured and the Captain had to make an emergency landing in Honolulu. Air Canada flight AC33 aircraft type is a Boeing 777-200LR/F. The incident happened at around 36,000 feet of altitude and about 600 miles southwest of Honolulu. A few passengers made cell phone videos showing blood in many parts of the plane to show how severe the incident was. Once the aircraft landed, 37 people were immediately taken to the hospital.

Let’s take a quick look at the flight path of Air Canada flight AC33 and compare it on both models, the globe earth model and on the Gleason’s Flat Earth Map. There will **not** be much difference as both models have the path of this flight going north of Hawaii and turning back heading towards Honolulu. Let’s look at page 95 Image 02:

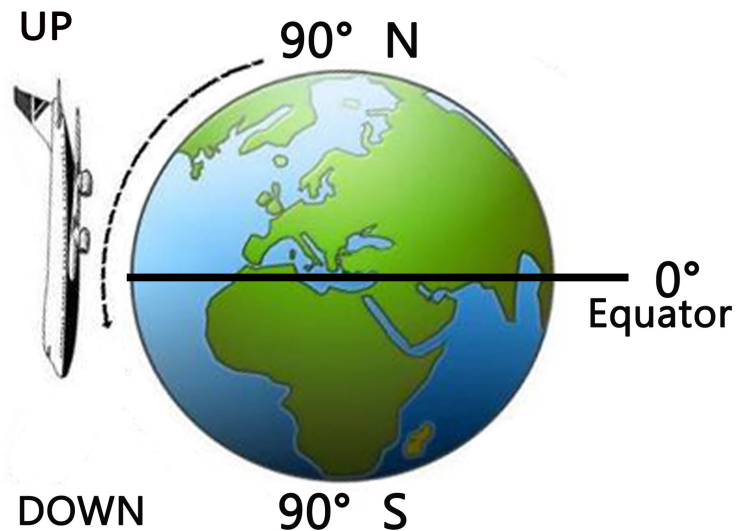
Gleason's Flat Earth Map



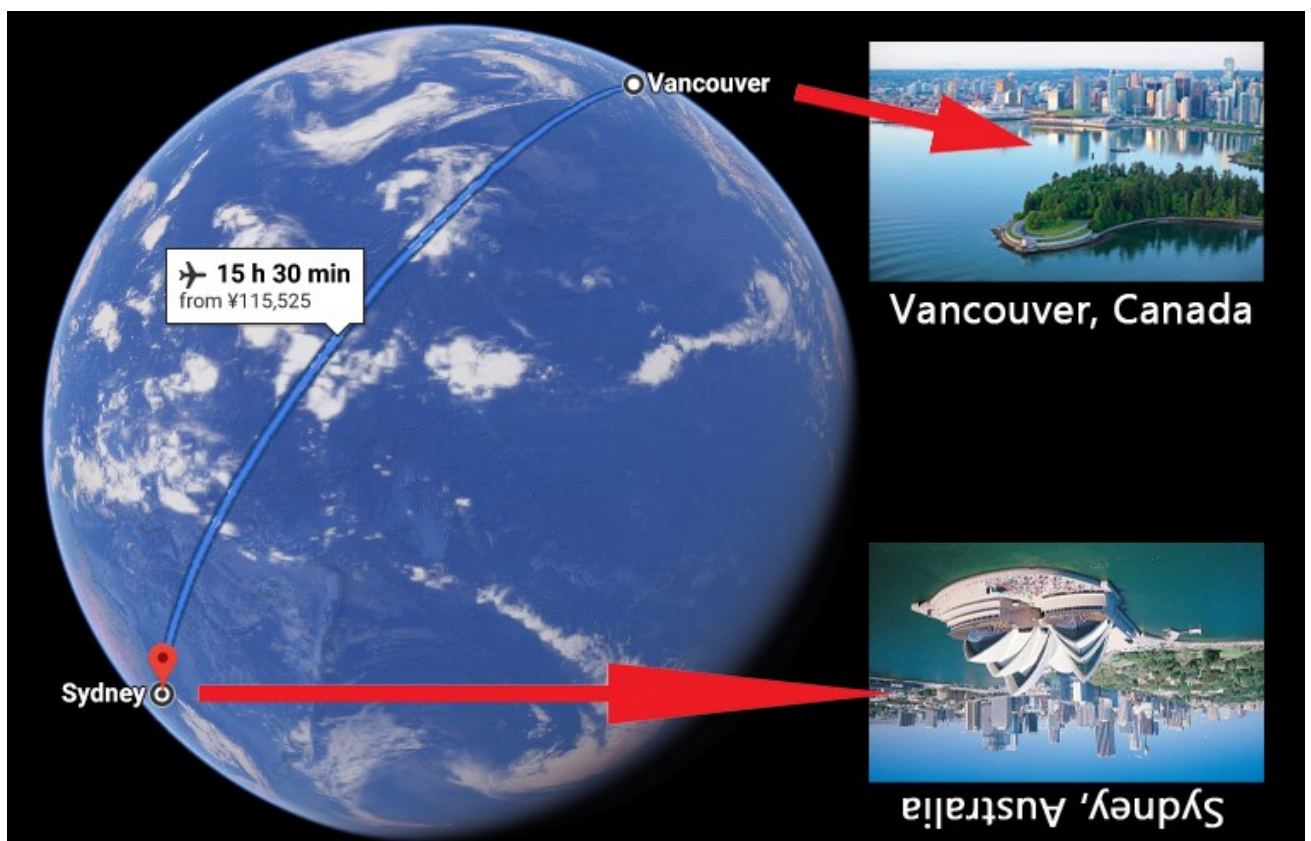
Chapter 18 – Air Canada flight AC33

On page 95 Image 02, we see the Gleason's Flat Earth Map on top with a straight blue line indicating the path of Air Canada flight AC33 going from Vancouver to Sydney. 600 Miles past Hawaii the pilot returned and headed towards Honolulu for an emergency landing. On the bottom part of Image 02 we incredibly have an Air Canada flight AC33 flying a straight path with the exception that this path curves downwards as the pilot (or the plane automatically does it) has to adjust and tip the nose of the aircraft down to adjust to the curvature of the earth.

This is a daily flight and it crosses the Equator on its way to Sydney. According to the globe earth theory this airplane points its nose towards the bottom of the universe as it heads south just to land upside down in Sydney being magically glued down to the ground.



To illustrate better what we are dealing with here, please take a look at the image below as it shows both cities simultaneously:

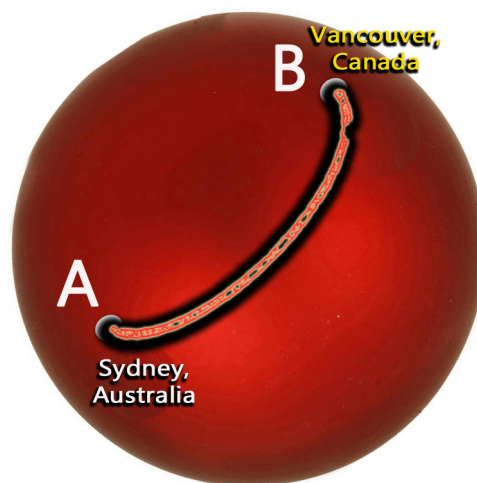


Chapter 18 – Air Canada flight AC33

Going back to page 95 and the flight path of Air Canada flight AC33, we can see that on both models the **flat earth** and the **ball earth** have this flight going north of Hawaii, turning to its left and returning towards Honolulu for an emergency landing. We also see that the path of this flight seems to be a straight line on both Google Maps and Google Satellite. If they say that the shortest path on a sphere is not a straight line, but a “**great circle**”, my question is, where is the “great circle” on this route? How can it be so selective? We will cover great circles in Chapter 20 of this book.

Another argument I hear from ball earth believer is this: “*flights arc north when flying from Asia to North America because pilots need to fly near land in case an emergency landing has to take place*”. So, why is Air Canada flight AC33 taking off from Vancouver and adventuring straight over the Pacific Ocean? Why isn’t this flight heading south along the coast of California as south as San Diego and then head off to Australia?

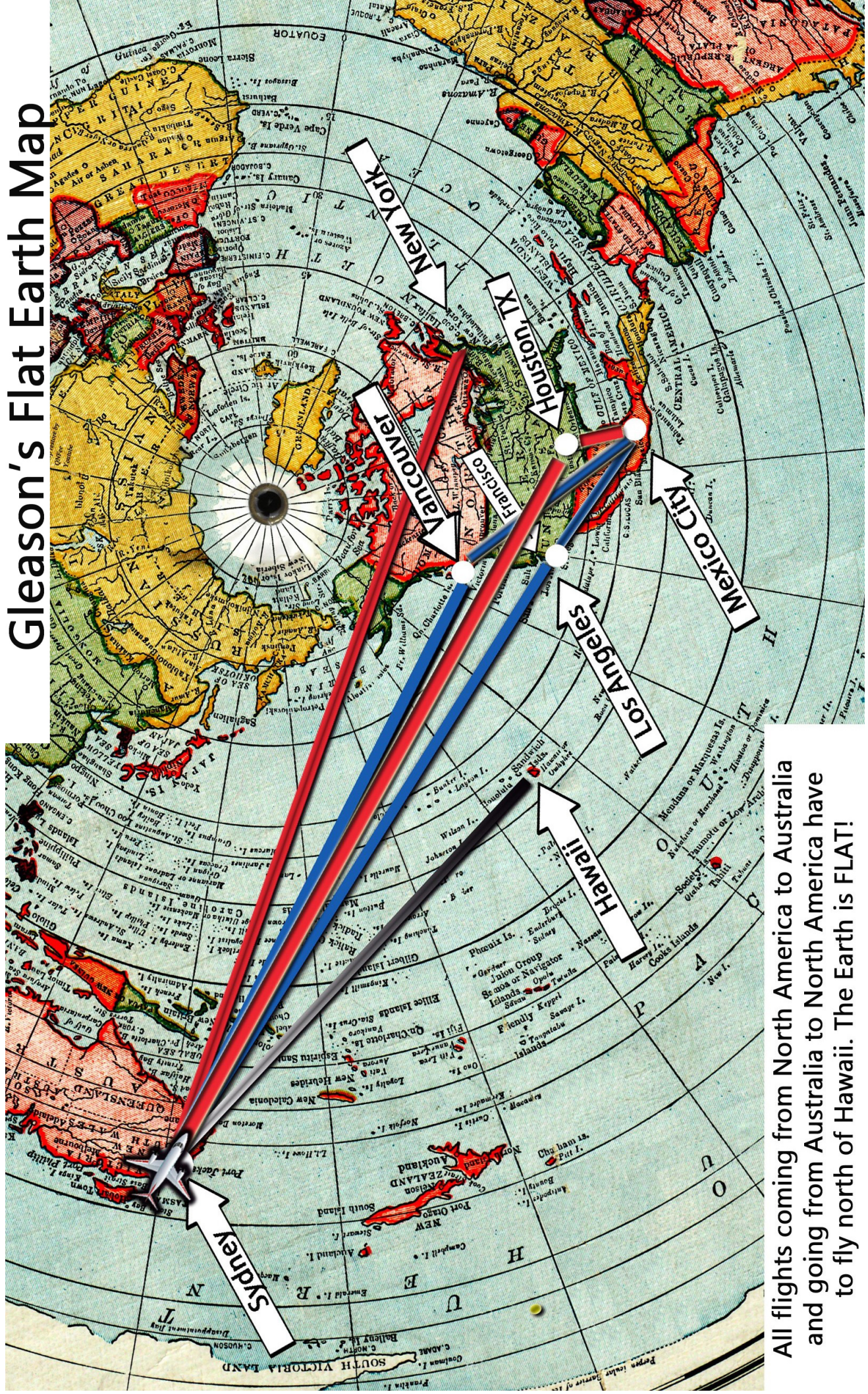
If the shortest distance between **A** & **B** on a sphere is a great circle route and if for emergency situations a plane has to fly close to land, close to the coast, why isn’t Air Canada flight AC33 doing this? Why are other flights from Canada to Australia doing the same thing? Why all the flights from the United States to Australia fly north of Hawaii? The answer is simple my friend, the earth is Flat and there is no way these flights can go from North America towards Australia flying south of Hawaii!



Air Canada flight AC33 is not flying along the coast of California towards Australia as it is supposed to be because Air Canada flight AC33 is not flying on a ball earth. This is also the reason why this flight doesn’t curve south as it flies over the Pacific Ocean and it doesn’t arc north either. It just takes off from Vancouver and adventures over the ocean because this is the only option as we can see on the flat earth map.

As we saw in Chapters 15, 16 and 17 with Hawaiian Airlines, there is also a pattern going on. Please pay close attention to the Gleason’s Map on the next page where I have drawn lines from Sydney to several cities in North America showing the flight paths to and from Australia to N. America:

Gleason's Flat Earth Map



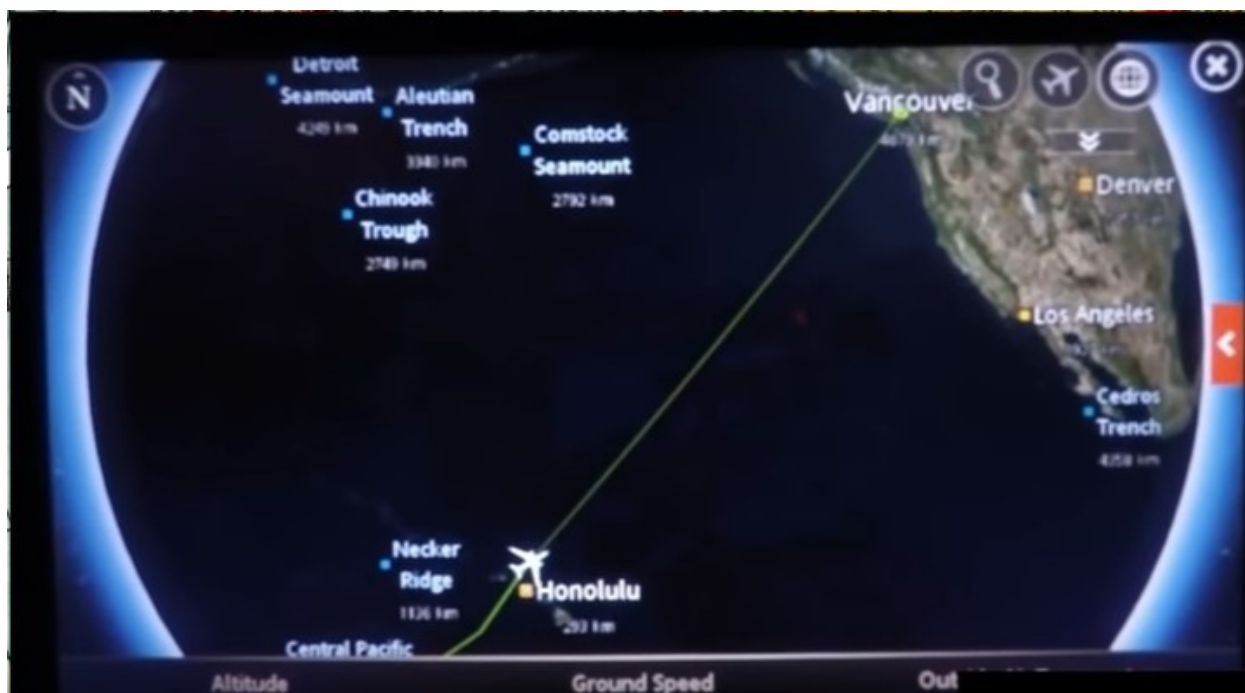
All flights coming from North America to Australia and going from Australia to North America have to fly north of Hawaii. The Earth is FLAT!

Chapter 18 – Air Canada flight AC33

As observed on the previous page, the flight paths of flights from Australia to Sydney all follow the same pattern. They approach North America from the northwest, from “top down”. This is the same pattern we observe with Hawaiian Airlines flying to or from mainland U.S.A. They all fly towards the northwest confirmed by the emergency landings in San Francisco, Oakland and Seattle.

Flight tracking software and seat back screen may show these flights as flying over a ball earth but they are in fact, all flying over a flat earth.

On a screenshot taken from the seat back screen during a flight from Brisbane to Vancouver, the flight path resembles an “S” meaning, the aircraft seems to be going from Australia to North America via south of Hawaii but then it went north of Hawaii.



This whole argument started when YouTube pilot **53C52** planned a flight from Australia to New York using a software and a digital ball earth but failed to say which aircraft would make the 20 hours and 50 minutes trip. He also failed to provide any refueling stops and locations for a potential emergency landing. Planning a refueling stop in Hawaii is not proof for a ball earth since all passengers coming from Australia and flying to New York JFK have to fly to Hawaii and then take Hawaiian Airlines flight HA50, the same flight which had to make an emergency landing in San Francisco when the flight attendant suffered a heart attack (Chapter 15).

100

Chapter 18 – Air Canada flight AC33

Many people get impressed by software designed for flight planning as if they could just go out there, get a Boeing 747-400 and fly off with their planned flights in hand. It's comical to see pilots trying to prove a spinning ball earth by using digital software. It's like proving Superman is real by showing a whole collection of Superman comic books. I could get a permanent marker and draw a line on this beach ball connecting Brisbane to New York just as the pilot did on his digital ball earth. The question is: Is this flight plan executable? No, it's not! It wouldn't make a difference if I drew the line on a plastic globe beach ball or on the screen of a digital device using a touch pen.



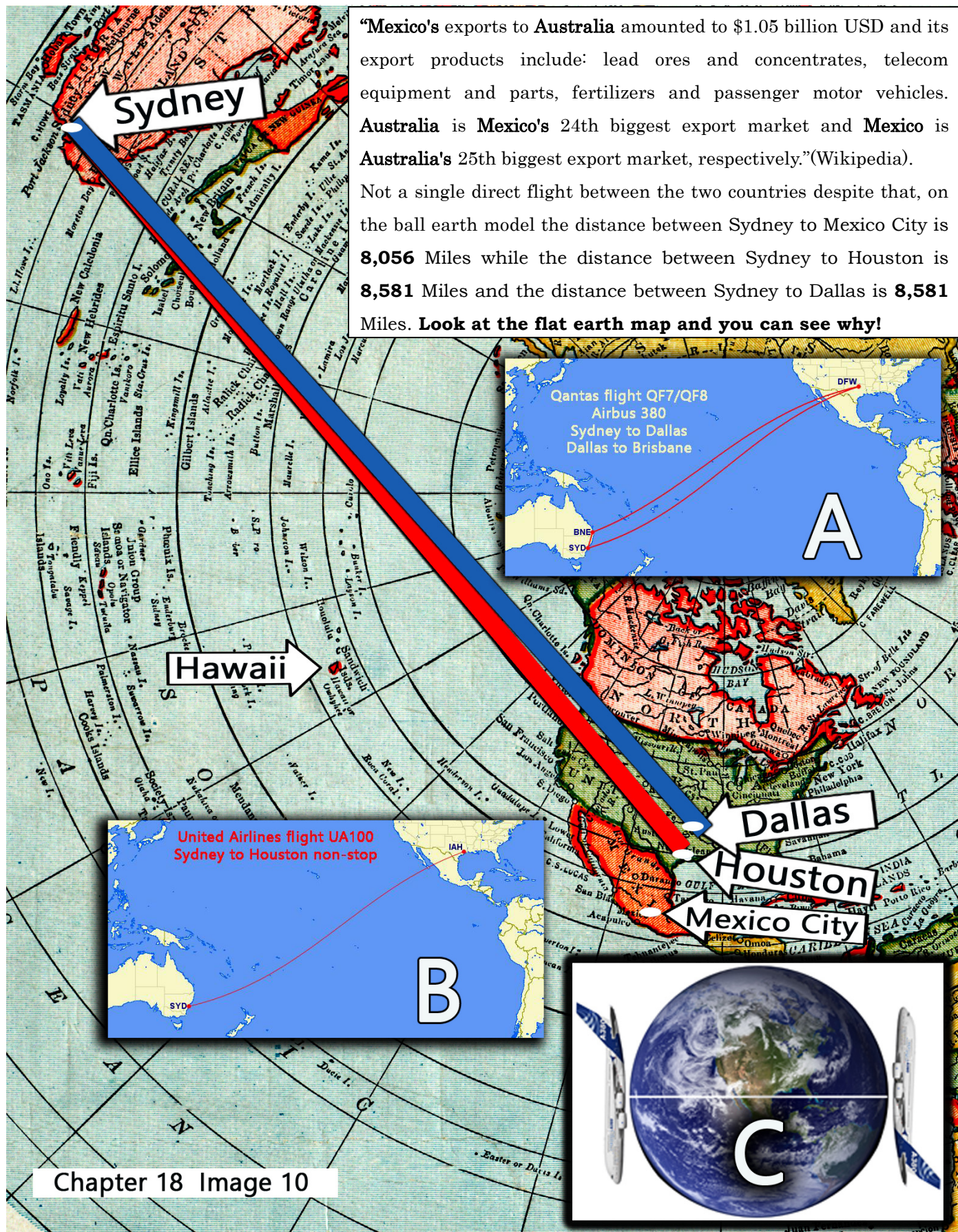
Now, let's look at two other flights which also come from Australia to North America: Qantas QF7/QF8 and United Airlines UA100.

Qantas flight QF7/QF8 from Sydney to Dallas - Airbus A380-800. 15 hours and 27 minutes of flight time.

United Airlines flight UA100 from Sydney to Houston – Boeing 787-8 Dreamliner. 15 hours and 40 minutes of flight time.

Next on page 102, Image 10 we will see the flight path of these two flights on the Gleason's Flat Earth Map. Qantas flight QF7 is illustrated with a **straight blue line** while United Airlines flight UA100 is illustrated with a **straight red line**. I have concluded that this is how these two flights operate, flying straight approaching the U.S. from the northwest region of the United States just as illustrated on page 102, Image 10 and also on page 98 of this chapter with straight lines representing flights from Sydney to all the major cities in North America.

Next on page 102, the reader can compare these two flights on both models. In picture "A" we see Qantas QF7/8 from Sydney to Dallas and in picture "B" we see United Airlines flight UA100 flying from Sydney to Houston. According to the ball earth theory these flights have to travel south of Hawaii. They also have these two flights flying directly above Mexico almost above Mexico City. My conclusion is that, these flights are truly coming from the northwest of the United States just as we have seen that all of these flights arrive, or leave the U.S. from the northwest:



Chapter 18 Image 10

According to picture “C” above, you also have to believe that these powerful Airbus A380 are crossing the Equator pointing its nose UP as a rocket or down towards the bottom of the universe!

Chapter 18 – Air Canada flight AC33

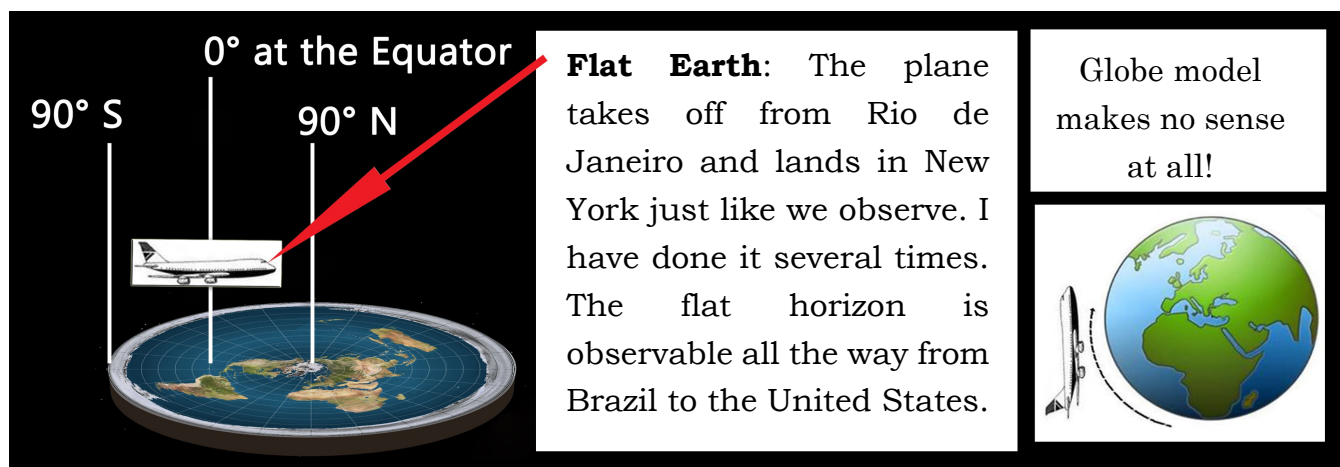
If you are a Mexican citizen living in Australia, you need to get a U.S. visa just to return home to your own country because according to the globe earth theory, these flights fly directly above Mexico but land in the United States. You need to get a U.S. visa to land in Houston/Dallas and then take another international flight from Houston/Dallas to travel back to your own country despite the fact that, you fly over your own country, Mexico, to get from Sydney to Houston/Dallas.

The distance from Sydney to Mexico City according to the ball earth theory is **8,056 Miles** while the distance from Sydney to Houston is **8,581 Miles** and the distance from Sydney to Dallas is **8,581 Miles**. It would make more sense to make a stop in Mexico City, let the Mexican citizens leave the plane in their own country, pick up more passengers and fly to Houston/Dallas. Instead they do the opposite, making no sense at all!

Actually, nothing on this ball earth theory makes sense!

Before I close this chapter, let me make clear the reader understands what I'm trying to say concerning flying north or south and crossing the Equator.

As the image below illustrates, on the ball earth model you have to believe (and there's no other way to see it) that the moment you cross the Equator either going south or north, the airplane has to be either facing down towards the bottom of the universe or up, going straight up like a rocket. There is no other way to see it!



The heliocentric model is nothing but a religion. The sooner you realize this, the better.

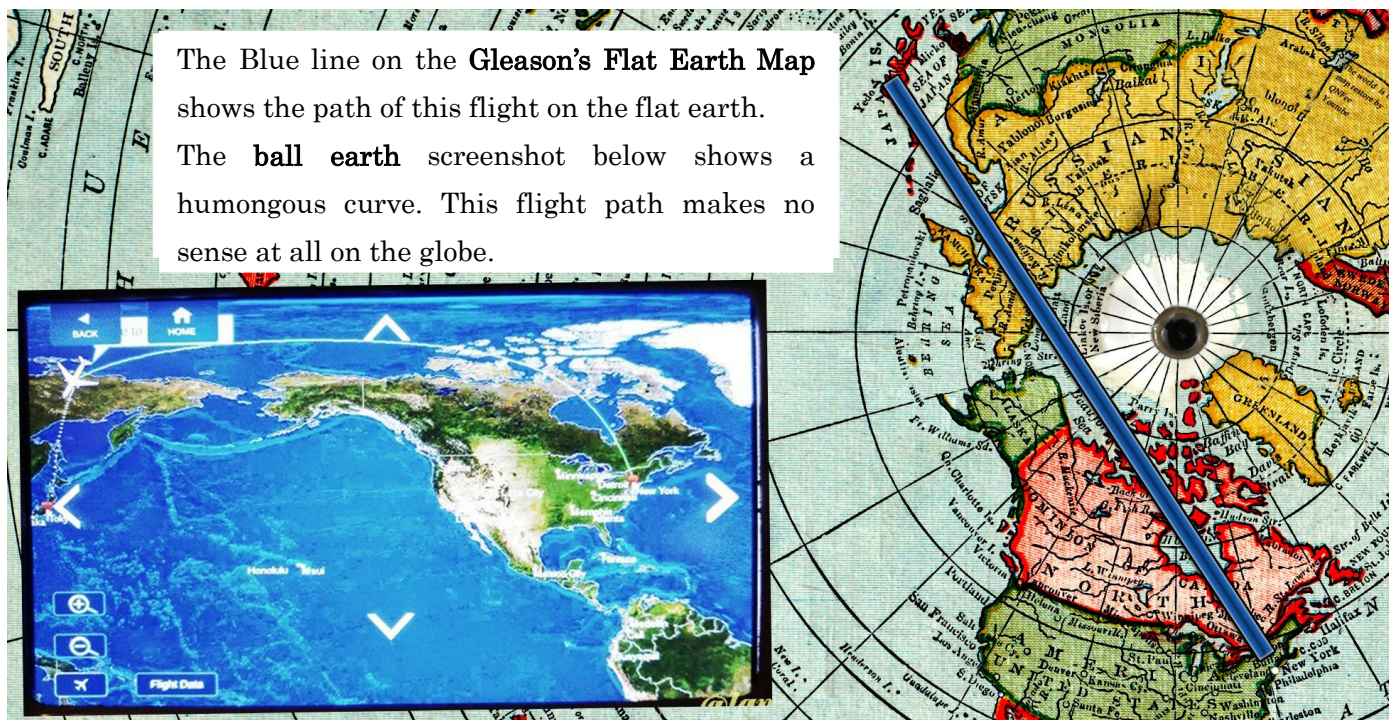
Chapter 18 – Air Canada flight AC33

Chapter 19 – Flight Paths lead to Flat Earth

In this chapter we will look at some international flights and I will show you how flight paths lead to a flat, non-rotating earth!

Consider the flight path below. This is a Delta flight from New York JFK to Tokyo Narita. Although there is a stop in Minneapolis, the flight path as shown on the seat back screen of the passenger shows a humongous curved line from JFK to Haneda Airport in Tokyo. Ball earth believers will say that this line means that, the pilot is going over the “top” of the globe earth curving up from New York at 40.7128° N, leveling the airplane to adjust to a 90° N and then tip the nose of the airplane down until it reaches Tokyo at Latitude 35.6762° N.

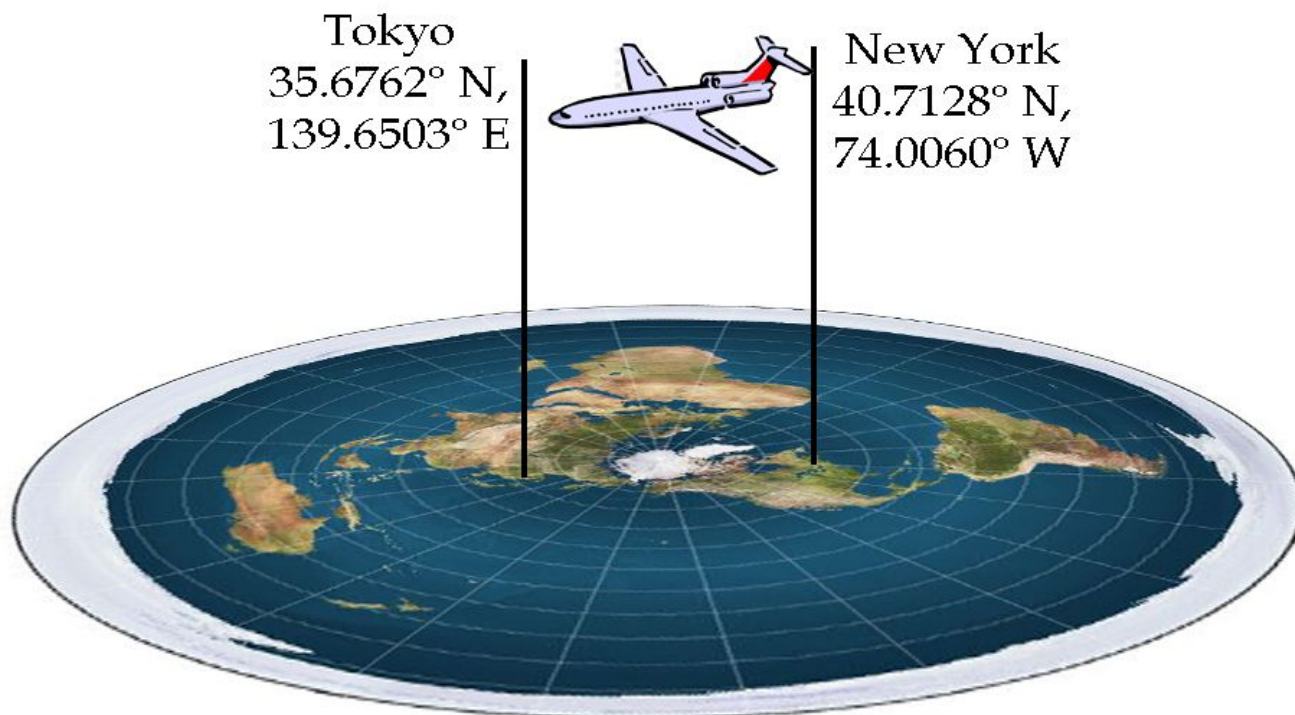
On the Gleason’s Flat Earth Map as we see below, it is just a straight line, a straight path from New York to Tokyo. No gimmicks, no tipping the nose of the airplane up or down, no gravity magic, just plain and simple flat earth!



Sadly, ball earth defenders refuse to use common sense and apply logic to their model. We will see in chapter 22 that gravity does not exist. Once we prove gravity does not exist, the whole heliocentric model gets destroyed. Gravity is the glue that holds all heliocentric lies together.

Chapter 19 – Flight Paths lead to Flat Earth

As we see on this illustration below, this is how Delta flight New York JFK flies to Tokyo Haneda: Over a flat, non-rotating earth!



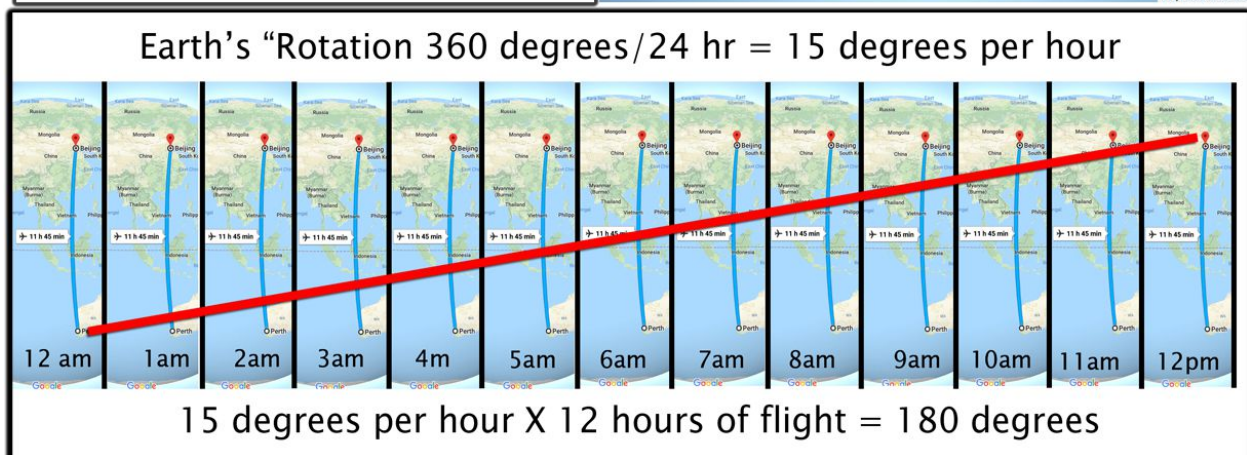
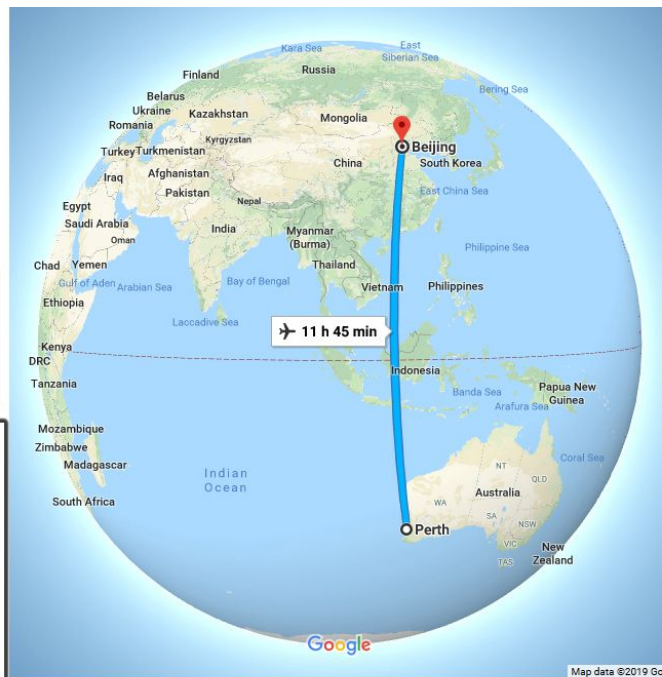
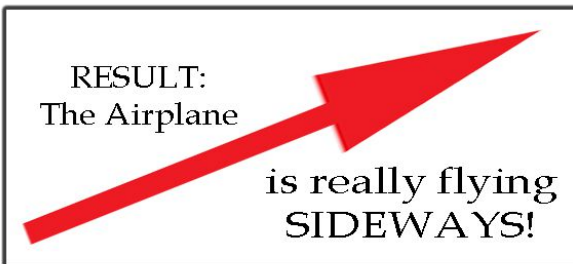
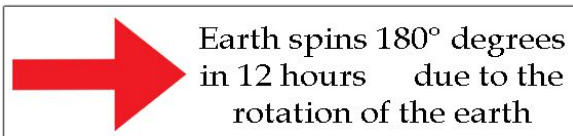
Lines of Latitude don't mean curvature. Latitude North means the distances from the Equator to the Center Pole (AKA North Pole) or, how close or far someone may be from the Equator to the North. Latitude South means the distances from the Equator to the South Circle, or Antarctic Circle up to 90° South and it shows how close/far someone may be from the Equator to the extreme South Circle, a place no one has ever been before!

Imagine now an airplane is flying directly from Perth, Australia to Beijing, China. Google Maps calculate the time of flight as being 11 hours and 45 minutes. Let's round these numbers up to 12 hours.

At the same time the earth is rotating from west to east. In 12 hours time, earth will have rotated exactly 180°. Remember, according to the heliocentric model it takes 24 hours for a complete rotation of 360° degrees. That means, in 12 hours earth will have rotated 180°.

Assuming the airplane is taking off from Perth, Australia at midnight for a 12 hours long flight, by the time it lands in Perth 12 hours later, earth will have rotated 180° to the east. That means, if this plane is flying forward at 600 mph, it is also being carried sideways at 1.000 mph! To believe this is insane! Check it out for yourself in the next illustration:

Chapter 19 – Flight Paths lead to Flat Earth

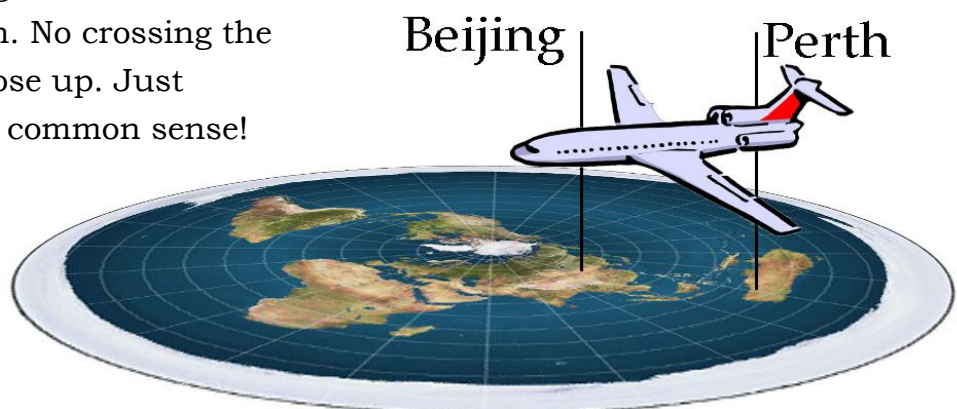


As seen in the illustration above, the plane is really being carried sideways at a greater speed than the speed of going forward but, hey, it's magic: Nobody feels a thing!

Now let's compare the same flight path on the flat earth map below. The plane takes off from Perth, Australia and flies for 12 hours until it reaches Beijing in China.

No rotation magic!

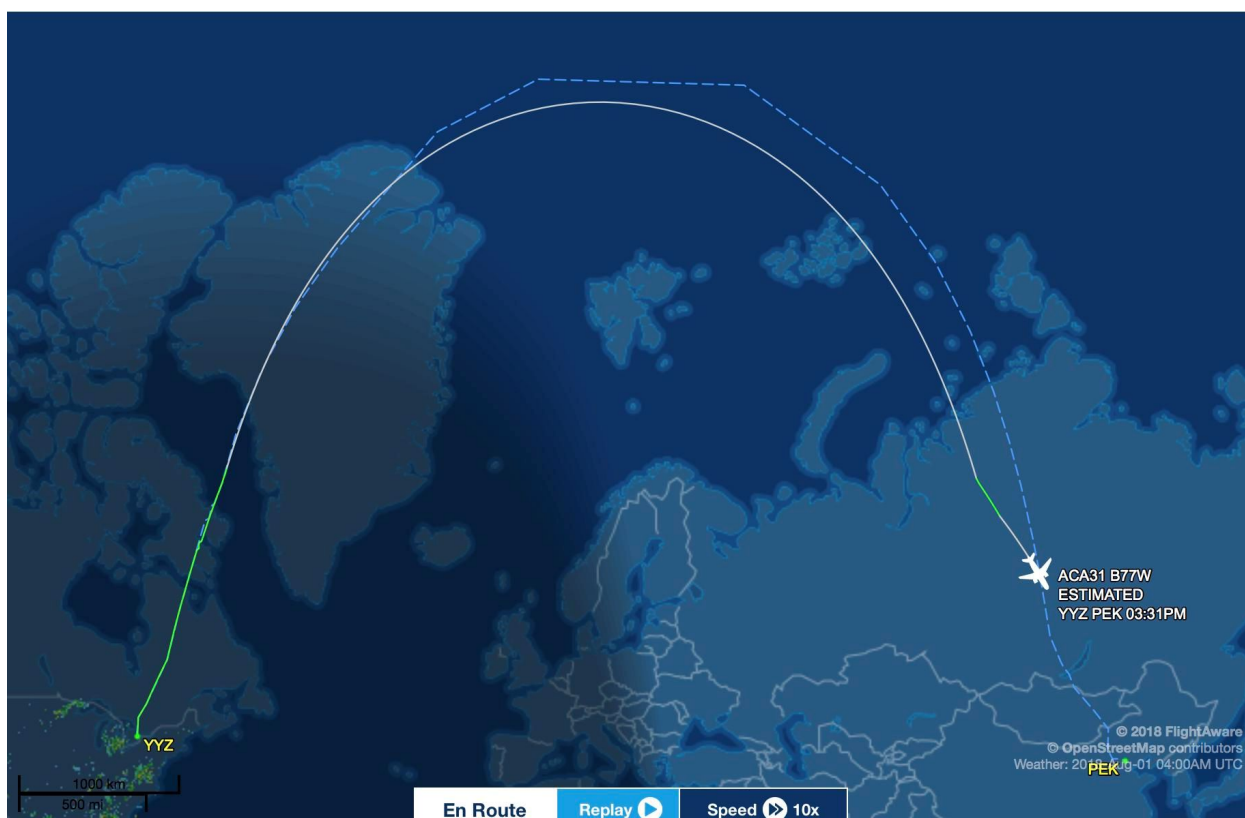
No tipping the nose of the plane up or down. No crossing the equator at 90° nose up. Just plain and simple common sense!



Chapter 19 – Flight Paths lead to Flat Earth

Consider a flight from Santiago, Chile to New York JFK. The same thing happens here. It takes 11 hours of flight time flying **forward** from Santiago to New York while the airplane is really going sideways because, when it arrives in New York 11 hours later the plane will have been carried 165° degrees sideways at a speed of 1.000 mph. Guess what? Nobody will have felt anything because it's magic! Nobody sees curvature, nobody feels the spin of the earth but the earth is a globe! How fool people are in believing this nonsense!

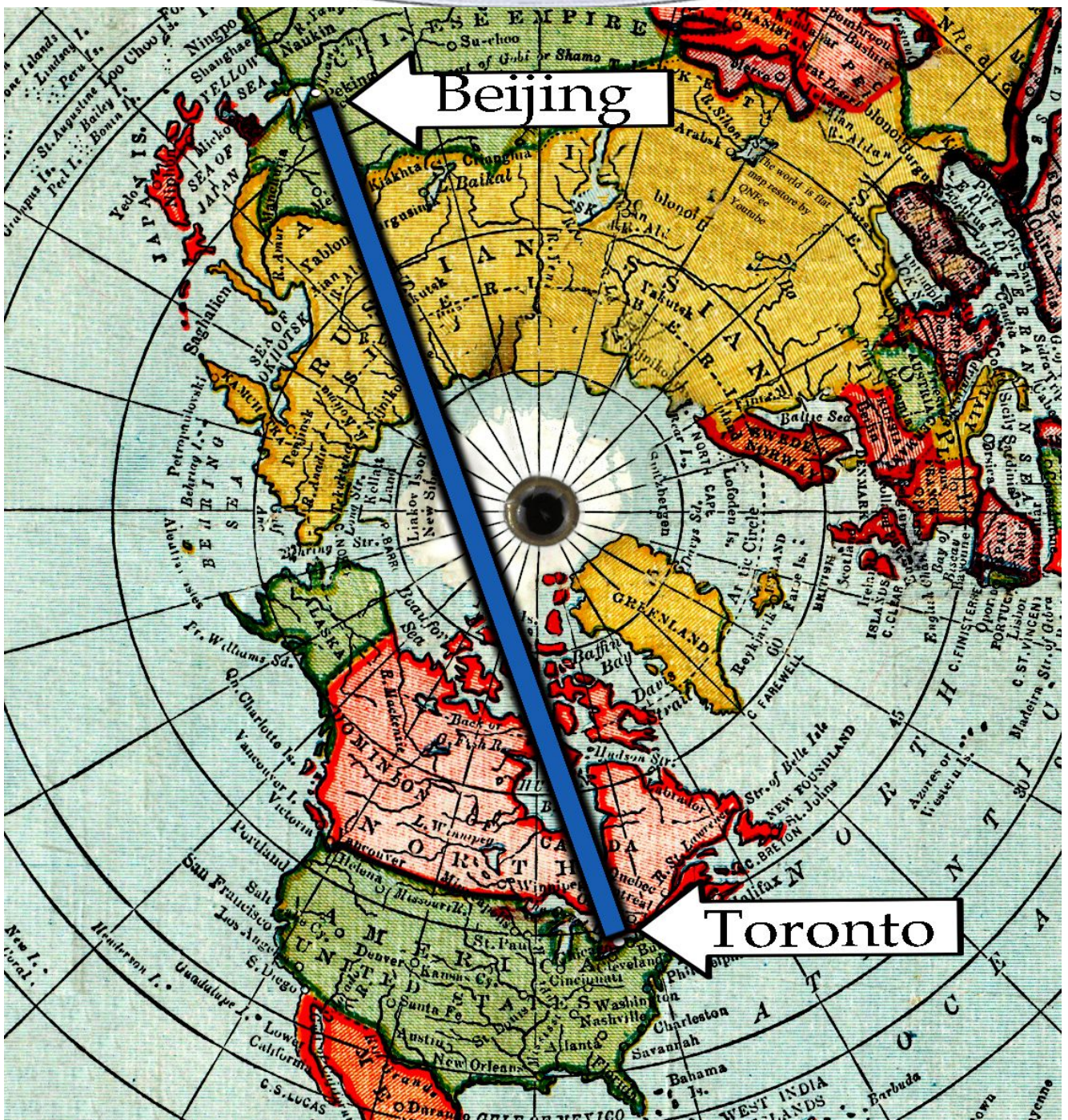
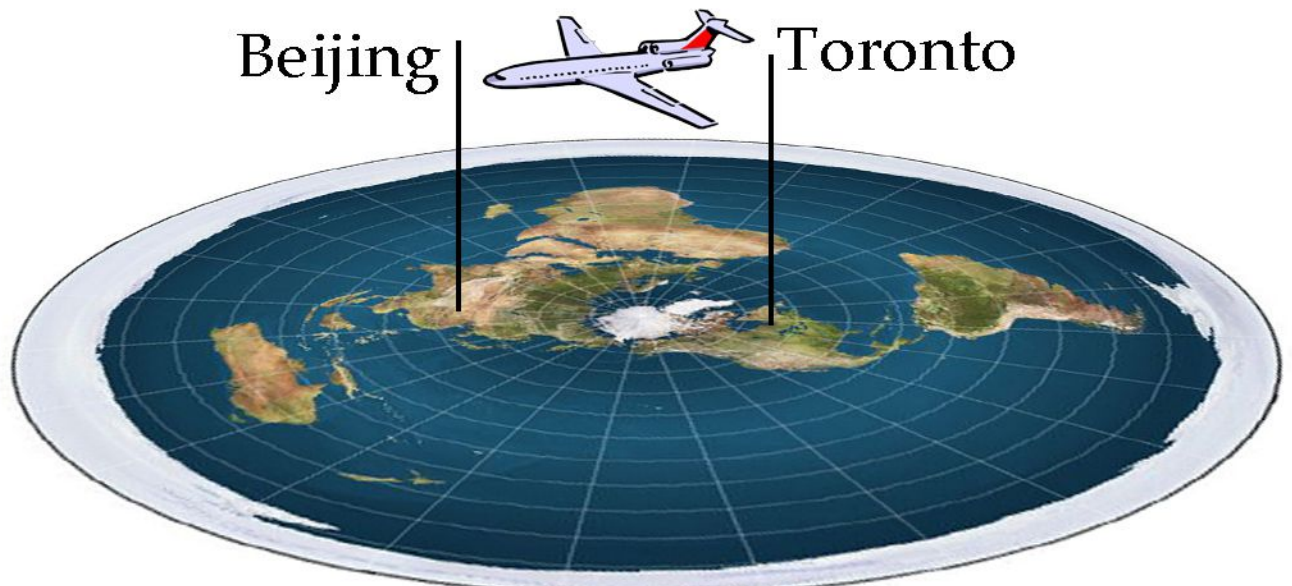
Another flight we will be looking at is Air Canada flight AC031 which flies Beijing to Toronto. Please take a look at this screenshot of the trajectory of Air Canada flight AC031 as shown on this FlightAware screenshot:



Globe advocates claim the pilot is really tipping the nose of the plane upwards in direction to the top of the ball earth, get it leveled at 90° and then slowly tipping the plane down towards Beijing at 39.9042° N. Others like **Wolfie6020** say that pilots don't have to manually tip the nose of the airplane up or down because the airplane automatically does it. All common sense and logic is thrown away in benefit of heliocentric model.

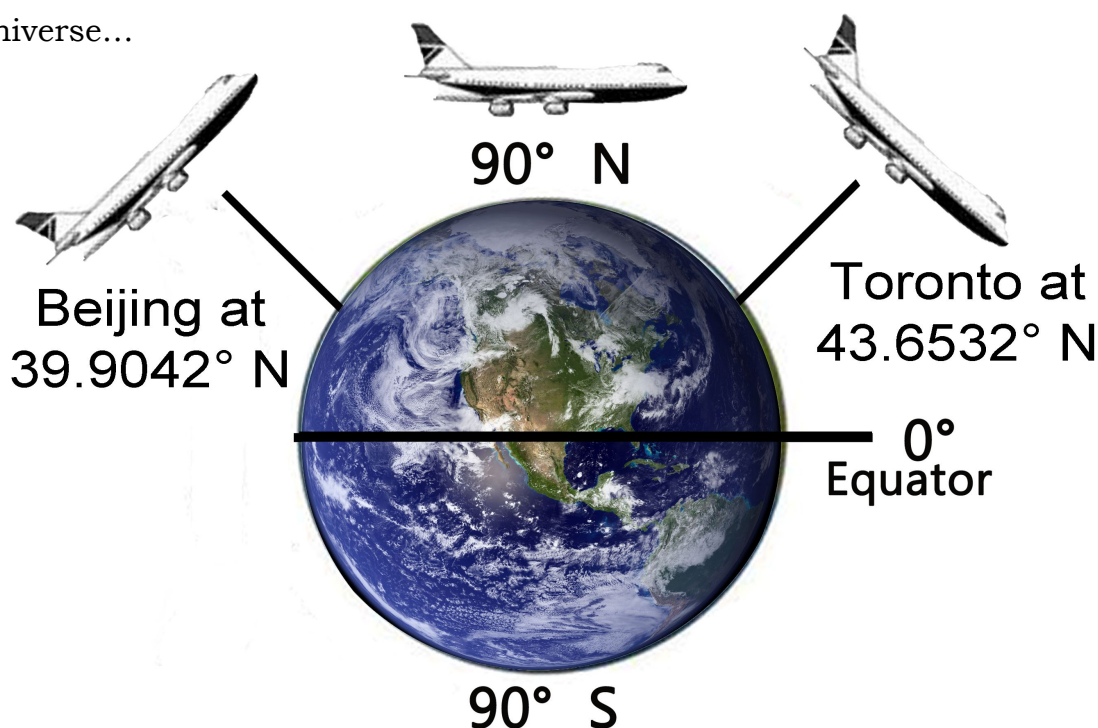
Now let's compare this same flight, Air Canada flight AC031 and the reader will see this flight path only makes sense on a flat, stationary earth:

Chapter 19 – Flight Paths lead to Flat Earth



Chapter 19 – Flight Paths lead to Flat Earth

As seen on page 107 on both, the AE Map and on the Gleason's Flat Earth Map, this flight path makes more sense on the flat earth map. The illustration below shows how this flight would have to be if earth were truly a globe. You need to apply **faith** in order to make the globe earth model work. On the flat earth model you only have to apply **Logic** and **Common Sense**. On the globe earth model, more precisely in the illustration below, you can only apply one thing: **FAITH!** Faith because you have to **believe** an unproven theory named *gravity* to make this model work. You have to **believe** there is an imaginary force holding this airplane down to the airport in Beijing at a 39° angle and then when it arrives in Toronto, it will be glued to the ground at a 43° angle. Without this magic force called *gravity*, the airplane would slip down the ball earth and fall towards the bottom of the universe...



As you can see my friends, the globe earth model is like a religion. You have to have faith in it to make these strange flight paths work on a ball. There is no other way! I could go on and on and write a whole book on flight paths alone, but it is useless. The reader has to understand that FAITH is what makes the globe earth work, NOT observations. Faith is what make you believe water gets stuck on a ball, not what you observe. Faith is what makes you believe an airplane flies up like a rocket when crossing the Equator north, not what you observe. The heliocentric model is a model that requires a lot of faith from you but, faith in what? Well, faith in itself since the heliocentric is the result of a godless Big Bang which created everything. It makes me think about the words of **Eric Dubay**:

Chapter 19 – Flight Paths lead to Flat Earth

“You believe you are on a globe earth; I SEE that I’m on a flat earth; and I feel that I’m on a motionless earth; I see that everything in the sky revolves around me.

I also see that the sun and the moon are of the same size. But, I’ve been brainwashed to believe something very different from what I see.

I’ve been brainwashed to believe that, the motionless earth that I feel beneath my feet is actually spinning at 1.000 mph.

I’ve also been brainwashed to believe that the stars, sun and moon that clearly spin overhead are actually, some of them we’re spinning around and there’s this big spiral motion of planets and galaxies all spiraling as NASA has told us.

They also tell us that the sun is a big ball of burning light 400 times further away and 400 times bigger than the moon. Yet, when I look out in the sky, I can see them to be of the same size.

So in fact, what we believe nowadays is based on something contrary to our common sense and experience and actually comes from philosophers like Aristotle giving us supposedly proofs of a ball earth and NASA Photoshop CGI divisions giving us fake pictures making us believe otherwise. But if we were just given to our own devices, everybody would be a flat-earther because, that’s how it is; It’s Flat, it’s motionless, everything in the sky revolves around us and that common-sense perspectives actually has been experimentally proven as well, in many, many ways!

They say there is no up and down, that everything is relative! They say there is no good and evil but they are all about moral relativity! They say there is no sun and moon yin yen aspect because, the sun is actually really, really big and really, really far away and the moon is really small but, a bit closer an from our faulty perspective it just looks like they’re exactly the same size in the sky. Once again, Masonic magicians lying to you so you don’t believe your own eyes which tell you that the sun and the moon are equal, divine, balanced, opposites in the sky revolving over and around us keeping time, like a celestial clock and calendar”.

Eric Dubay

Chapter 19 – Flight Paths lead to Flat Earth

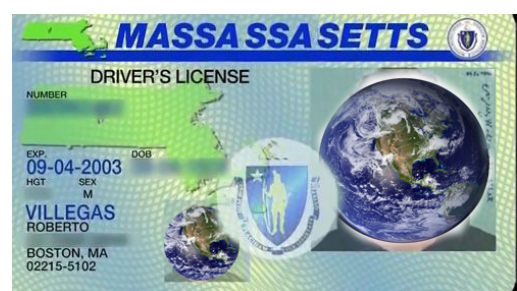
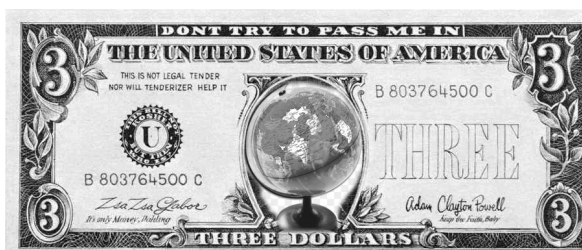
Chapter 20 – Correct globe model, step forward!

Certainly, one of the most frustrating experiences I had was when I tried to defend the globe earth model. “Of course it is a globe, we all learned that in school” was my first reaction. Then I looked for “proofs”. Well, how can you show proof of the globe if there are no real photographs of this globe? The lineup below displays only 8 different out of several globe images released by space agencies over the years. There are images of the globe released with the same cloud formation but different dates; there are images of Australia taken during the day and then at night in a time lapse at the same location showing the same clouds formation in a 12 hours period. How can this be?



Chapter 20 - image 01

Will the correct globe model step forward? No because there is no correct and real globe model. For once there is no globe at all! In order to hide Flat Earth they work tirelessly creating in Photoshop images of a supposed globe earth. These images go as being real just like someone can get by and live a life for many years, sometimes a whole life is lived with a false identity, with a fake Id. The globe earth model is similar to this person who may be liked by everybody, known by everybody, very popular, very likeable but not real! The globe is as fake as a \$3 dollars bill. Like a DL from the State of **Massachusetts**!



Chapter 20 – Correct globe model, step forward!

The globe model is one of the most complicated systems ever created by a bunch of rich European men. Soon after they developed their heliocentric model, they sent out their minions all over the world to spread this lie. Alex Gleason wrote in his book “**Is the Bible from Heaven, Is the Earth a Globe?**” that the Chinese made fun of the European astronomers when they went to China to spread this heliocentric lie. Unfortunately China today succumbed to the very same lie it once stood against.

How the Big Bang really happened

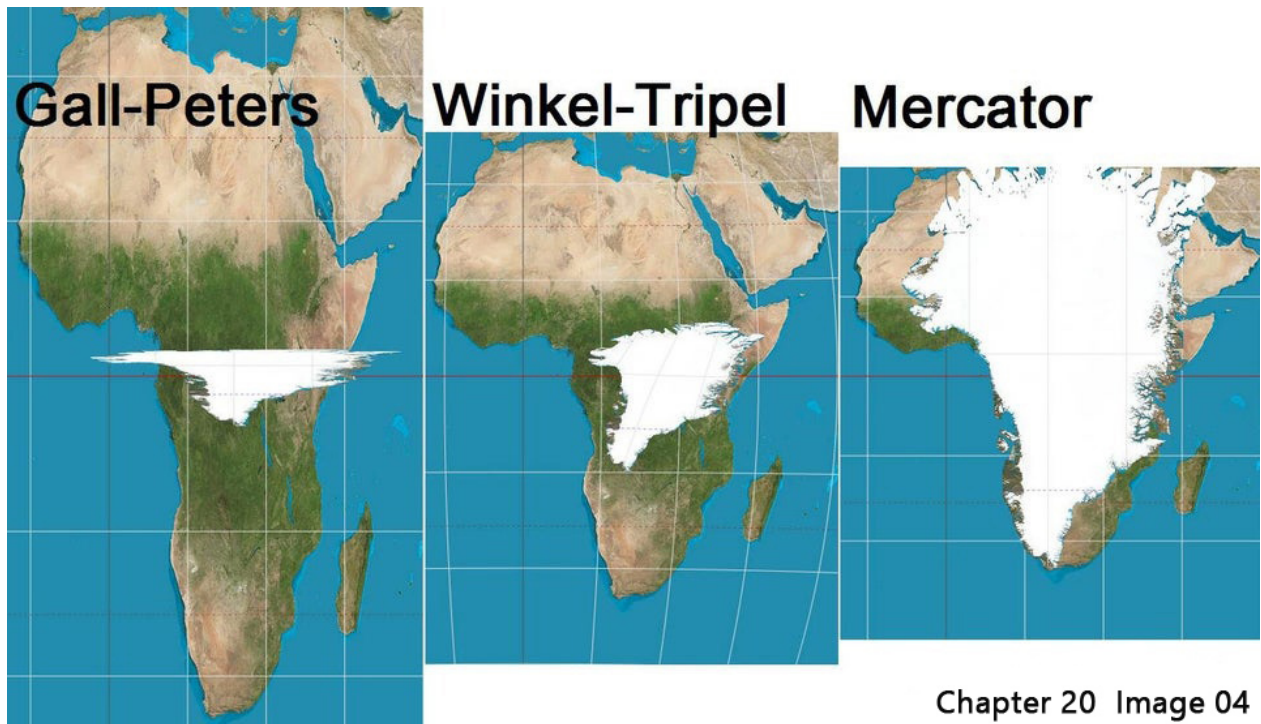
According to the Heliocentric model, **NOTHING** exploded and this **NOTHING** was so powerful that today, 14 billion years later, the force of this explosion of **NOTHING** is still expanding. Not just that but, **NOTHING** which was tinier than an atom when exploded, created planets which are hundreds of time bigger than the earth. Not to mention all the stars and suns and comets and asteroids and black holes, all that which was caused by **NOTHING** exploding. Pretty much like a magician’s hat. The Big Bang is an atom-sized magician’s hat which pours out stars, planets and suns!

But wait a minute! In order to have a chemical reaction it’s necessary at least two chemical elements. That means that **NOTHING** alone couldn’t have exploded on its own! **NOTHING** had to collide with something else in order to explode. Well, then I think I have it figured out: **NOTHING** collided with **NADA** and **BOOM!** I have just created a new formula: **(No+Na=B)** which means **NOTHING + NADA = BOOM!** Boom here can be interpreted as the Big Bang.

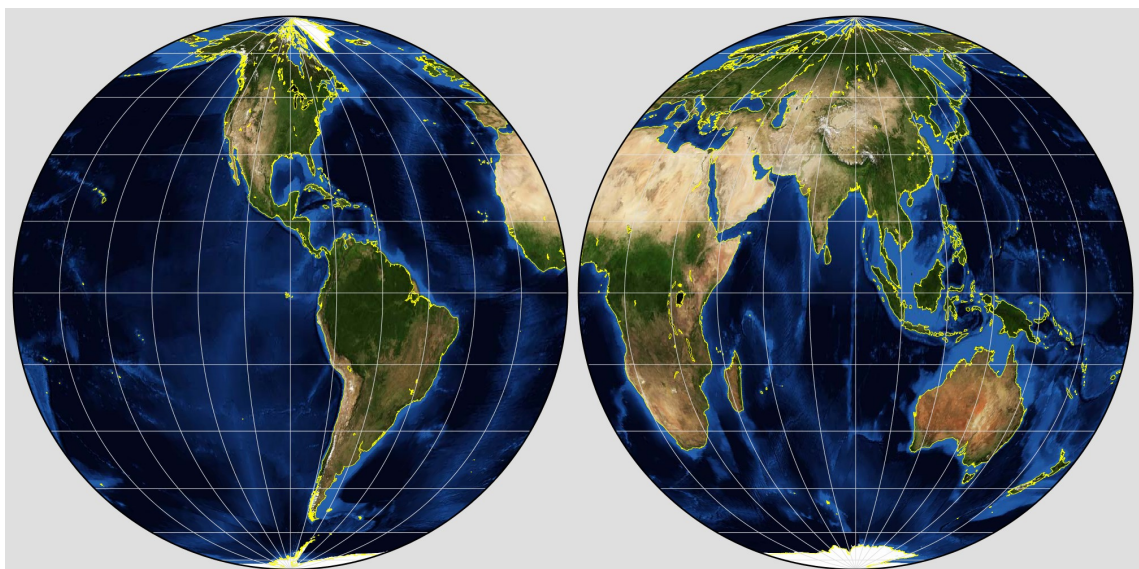
Does the reader see what’s wrong here? You have to have more faith in the heliocentric system to make it work than in anything else in your life, and this is just the beginning. You have to believe that **No+Na=B** created life. Then you have to believe that this life, somehow, evolves. You have to believe that evolution caused changes in species. You have to believe that these species that came from the sea magically created lungs and were able of breathing air. By the way, **No+Na=B** also and magically created Oxygen!

The Heliocentric model is a faith-based theory. Without faith, it can’t work. It’s contradictory for a system that preaches atheism! You have to believe its labyrinth of theories one being more contradictory than the other. Let’s just take a quick look at map projections based on the globe earth model and you will see what I mean. Look at Image 04 on the next page:

Chapter 20 – Correct globe model, step forward!



As you can see in the image above, you have three different projections showing totally different sizes of Africa and Greenland. Boston schools are now introducing globe models based on the Gall-Peters projection. It's totally different from the globe kids are used to study in schools. School officials claim Gall-Peters **IS** the true projection. The problem is what happens to all the millions of us who learned based on the old map projection? *"Oops! We were wrong!"* they will say. How about all of those flight paths shown to us on the globe that is now considered not to be the true projection of the world? There is more to it. There is a YouTuber pilot who made a whole video "flight planning" with an app that shows the very same map that is now considered to be **WRONG!** How can that even be? The image below displays yet **another projection**. Look at North America!



Bacon Globular Projection

Chapter 20 Image 05

Chapter 20 – Correct globe model, step forward!

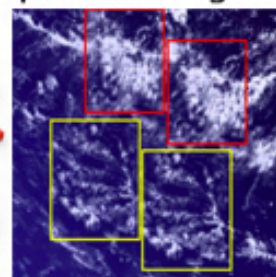
The truth is that all data used by flight trackers and flight planning programs are supplied by NASA. Pilots don't really flight plan their flights. They just go to their job as everybody else because airplanes pretty much fly themselves. They are all programmed to get from point A to point B. Pilots go through a checklist, takeoff and then go to sleep. I witnessed that myself on a flight from Dubai to Kansai, Japan. Once the airplane took off from Dubai, after 20 min of flight it was announced that the captain was going to "take a nap". Airplanes also fly with a Flat Earth data. All data programmed into the navigation system comes from a flat earth map. The data is then converted and the output shows this data as a globe projection. This converted data is what we see on the seat back screen or in tracking websites like FlighRadar, FlightStats and others. The truth is, on the screen of the computer or in apps or during flights, what we see on the seat back screen is a **simulation** of a globe! (Check this in Chapter 04, Image 04).

More of this globe earth insanity

Just look at the discrepancy in the sizes of North America from one globe image released by NASA to another. The flight time from New York City to Los Angeles is 6 hours and 5 minutes. Great! But is this flight time calculated on the North America as pictured in the 2007 image or on the North America as picture on the 2012 image? The distance from New York City to San Francisco is 2,902 miles. Is that distance calculated on the "bigger" America of 2012 or on the "smaller" America of 2007? How about the pear-shaped earth? How come flight-planning software never shows an oblate spheroid earth and yet they teach in flight schools that the earth is an oblate spheroid and they teach how to calculate distances based on an oblate spheroid? They say that this oblation is so small you can hardly detect any difference. Oh really? So why is the math formula different?



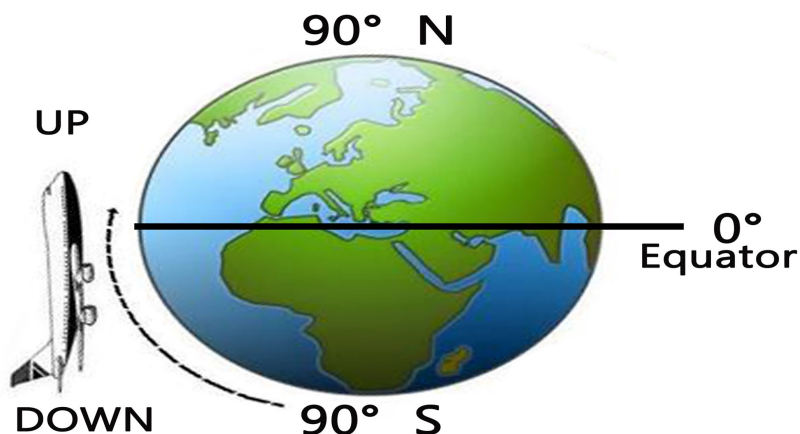
Chapter 20 Image 06



Chapter 20 – Correct globe model, step forward!

Image 06 on the previous page displays just some of the cloud formations of images released by NASA. Cloned clouds formation and the world SEX written in the sky. I remember when this was on the news. It was picked up by many news networks even before anyone could think of a Flat Earth.

How about crossing the Equator flying on an Oblate Spheroid earth? Can you imagine crossing the Equator, the dipping of the nose of an aircraft the pilot would have to make? Just another nonsense taught by the heliocentric model.



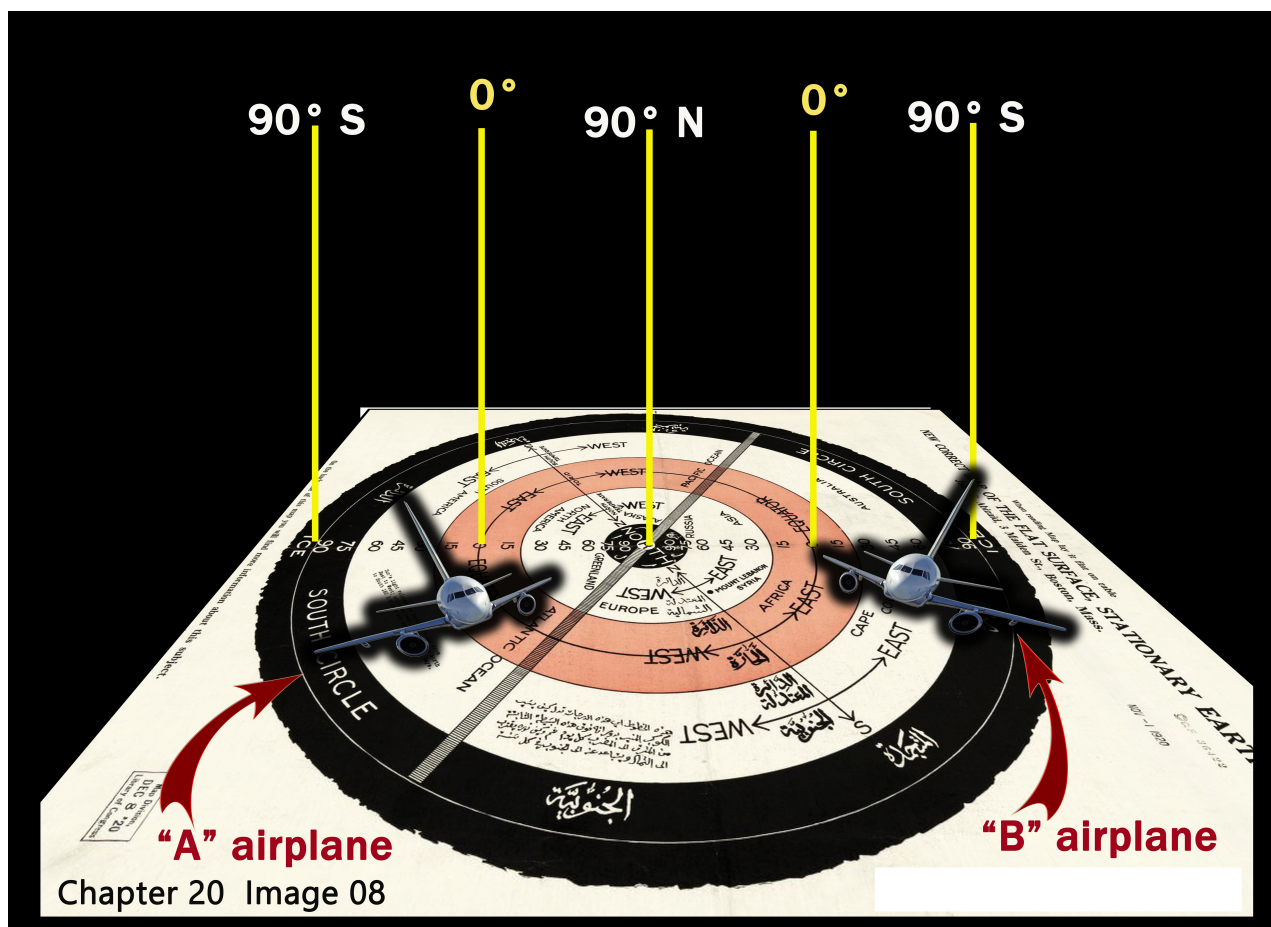
These are just some of the questions I had when I re-examined the globe earth model. I'm not alone on this because I know of many other people who had the same questions as I had. Now let's look at another problem with the globe earth model. We see in the image above an airplane shooting up just like a rocket when flying from South America to North America crossing the Equator. This plane has to fly at a 90° angle facing UP as it crosses the Equator. What nonsense! This is not how it is in real life. Airplanes fly above a plane and not with its nose upwards as a rocket do or downwards like a bomb when dropped from an airplane.

If an airplane is circling over the flat earth exactly at the Equator at 0° flying from West to East, if the pilot then wants to head north, all that the pilot needs to do is turn the aircraft towards his left and he will be going North. If the pilot is circling the Flat Earth right at the Equator at 0° flying from the East towards the West and he then decides to fly North, all that he needs to do is turn the aircraft towards his right and he will be heading North.

To illustrate better what I'm trying to explain I have created an illustration based on the map I cited in Chapter 10, the John G. Abizaid map. That map is perfect to illustrate how in reality things are, and not the nonsense of an airplane flying with its nose up like a rocket when crossing the Equator towards the North or with its nose down towards the infinite

Chapter 20 – Correct globe model, step forward!

bottom of the universe, (which by the way was never photographed by any of NASA's probes), when flying towards South America.



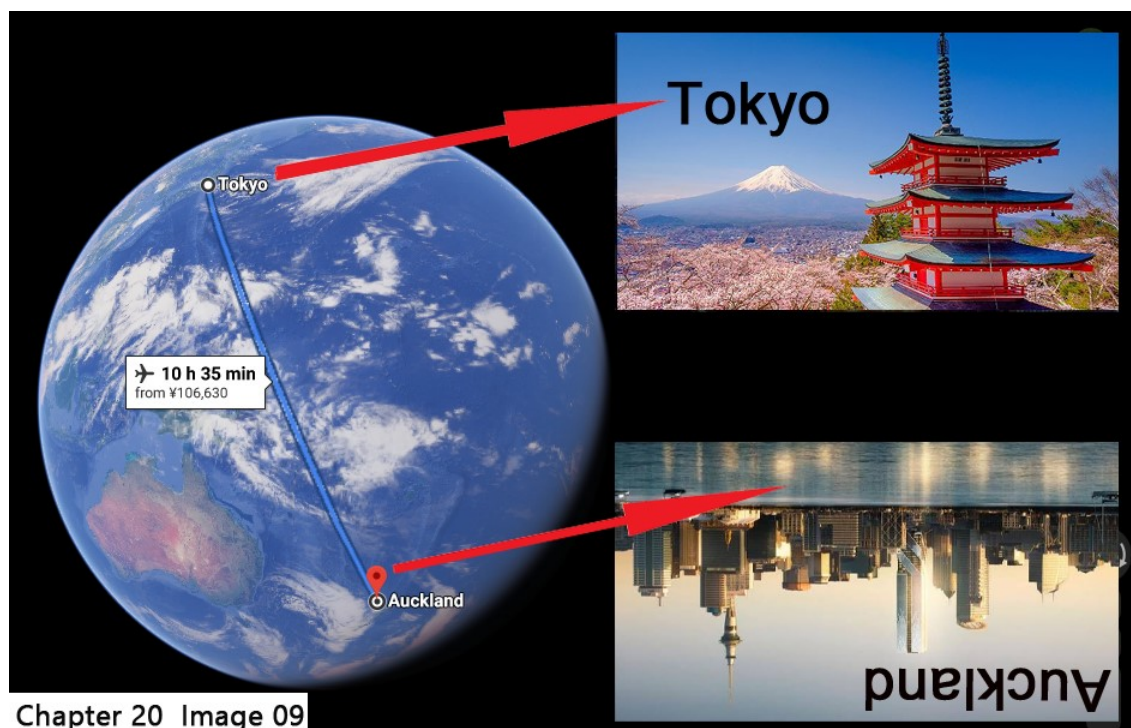
As you see in image 08 above, airplane “A” is flying from **West to East** circling above the Equator. If airplane “A” needs to fly **North** towards the Center Pole (AKA North Pole), airplane “A” needs to turn to its **LEFT**. If Airplane “A” decides to fly South towards the South Circle (AKA South Pole), airplane “A” has two options: Turn to its **RIGHT** or just stop circling above the Equator and instead fly **STRAIGHT**. Airplane “A” will then head towards the South.

Airplane “B” is flying from **East to West** circling above the Equator. If airplane “B” needs to fly **North** towards the Center Pole (AKA North Pole), airplane “B” needs to turn to its **RIGHT**. If Airplane “B” decides to fly South towards the South Circle (AKA South Pole), airplane “B” has two options: Turn to its **LEFT** or just stop circling above the Equator and instead fly **STRAIGHT**. Airplane “B” will then head towards the South.

These things make much more sense on a flat earth while it makes no sense at all on a contradictory, unreal and impossible globe earth model.

Chapter 20 – Correct globe model, step forward!

More globe earth nonsense is yet to come. Just look at the image below:



Chapter 20 Image 09

I took a trip to Auckland, New Zealand two months ago flying from Tokyo, Narita to Auckland. During the trip both my daughter and I kept looking at the horizon which met our eyes at 37,000 feet. I had a book with me, **The Flat Earth Conspiracy by Eric Dubay**. A young American lady who sat next to me kept looking at my book and at the window. We ended up becoming friends and when we met in Auckland at a later date, she said to me that it does look flat from that altitude. If you turn off your TV and stop paying attention at the globe propaganda and brainwashing, you too will see that: **a) Curvature is inexistent and b) There is no motion of the earth.**

Here is another globe earth nonsense. Felix Baumgartner became famous when he jumped from 127,852 feet back in 2012. If you follow the curvature of the earth according to his selfie, earth would be only the size of the state of New Mexico. Or he was really in space and jumped from at least 50,000 miles away from the earth which is 1/4 the distance from earth to the moon according to the heliocentric model. The dishonesty from the globe earth advocates is that they use wide-angle lenses and claim it to be curvature.



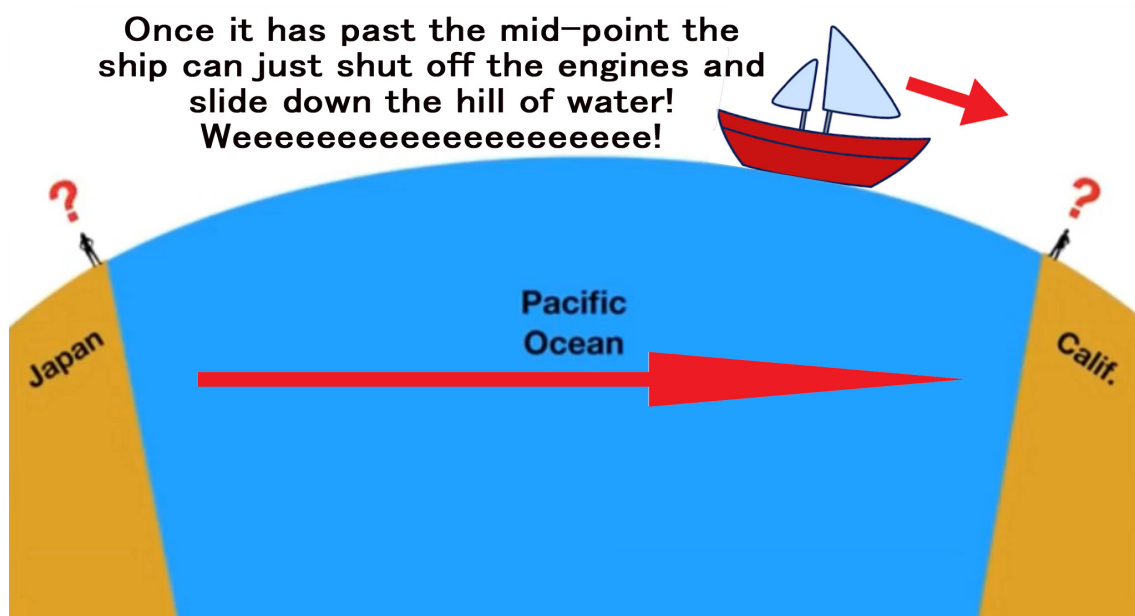
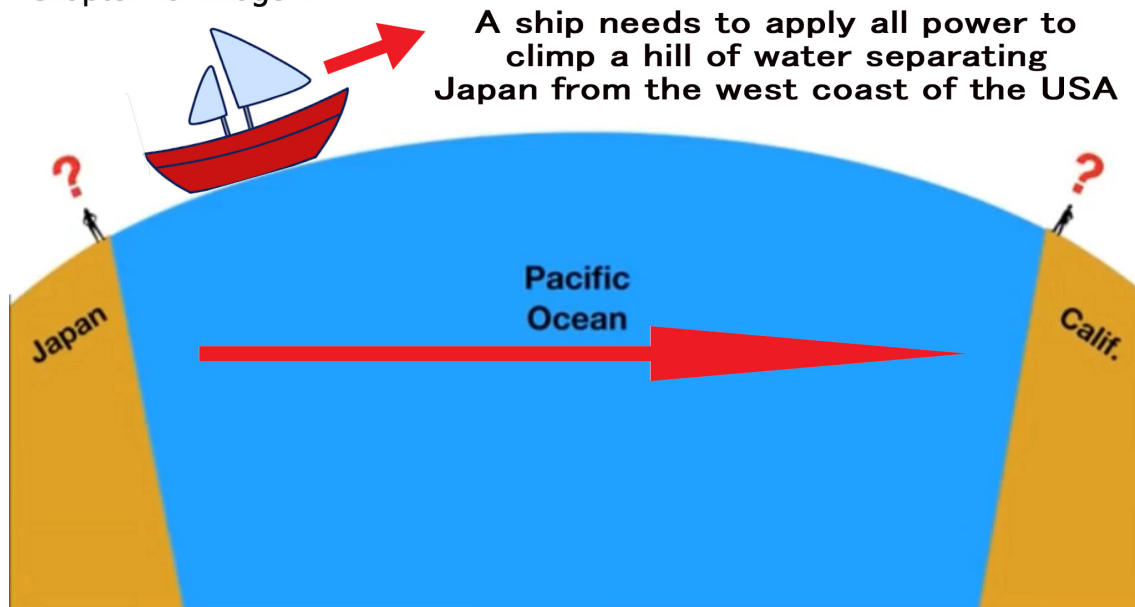
Chapter 20 – Correct globe model, step forward!

A whole book could be written demonstrating all the globe earth theory nonsense but I have reserved just one chapter of this book to express my own frustration when I tried to go against the reality of a Flat Earth when I first came across to it.

Non-stop globe nonsense

If the earth were a sphere and water covered 70% of this sphere, a ship sailing from Japan to California would have to sail up a hill of water which stands between the two countries. If the earth were a sphere, this hill of water between the two countries would have to exist. But it does not exist and it can't exist, because water is **always** level!

Chapter 20 Image 11

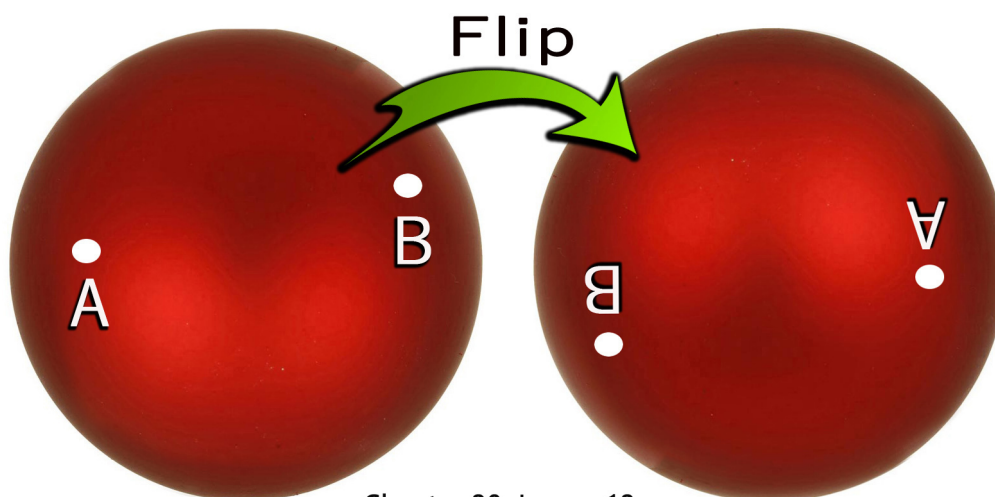


Chapter 20 – Correct globe model, step forward!

In Chapter 05 I mentioned Qatar flight QR972 and its emergency landing in Chennai, India. I also said I would address Google Maps and Google Satellite and why I am using illustrations from Google Maps in this book.

First of all, prior to starting this book, I contacted Google and requested permission to use Google Maps screenshots. Not only was I granted permission by e-mail but they also encouraged me to do so as long as the images are preserved the way they are, which they are. For this reason I'll post all links for each Google Maps image included in this book.

So let's get a sphere, a perfect sphere of course, as this one in image 12 below. The sphere below is just as round as the globe earth depicted by the famous Blue Marble picture provided by NASA. Then let's draw two white dots on it. Let's name the first dot "A" and the second dot "B".

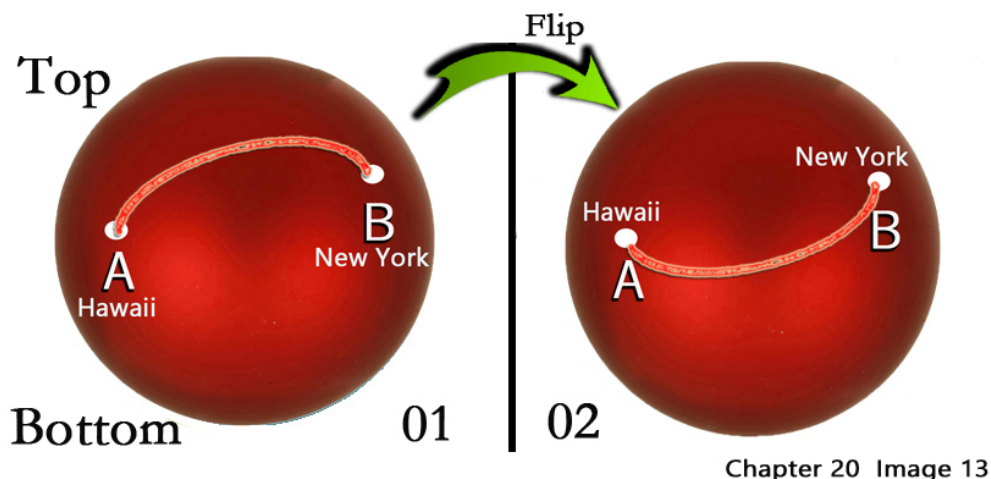


Chapter 20 Image 12

According to globe earth advocates, the shortest distance between two points on a **sphere** is not a straight line. It is a **great circle**! The idea is that the line goes through the ball and not above it, so the circle goes around the highest point of the sphere to make it as if it were going through the sphere. If a globe advocate drew a great circle line connecting "A" and "B" in the picture above, it would probably arc north or "up". Flipping the sphere around wouldn't alter the distance so it is safe to say that the line could be drawn on a sphere either "up" or "down" or either "north" or "south" of this sphere. The problem I have found with the globe model is that, these lines on the globe are NEVER drawn arcing "down" or south as we will see in image 13 on the next page. These "great circle routes" always "coincide" with the path of flights on a flat earth map.

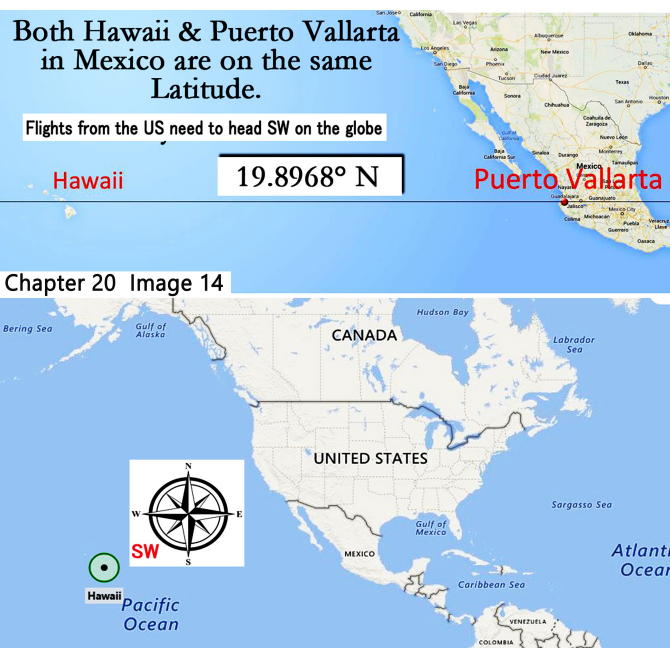
Chapter 20 – Correct globe model, step forward!

On the image 13 below, in **PICTURE 01** we see a great circle route connecting “A” and “B” arcing **NORTH**, or **UP**. When the image is flipped, we see the arc now arcing **SOUTH** or **DOWN** as demonstrated in **PICTURE 02**. It does not alter the distance whether the line is arcing **UP** or **DOWN**.



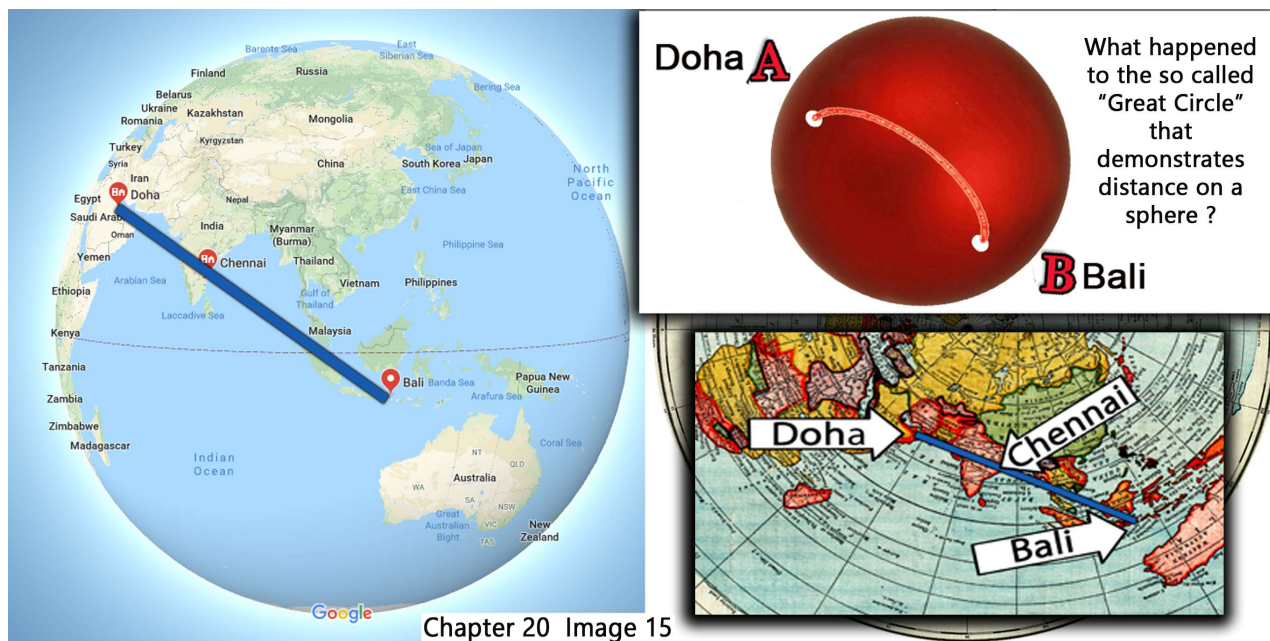
The problem I have found with the great circle explanation is that, they are very selective. Only some routes they claim are great circle routes coincidentally the ones which happens to match exactly the routes on the flat earth map. Let's give the letters above city names. Let's name “A” **Honolulu** and “B” **New York**. Hawaiian Airlines fly direct Honolulu/New York. The distance between the two cities is 4,957 miles and it's a 10 hours 55 minutes long flight. Honolulu stands at 19.89° N, just like the Mexican city of Puerto Vallarta. Why can't this flight start arcing south the moment it leaves JFK since it should head southwest as it departs? It's only when emergency landings happen as covered in this book that we learn the true paths of these flights.

Evidence of a flat earth is present all around us, but flight paths are the most convincing evidences. There is no explanation for flight paths to arc north as they always do except that, they are not really arcing but instead, flying straight paths over a flat, non rotating earth. Hawaiian Airlines flights HA50, HA37 and HA51 covered in units 15, 16 and 17 demonstrate a **PATTERN**, and not exceptions.



Chapter 20 – Correct globe model, step forward!

I mentioned in the previous page how selective these great circle routes are. Below you will see the emergency landing that took place when QR972 was flying from Doha to Bali and had to make an emergency landing in Chennai, India. You will see a straight line on both maps, the globe and on the flat earth map. How can this be? What happened to the “*great circle*” when connecting two points on a sphere? Earth morphs I guess! Sometimes it is a ball, sometimes it is flat!



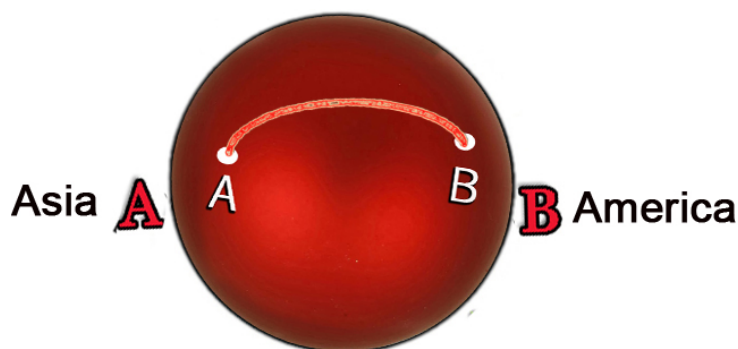
Doha to Bali is a 10 hours and 05 minutes long flight and the distance between the two cities is 4,870.67 miles. The distance between Doha and Bali is just about the same as New York to Honolulu. So why would a flight from New York to Honolulu arc so much that an emergency landing would have to take place in Seattle, Oakland or San Francisco but a flight from Doha to Bali arcs nothing at all? Even Google Satellite has it as a straight line as it is seen below.



The reason I use Google Maps instead of Google Satellite is because Google Maps does all the calculations and draw the lines exactly how it would look like on a globe. Google Maps is the most used mapping app in the U.S. with 160 million users a month. It employs the best programmers and mathematicians for its calculations. If Google Maps is drawing these lines wrong, is it purposely deceiving the population?

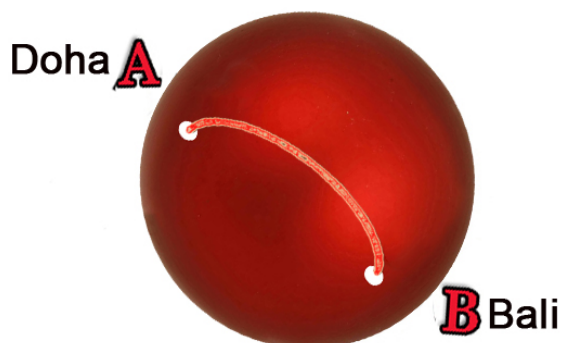
Chapter 20 – Correct globe model, step forward!

Now let's give names to **A** and **B** illustrated on a sphere. Let's look at the example below. Globe advocates claim flights from Asia to America have to fly a great circle route matching the line drawn on the sphere below.

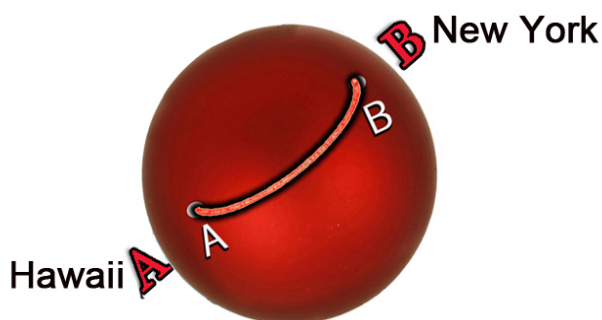


To illustrate just how selective and unreal these great circle routes really are on a supposed globe earth, look at the illustration below when we name "**A**" Doha and "**B**" Bali as it happened to flight QR972. As seen on Google Maps, Google Satellite and more correctly, on the Gleason's Flat Earth Map on Image 13 on the previous page, the flight was going straight from Doha to Bali when an emergency landing took place right in the middle of the flight path, in Chennai, India.

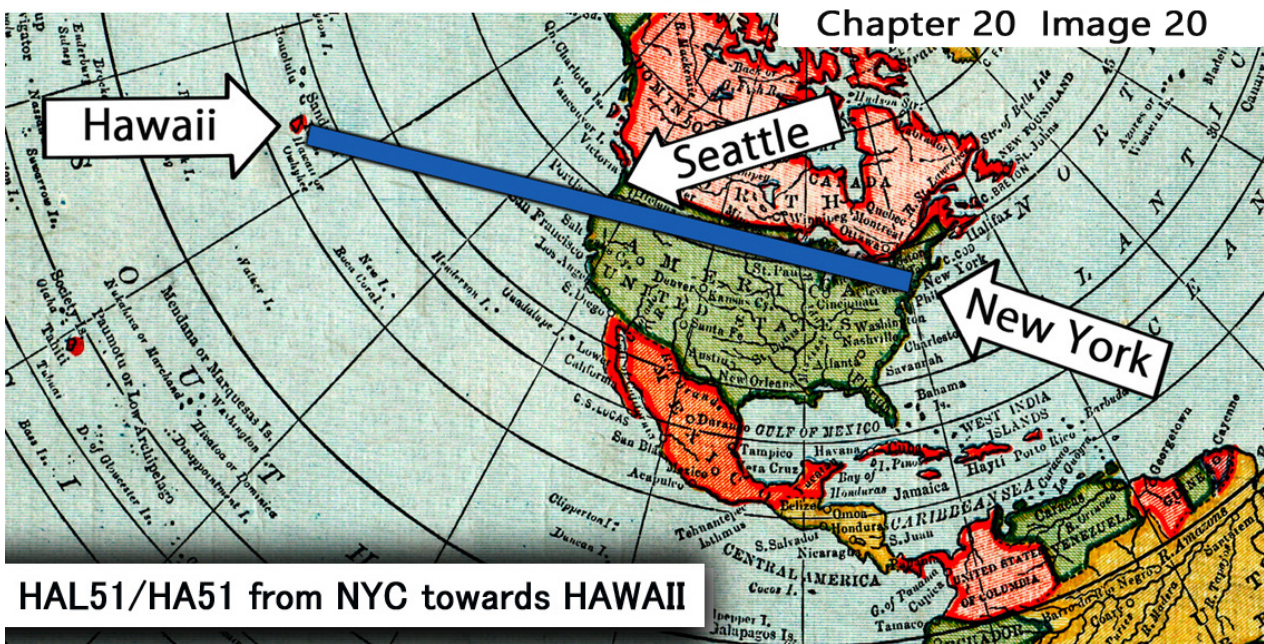
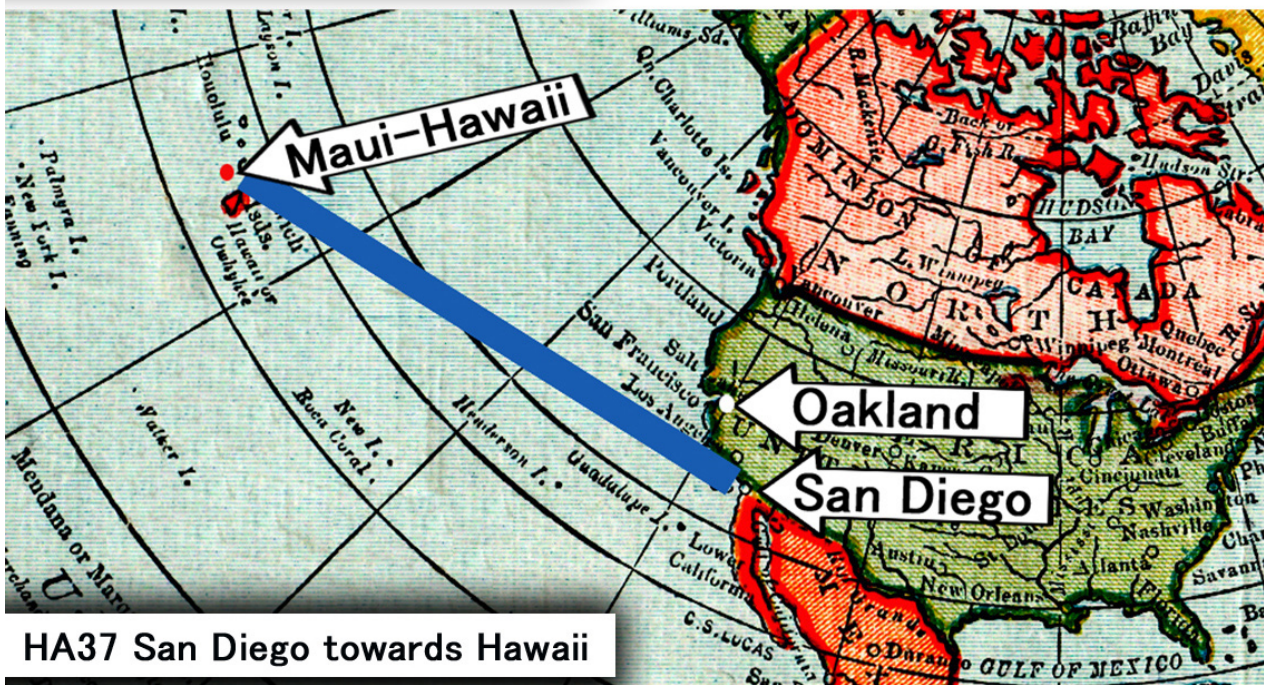
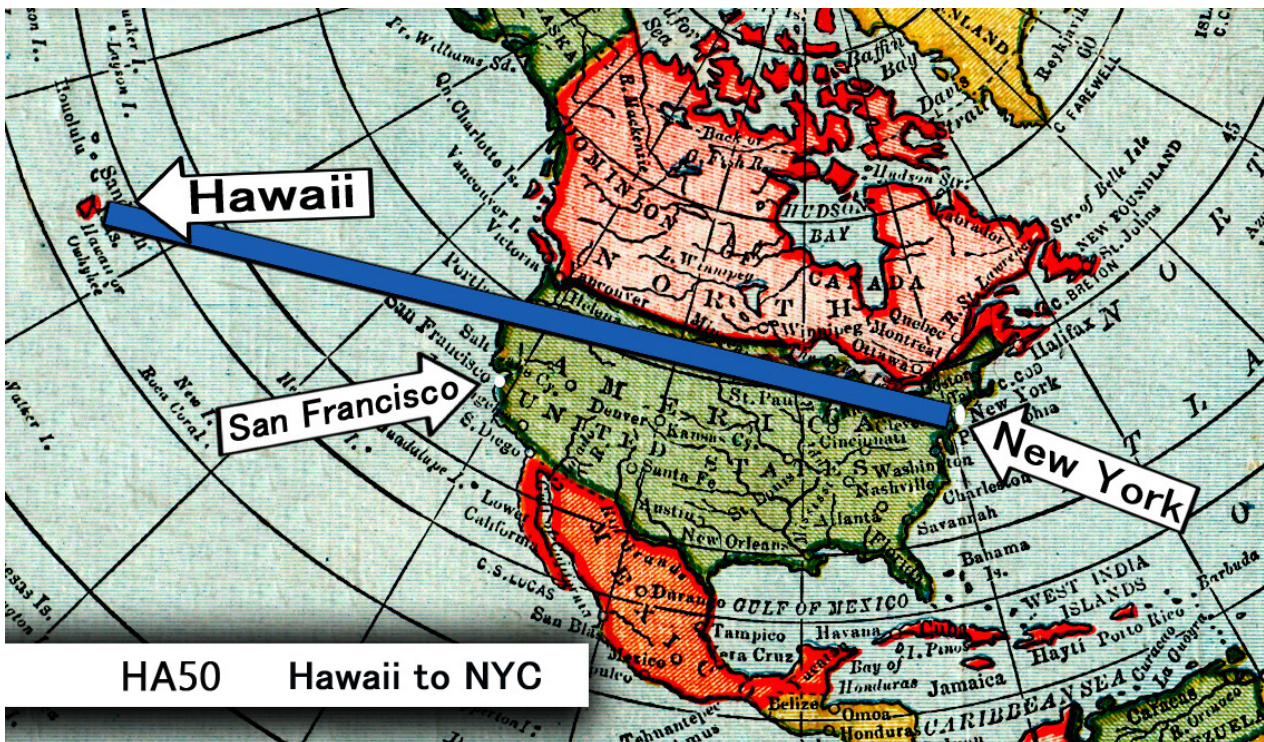
As in the theory of Gravity, this Great Circle math on the globe earth is very selective. Just as Gravity holds down oceans and tractors but allows birds and bees to fly off freely, so does the globe earth pick which cities the great circle formula apply or not.



Bellow we see another example of how selective the great circle routes/math apply when dealing with the globe earth. In any other sphere, it wouldn't make any difference whether the arc goes north or south, up or down. But when dealing with the globe earth, it always has to arc north, coincidentally matching flight paths on a flat earth map.



A flight from NYC to Hawaii or from Hawaii to NYC should immediately start arcing south as it goes from a higher latitude to a lower latitude towards the southwest. Instead, as demonstrated by emergency landings HA50, HA37 and HAL51, they fly northwest matching the path drawn on a flat earth map. Look again at Illustration 17b on the next page.

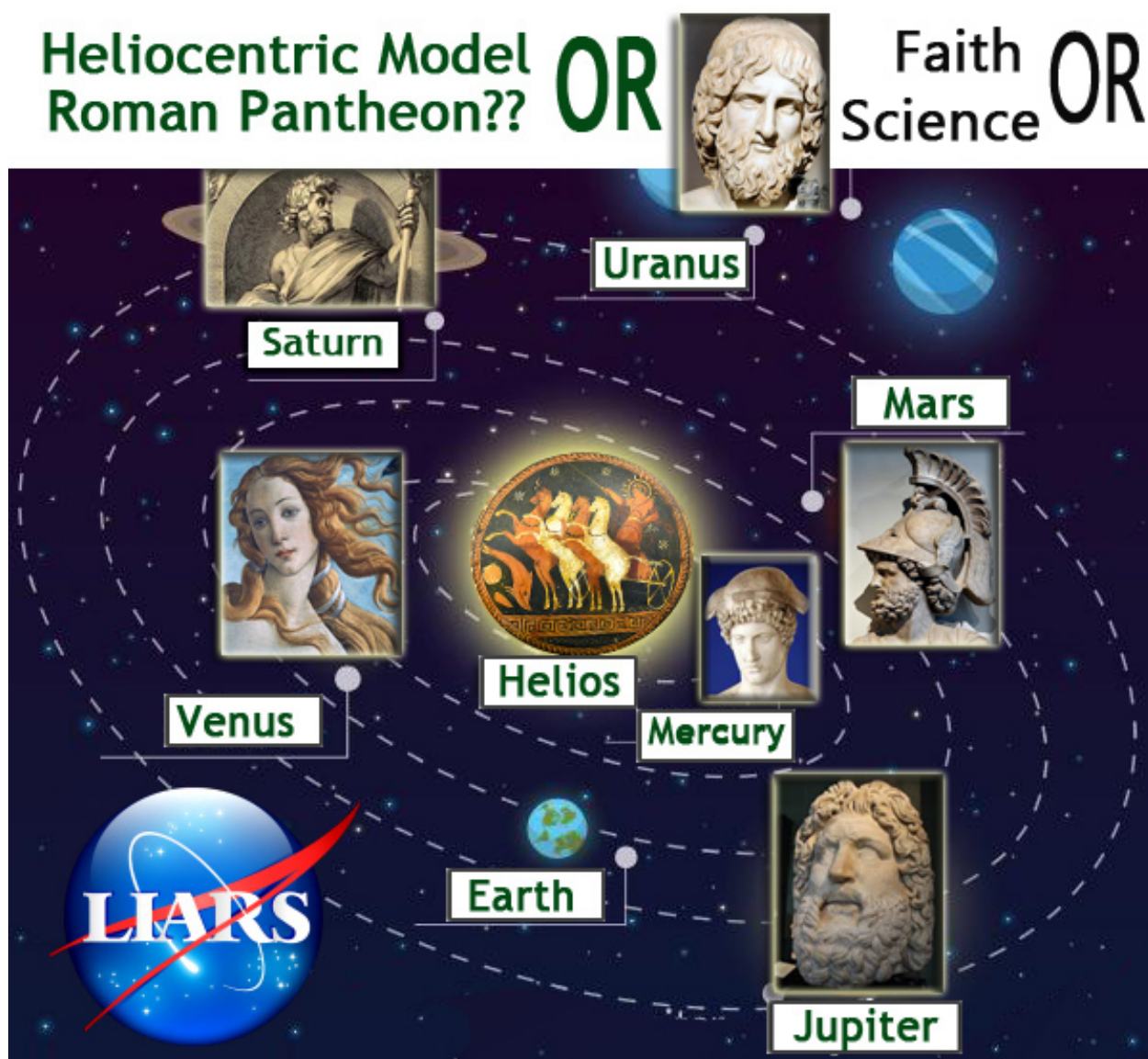


Chapter 20 – Correct globe model, step forward!

As covered in Chapters 15, 16 and 17 and as observed again on the Gleason's Flat Earth Map on page 123, every single flight we have covered in this book makes more sense on the flat earth map. But, you have to **believe** The earth spins at 1.000 mph, goes around the sun at 65.000 mph while the whole solar system shoots through space at 500.000 mph. No mentioning that the whole galaxy is also shooting through space and the universe is expanding also in an incredible speed. **Yet, we don't feel a thing!**

The heliocentric model is a religion where the sun is worshipped. They are worshipping the sun and passing it out as science.

Don't you think it's time to let it go of this belief system?



The earth is Flat!

Chapter 21 – The Flat Earth Map

I have to confess that I had never in my whole entire life heard the name Al-Biruni, until I watched a series of videos on YouTube called “**Flat Earth Clues**” by Mark Sargent. As I researched about the flat earth, I had to examine each claim and make sure that everything being said in the videos I watched and in the books and websites I read, were true!



On the left is a picture of Al-Biruni, the Persian Astronomer credited to be the creator of the flat earth map that came to be known as the AE Map or the “**Azimuthal Equidistant Projection Map**”. Al-Biruni was born on September 15, 973 A.D. in Uzbekistan and died on December 13, 1048 A.D. in Afghanistan. We can safely say that the flat earth map is at least 1,000 years old

Just as it was claimed in “**Flat Earth Clues**”, NASA did name a crater on the moon “Al-Biruni” after the Persian astronomer credited to creating the flat earth map 1,000 years ago. Just a reminder for the reader that the first globe earth model was introduced in 1492 formally known as the Erdapfel and it is credited to Martin Behaim from Germany.

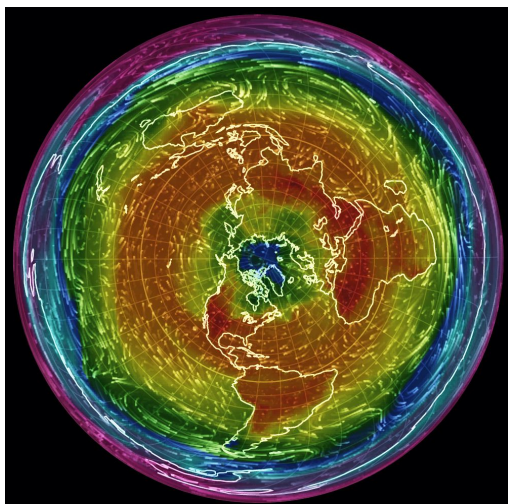


Nobody really knows how the continents are laid out on the flat earth map. The best we have so far is the **Azimuthal Equidistant Projection Map** which is widely used by the **USGS** (Unites States Geological Survey) as stated in its **Geological Survey Bulletin 1532**, a 330 pages document published in 1983. The document does not only mention the AE Map. In fact, all map projections, flat and spherical are mentioned in the document qualified as tools for the USGS.

I will be presenting here the AE Map being used in several fields of science, technology and general studies in order to demonstrate to the reader that the flat earth map depicts in fact, the true shape of the earth.

The first illustration on the next page will show the flat earth map used in **Meteorology** demonstrating temperatures across the flat earth:

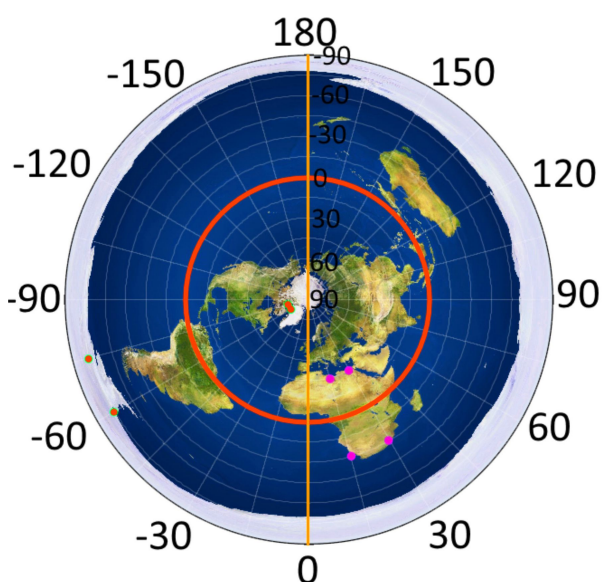
Chapter 21 – The Flat Earth Map



The sun is much closer and much smaller than it's taught in the heliocentric model. The sun circles the flat earth in a clock-wise direction spending three months around the Center Pole (AKA the North Pole). It moves to the Equator where it circles for three more months and then moves and circles over the Tropic of Capricorn for another three months before it returns to the Equator. Since the Equator is the

Mid-point between the Tropic of Cancer and the Tropic of Capricorn, the sun circles around the area two times in a year causing the temperatures to be higher in that region than around the center and around the edge close to the South Circle or Antarctic Circle. In the picture above, the yellow-reddish colors demonstrate where the sun circles two times in a year while the blue parts of the map demonstrate where the sun circles only once in a year. We can certainly say that, temperatures on earth is better understood on the flat earth map.

The same can be said in the area of **Geography** and **Geology**. For example when studying about Lines of Latitude and Lines of Longitude, the flat earth map gives us complete view of the earth from 90° North to 90° degrees South. According to page 141 of the USGS manual cited above, the Orthographic projection which is the area from 90° N to the 0° on the Equator are true lines and it was known by the Greeks and Egyptians for 2,000 years. The area south of the Equator wasn't known in ancient times.



In war times, no other map is used but the flat earth map! You find in Chapter 02 of this book, page 18, the **Air Map of the World** which is the flat earth map showing distances in miles between cities. There are images of Hitler using the flat earth map when he was building his own war strategy. A picture of the flat earth map is seen in Kennedy's Situation Room.

Chapter 21 – The Flat Earth Map

The map below was prepared for Alcoa (Aluminum Company of America) in 1943 and it was recently sold in one auction for an undisclosed amount. I asked Barry Lawrence Ruderman Antique Maps Inc. for permission to use this image in this book. Replicas can be found on e-bay.



In **Chinese** culture, the Yin Yang symbol is nothing but the flat earth map showing the moon illuminating the night represented by the black half and the sun illuminating the day represented by the white half circulating from east to west just as we observe in our day to day lives. The Chinese people were one of the last people to adopt the heliocentric model, mostly forced by colonizers like the French, the English, and the Portuguese.



On the next page we will see an interesting map showing not only the flat earth map but also what seem to be more lands hidden. Take a look:

Was This World Map Made Ten Centuries Ago?



Stranger almost than the "Manuscript found in a Copper Cylinder" is the copy of a map which came across seas to Honolulu from a Buddhist Temple in the mountains of central Japan. It is a map of the world made 1000 years ago. Dr. Kobayashi, the well-known Japanese physician and surgeon of Honolulu, has received a copy of the map, which he believes to have been made by Chinese priests ten centuries ago.

The map is drawn on the principle of the Mercator Projection showing the North Pole as the center of a circle in which are the continents of North and South America, Europe, Africa, Asia and Australia.

"The map was found by my brother in a Japanese temple in the mountains of Japan," said Dr. Kobayashi. "It has been hidden from the Japanese government in modern times just as it was in ancient times, for in olden days such a map would have been destroyed by the authorities. According to a letter the original map was brought from China by a Buddhist priest and concealed in this temple.

"Ten years ago my brother was a consumptive. Although I was a physician he did not wish to be treated with medicines. He decided to go into the mountains and attempt a cure by himself. For ten years he has remained there and used his will power to effect a cure. Today he is a well man. During his stay there he found this map. He evolved from it a theory of the flatness of the earth, despite all modern facts showing it to be a sphere. This theory has been his one aim in life. He is an artist and in order to demonstrate his theory he made beautiful drawings, picturesque and attractive to the eye, in which mechanical, astronomical and engineering meth-

ods are shown.

"My brother goes back to the days of Columbus and Amerigo Vespucci who, he says, sailed for a new country believing that by sailing directly in one general direction they would ultimately come to the place.

"We moderns know that a vessel sailing from a port and going continually in a general easterly manner will arrive at the same place. The vessel, of course, goes around the globe. My brother's theory is that one sails about a vast plane as one would sail around the edges of a bowl."

The illustrations accompanying the map are beautiful examples of Japanese art. No more attractive book of geography has ever been compiled. It is a mass of cherry blossoms, Fujiyamas, beautiful blue seas dotted with the sails of junks and sampans. There are landscapes and seascapes and bizarre pictures of Japanese women, designed along old-time styles. But in every sheet of such pictures the engineering lines are brought out in a way that does not mar the picture. With the text matter explaining each page, the geography should be easily understood.

Dr. Kobayashi now has all the original sheets, scores of them, and these he will return to Japan to his brother, who intends to have them put in the hands of publishers. It will be one of the most novel publications of the period.

The original map of which a copy drawn by Dr. Kobayashi's brother, and of which the accompanying cut is a tracing, is worm-eaten and barely holds together. The above map with all the continents and even the Hawaiian Islands shown, was evidently not made by the priests who traced the original lines.

Chapter 21 – The Flat Earth Map

I have added the map seen on the previous page and the whole article as it appeared in the Hawaiian Gazette on January 11, 1907 because I want to be impartial to the discussion whether or not there is more land beyond the South Circle. I personally don't know and I will never be able to find out what's beyond the Antarctic Circle. Due to the Antarctic Treaty, which was signed in Washington on December 1, 1959 by twelve countries at that time, nobody can explore Antarctica without permission from all the participant countries. The number of participant countries has grown and today it amounts to 54 countries. Good luck trying to get permission from all of them in order to explore Antarctica!

Urbanism - Known as the “Flat Earth Fountain” in Darling Park in Sydney, Australia, the park in the picture below has a rest area with a beautiful water fountain created according with the flat earth map. Visitors can walk atop of the continents and go from Africa to Asia and on to Australia. Then return and walk from Asia to North America and then walk on to South America. Definitely, as we say it, “truth hidden in plain sight”!



A three-foot sized (one meter) flat earth clock is displayed at the entrance of Darling Park. Visitors can be seen having their pictures taken next to this famous clock while others just play with the hour and seconds hand. This fountain is a good teaching tool for Australians to learn they are no at the bottom of an imaginary spinning globe!



Chapter 21 – The Flat Earth Map



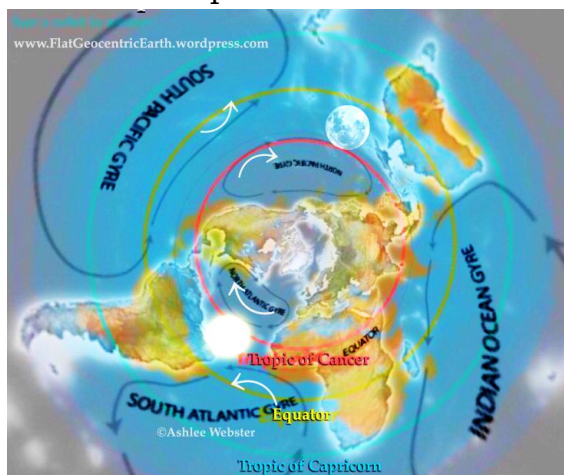
Technology - The extensive laying out of cables on the sea bed for communication purposes not only is explained better on the flat earth map but also, reinforces the notion that satellites are a hoax. If there were the amount of satellites it's said to exist orbiting the supposed globe earth, it wouldn't be necessary to lay out cables which are as thin as 5 inches to as thick as 15 inches (30 cm).



Time Zones are also better explained on a flat earth map. As seen here, the sun goes around the flat earth in 24 hours. Each hour represents one time zone. This screenshot I took from an app called Flat Earth Sun, Moon & Zodiac Clock.



Ocean Currents - As seen in the image below taken from a website called flatgeocentricearth.wordpress.com are explained better when looked at the flat earth map.

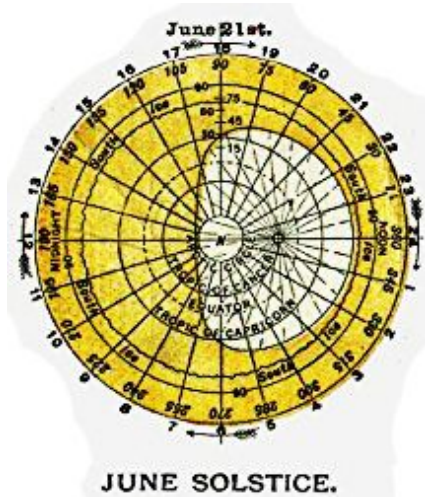


“The sun’s electromagnetic energy moves from the Tropic of Cancer outward towards the Tropic of Capricorn and then back again throughout a year, pushing the water away from its path as it makes its journey creating the two directions in water current flow. As the sun moves along its annual path its energy pushes the currents outward and away from its path causing the two directions in water current”.

Seasons are also better explained on the flat earth map. In the flat earth model the sun circles over the Tropic of Cancer for three months. While the sun is circling the Tropic of Cancer, it is summer time in the region close to the Center Pole (AKA North Pole) while it's winter in the Southern regions. When the sun moves to the equator, summer turns into fall in the Northern region and winter turns into spring in the Southern region. When the sun

Chapter 21 – The Flat Earth Map

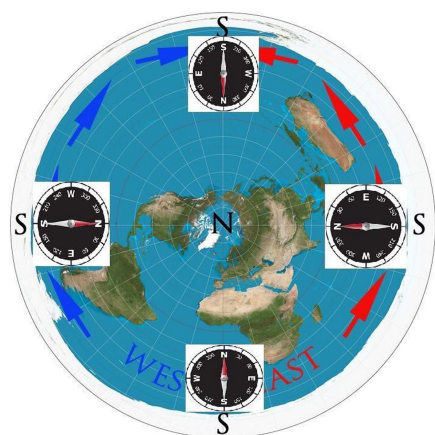
moves to the Tropic of Capricorn, it's then summer time in the region beyond the Equator and winter time in the Northern regions. This depiction by Alex Gleason printed on his map **"New Standard Map of the World"** explain how this process works:



June Solstice – “The white represents the Sun’s position in his respective months, at Noon. This shows sunlight inside the Arctic Circle for 24 hours. From June 21st, the Sun moves round the Tropics in a spiral circle widening every day, until it reaches its destiny on the southern or outer Solstice, on December 21st.”



“December Solstice – “On December 21st, the Sun moves round the Tropic of Capricorn, and during the day lights up the southern portion of the Earth from the Arctic Circle to some portion of Antarctic ice. There is no “sunlight” beyond 80 south, but unknown regions of ice. On the 23rd of December, the sun commences his northward journey again, returning to his starting place, and thus completes his seasons”.



In the **Military field**, Radars wouldn't work if earth were a globe. **“Radar** is a detection system that uses radio waves to determine the range, angle, or velocity of objects”. These radio waves can't curve.



A **Compass** wouldn't work on a spherical earth. A Compass always points to the Center Pole (AKA North Pole). If Earth were a globe, a compass would point East, West or just go crazy on the Equator and in the Southern Hemisphere it would point to the South Pole. We have already seen in Chapter 10 of this book on page 51 the John G. Abizaid Flat Earth Map depicting south as the whole region circling the outer end of the flat earth:

Chapter 21 – The Flat Earth Map

To better explain this concept, I have added the image below where “N” represents **North** or the **Center Pole** of the Flat Earth. The four compasses point **North** while the opposite side of their needles point **South**:

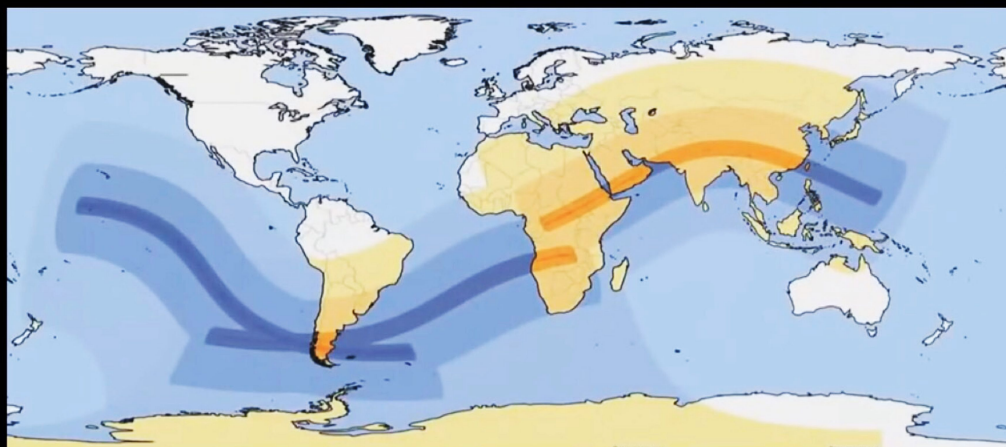


Eric Dubay, in his book “**200 Proofs the Earth is Not a Spinning Ball**” states the following in **Proof 108**: “The mariner’s compass is an impossible and non-sensical instrument for use of a ball-Earth. It simultaneously points North and South over a flat surface, yet claims to be pin-pointing two constantly moving geomagnetic poles at opposite ends of a spinning sphere originating from a hypothetical molten metal core. If compass needles were actually drawn to the North pole of a globe, the opposing “South” needle would actually be pointing up and off into outer-space”.

Chapter 21 – The Flat Earth Map

Eclipses – Eclipses are better explained on a flat earth map. Consider the paths of these eclipses on both models below. It makes absolutely no sense at all the way these eclipses work in the heliocentric model by looking at the places where they were recorded: **Argentina, Atlantic Ocean, Congo, Red Sea, India, South China, Hong Kong and Caroline Island**. When the same places are plotted on the Gleason's Flat Earth Map, it makes perfect sense! The sun and the moon circle over the flat earth.

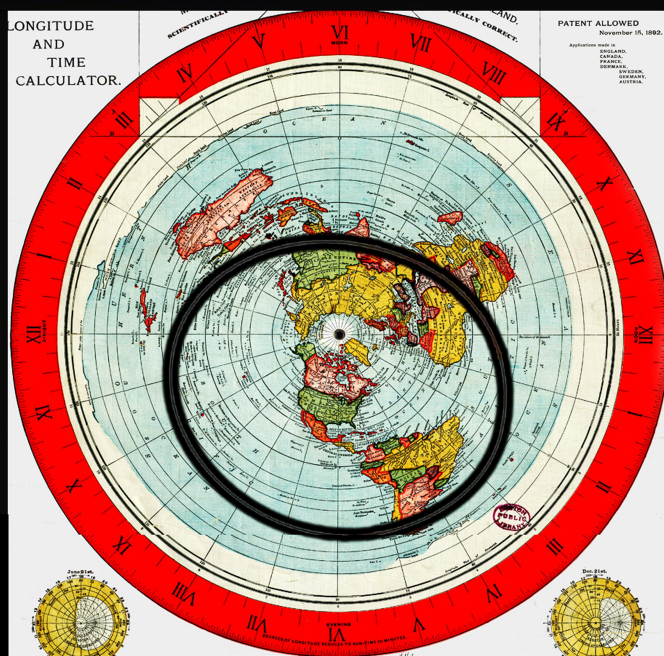
THE
SOLAR
ECLIPSE
PATH ON
A 



argentina - atlantic ocean - congo - red sea - india
south china - hongkong - caroline island

THE SAME SOLAR
ECLIPSE PATH ON A
FLAT EARTH MAP!

What shape do you
think the earth is?



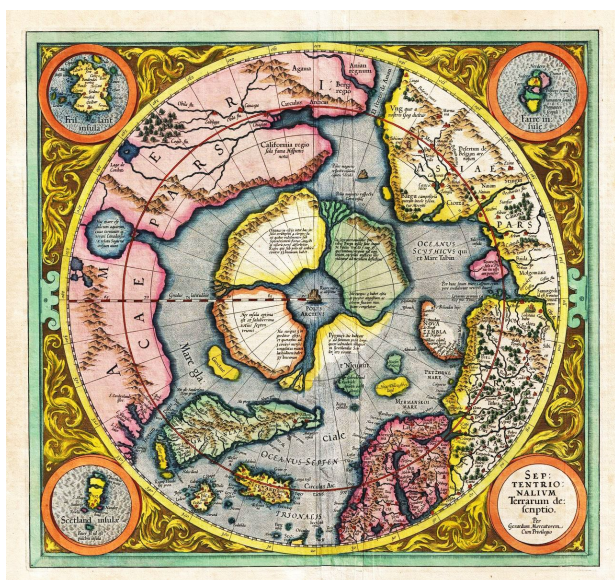
In 2017 I made a video explaining how a circling sun and moon cause eclipses over the flat earth. A controlled opposition website has since used screenshots of my video but at least they haven't distorted the message. The sun circles over the flat earth and eclipses prove this observation.

Chapter 21 – The Flat Earth Map

Aviation – Everything that doesn't make sense on the globe earth model is perfectly explained and understood on the flat earth model.

For instance, **flight routes!**

They make little or no sense at all when looked at a Mercator Map Projection. Government agencies and non-governmental agencies alike avoid using the flat earth map in fear that “it would make too much sense”. For this reason nullschool.net removed its AE projection from their projection options. As seen in this image, flight routes are perfectly explained on a flat earth map. Flight paths and emergency landings are among the clearest evidence that the earth is not a globe.



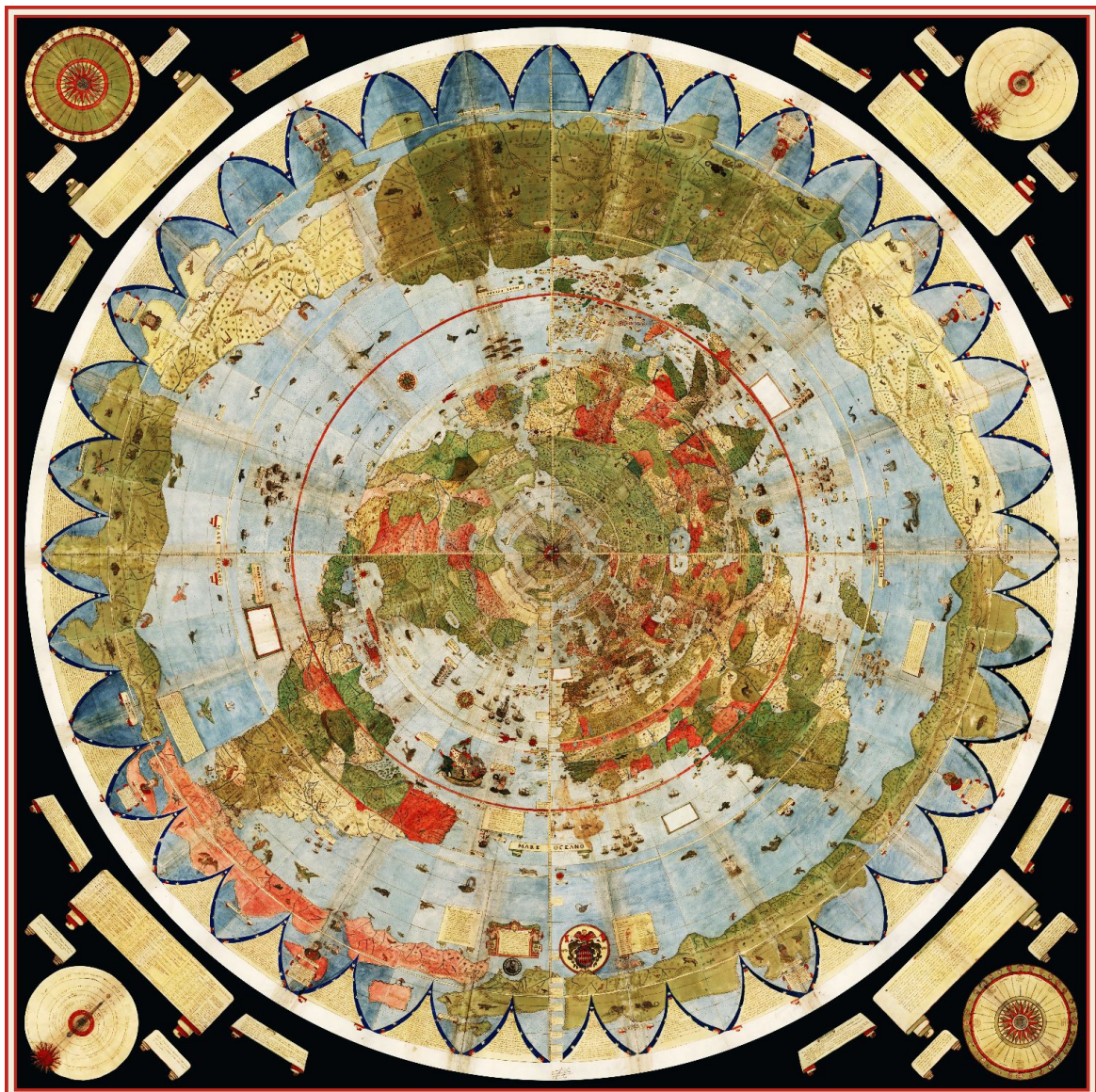
History – Know in its Latin name as “Polus Arcticus Cum Vicinis Regionibus”, Mercator's famous map of the Arctic was first published in the 'Atlas Minor' of 1607. It is a flat earth map depicting the continents around the Center Pole (AKA the North Pole) with four rivers and a mountain in the middle. An island named Frisland appears in this map and in some other historical maps.

On the next page the reader will find the famous **Urbano Monter 1587 AE Map**. Only recently discovered, Urbano Monte AE Map was added to the David Rumsey Map Collection at Stanford University in 2017. “*Monte made his map to serve not only as a geographical tool but also to show climate, customs, length of day, distances within regions - in other words, to create a universal scientific planisphere. In his dedication on Tavola XL he*

Chapter 21 – The Flat Earth Map

specifies how to arrange the sheets of the planisphere and makes it explicit that the whole map was to be stuck on a wooden panel 5 and a half brachia square (about ten feet) so that it could be revolved around a central pivot or pin through the north pole. This was never done, but now we can do it virtually - Monte's 60 sheet world map digitally assembled into a 10 foot planisphere”.

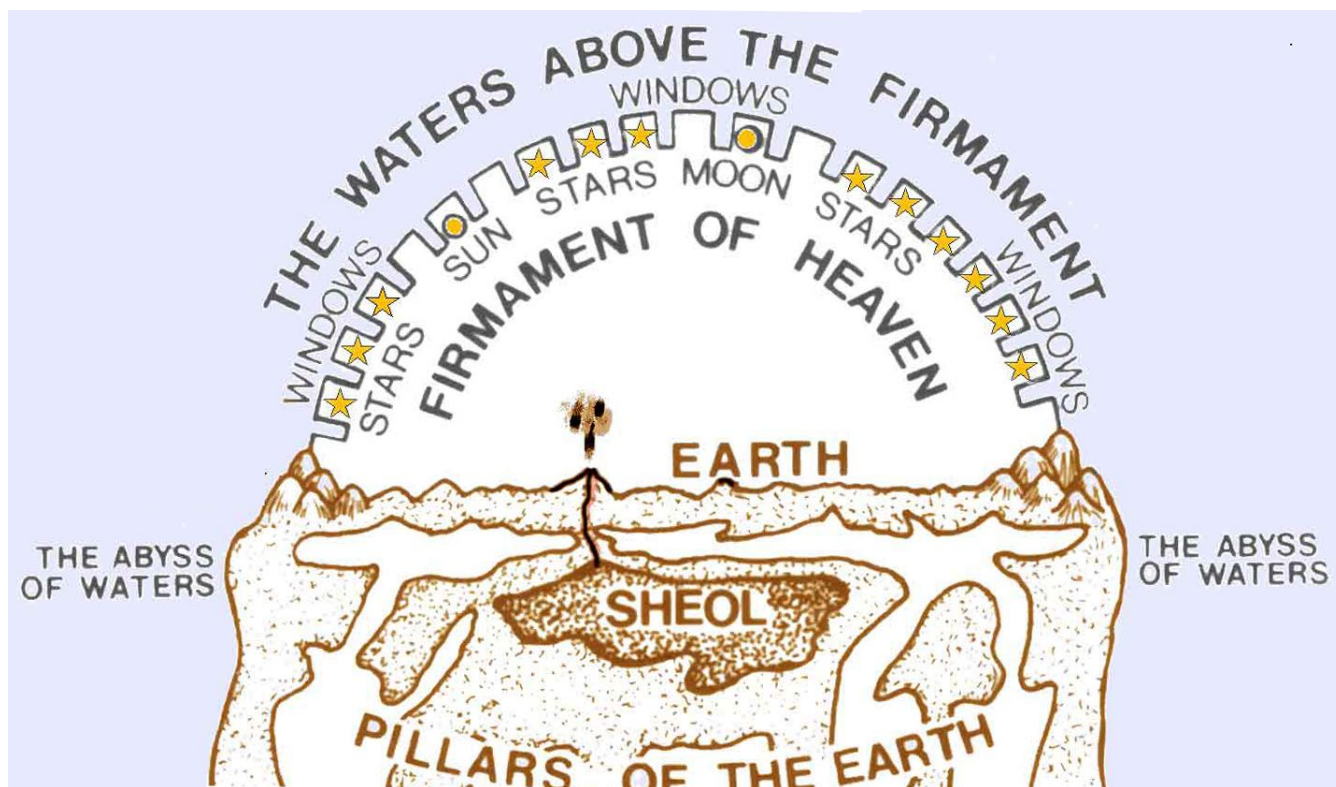
It is believed that many flat earth maps existed from the time Al-Biruni drew his first AE Map. Unfortunately, European colonizers got hold of these maps and either destroyed them or took them to Europe which fell into the hands of the Vatican. When the Portuguese arrived in India and found Syriac Orthodox Indian Christians in the Goya region, the Portuguese confiscated their holy texts dating back 1400 hundred years and destroyed everything. Who knows how many historic documents and maps were destroyed in the hands of European colonizers!



Urbano Monte Flat EarthMap - 1587

Chapter 21 – The Flat Earth Map

Religion – The Bible describes earth and creation exactly as it is depicted on the flat earth map. According to the Bible, there is a Firmament separating the waters from above from the waters below. The sun, moon and stars are in the Firmament. The earth is flat and stands on pillars.



As we have seen in this chapter, everything is better explained on a flat, non-rotating earth. The reader will hear some globe defenders saying “*the flat earth is a globe which has been flattened*” when the truth is quite the opposite!

As I pointed out in the beginning of this chapter, the AE Map or the Flat Earth Map is credited to Al-Biruni who lived from 973 A.D to 1048 A.D. The first globe wasn’t created until 1497 by a German named Martin Behain.

Chapter 22 – Weight is the definition of Gravity

Lawrence Maxwell Krauss, an American-Canadian theoretical physicist and cosmologist who previously taught at Arizona State University, Yale University, and Case Western Reserve University can't answer the question defining what gravity is. During a Joe Rogan pod cast where he was a guest in it, the topic gravity came up. During the show he said that his solution for people who say Gravity isn't real is, "*walk out of the 13th floor of a building to test your ideas*". How is it a definition for Gravity? It isn't.

I really wish I knew about the Flat Earth when I was back in college. I would ask so many questions to the Biology professor I had! I remember the very first day in his class which was Biology 101 when he said right after introducing himself: "*No other theories or ideas will be allowed to be discussed in this class except what it is in our textbook*" which was a Big Bang/Evolution kind of science textbook. I had nothing to counter that statement at that time.

Guys like Lawrence Maxwell Krauss and that professor I had in college make me think why would anybody spend so much money in college to have people like them as professors. If Lawrence Maxwell Krauss, Neil DeGrasse-Tyson and any other professor can't define what Gravity is, let ME answer this question. I'm ready to defend my answer to no matter who this person may be.

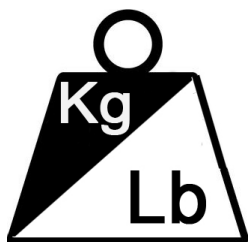
It's said that "words have meaning". It's a popular saying and it is well founded. Words do have meaning and the meaning of Gravity is no other than WEIGHT! Let me make my point.

My mother tongue is Portuguese which is one the five Romance languages. Romance languages are: Portuguese, French, Spanish, Italian and Romanian. These languages all come from Latin. Gravity comes from the Latin word **Gravitas or Weight**. In Portuguese **Grave** and it means "**que ou aquilo que tem peso**" which translates to: "**that that has weight**"

Gravity's primary definition in Latin was always **weight, magnitude, seriousness** of something. Weight was always the first definition but also was applied to seriousness of profundity of something. Let's use some images to better describe and define what Gravity really is.

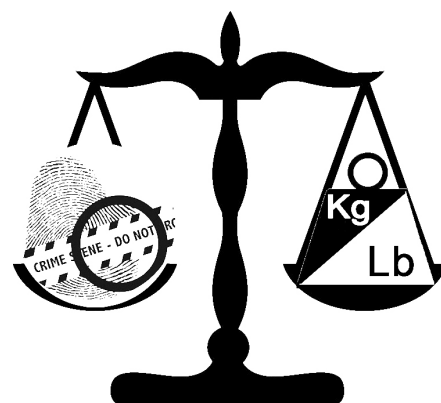
Chapter 22 – Weight is the definition of Gravity

Let's say someone has committed a crime. The crime committed carries some **weight**, or as we say in Portuguese is **grave**, it has certain **gravity** to it. A penalty of the same **weight** must be given to the criminal to **balance** the scale so the victim can be justified and the criminal sent to prison. The judge will then sentence the criminal giving him a **heavy** sentence if the crime is **grave/serious**, or he can get a **light** sentence if it is a minor crime. As you see here, it is all related to **weight**. **Gravity** is related to **weight**.



The sentence has to carry some **weight** to counter-balance the **gravity** of the crime. The right amount of **weight** is placed on the scale until the scale is leveled

Once the **weight** of the sentence is equivalent to the **weight** or **gravity** of the crime, we say *justice is served!* This was the only meaning of the word gravity and it was always related to weight, magnitude and seriousness. It wasn't until this guy came around and messed the whole thing up. Maybe he didn't know the real meaning of this word in Latin. Or maybe, he had a far more sinister use for this word...



One day this guy named Isaac Newton was out in the field and decided to take a sit under an apple tree. Suddenly an apple fell from the tree top and hit him in the head. He decided to say that it was a force under his bottom that was pulling down this apple from above the tree and he called this estrange, selective, mysterious and magical force Gravity!

This is like believing that never in his entire life has he seen anything that has weight falling down to the floor. Never in his life did he drop any of his books from his desk at school; Never did his mother drop a dish off the kitchen counter; Never anything that has any weight has ever been dropped or has fallen in front of him until the moment an apple fell on his head. Didn't he know apples are sold by their weight?

Chapter 22 – Weight is the definition of Gravity

Even today apples are sold by their weight. As we see in the picture on the side, a supermarket advertising apples by their weight. In this supermarket a pound of apples cost \$4.29. The other picture has an apple on a scale. Each apple is estimated to weight between 0.33 to 0.50 Lb or 70 to 100 grams. Didn't Newton's mother ever go shopping in a Farmer's market of his time? Didn't he ever see apples being sold by their weight?

Newton knew it was the apple's own weight (gravity) that brought the apple down. Gravity or Weight is contained within the very own object that is subject to fall or is already on the ground.



The average weight of an apple is between 0.33 Lb to 0.50 Lb or 70 gram to 100 grams

Didn't NEWTON know that???

Anything that has weight will fall to the ground. It's all about density. If an object is heavier then air, it will fall to the ground but If the object is lighter than air, it will float away. All the weight (AKA gravity) is within the object/body in which it is contained. An apple, a person, a car, an elephant, a jar, anything that has weight AKA gravity, will fall to the ground. Look at the example of person #1 and person #2 below:

Gravity Does Not Exist!



There isn't a magical, mysterious, selective force pulling these two individuals down to the ground. What keeps them stuck to the ground is their own **weight** which is contained within their own bodies. Person # 1 has more chances of being carried away by a tornado because she has accumulated **less gravity or weight** within her own body. Person #2 has accumulated a lot more **weight** in his body in form of water, fat, sugar, and other elements which are contained within his skin and



supported by his bone structure. It would be harder to lift up person # 2 because the **gravity/weight** contained in his body whereas person #1 would be easier to lift because she has not accumulated as much weight in her body as person #2. **Gravity as a downward force doesn't exist at all!**

Chapter 22 – Weight is the definition of Gravity

Now that we see that **Gravity/Weight** is contained within the very own object, or person or any other living thing, we can go back and reason with the brilliant former Arizona State University professor **Lawrence Maxwell Krauss**. Maybe he can learn a thing or two here!

The brilliant professor Lawrence Maxwell Krauss suggested those who think Gravity as a force isn't real, to jump out of the 13th floor of a building **as if**, the weight contained within that person's body wouldn't be enough to bring that person down. An external, magic, mysterious force would have to be present to bring that person down to the ground.

Let's break down a human body in terms of weight! I'm not going to break it down in detail. It will be only for some weight calculation.

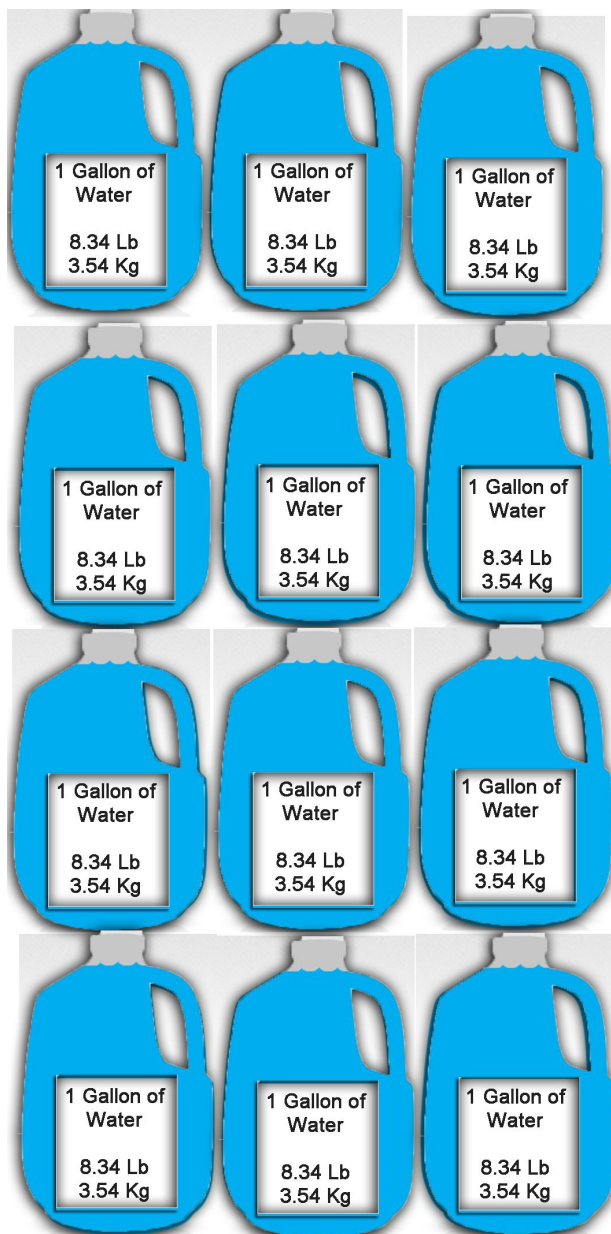
An average U.S. man weighs 200 pounds (90 Kilograms) and stands 5 feet 9 inches (1.80 m). 70% of a person's body comes from water which equals to 140 pounds (63 Kilos). A gallon of water weighs 8.34 pounds (3.8 Kilos). We conclude that a man who weighs 200 pounds carries in his body 12 gallons of water as the figure on the side demonstrates.

Intestines - 7.5 pounds (4 pounds for the large intestine, 3.5 pounds for the small) Lungs - 5 pounds (2.5 pounds each). Hair also carries some weight. Bones make up 15% of a body's weight.

The skin alone should weight around 10 to 15 pounds.

So I ask the brilliant **Lawrence Maxwell Krauss**: Isn't this enough weight to bring and keep a 200 pound man down to the ground?

WHERE IS GRAVITY AS A FORCE?



Chapter 22 – Weight is the definition of Gravity

The typical Arizona State University Professor salary is \$135,188 a year. Isn't that crazy? I mean, they are paying all this money and the person can't think for himself and make calculations like the one on the previous page? Does he only have to go by the book and answer questions according to the heliocentric model? Unfortunately the answer for this question is yes! To add to that, a salary of \$135,188 a year would be enough to keep someone dumb, ignorant and lazy to think outside the box. It would be enough to keep someone from teaching the truth. Who wants to lose a job that pays \$135,188 to say that the earth is flat? Only those who really love the truth!

Another “Genius” Neil Degrasse-Tyson with a BA in Physics from Harvard University and a PhD in Astrophysics from Columbia University seems not to understand that objects fall because they are denser (heavier) than air.

To prove the ball earth, Astrophysicist Neil Degrasse-Tyson held up high in his hand a microphone and dropped it during a live TV show and claimed “gravity” did it! Mr. Tyson seems to ignore that the microphone is made of heavy components like iron, copper, rubber, aluminum and other plastic parts and **weighs 3.5 Lbs (1.60 Kg)**.



**Components of a
Microphone**

**Magnets made from
neodymium iron boron
compound**

**Cable and voice coil are made
from copper**

Case is made of Aluminum

**A
Microphone
weighs
3.5 Lbs
1.60 Kg**



During an interview given to an internet radio station, Mr. Tyson could not give an answer to the question “What’s Gravity?” asked by the show host, Mr. Tyson just said: “I don’t know, next question!” The reason Mr. Tyson could not answer the question “What’s Gravity?” it’s because nobody can explain something that doesn’t exist. For the record, Mr. Tyson makes close to US\$2.000.000 dollars a year!

Chapter 22 – Weight is the definition of Gravity

Universities today don't really teach people to think by themselves. I gave my own example in my Biology 101 class when the professor warned us in the very first day of class that no other theory would be allowed to be discussed except those in our text book, the Big Bang theory, the Evolution theory and other theories related to the heliocentric model and its ramification. Students pay a lot of money in tuition every year to colleges and universities so they can be taught NOT to be smart, NOT to think by themselves, NOT to question their theories, NOT to be critical of their arguments, NOT to question the textbooks and the people who funded some of the researches and NOT to question their agenda.

Even sadder than that is the fact that many of the teachings and theories are based on blatant lies, like the Big Bang theory, the Theory of Gravity, Relativity and Evolution. It makes me think how correct the German Protestant Reformer Martin Luther was when he said:

"I am much afraid that the universities will prove to be the great gates of hell, unless they diligently labour in explaining the Holy Scriptures, and engraving them in the hearts of youth. I advise no one to place his child where the Scriptures do not reign paramount. Every institution in which men are not unceasingly occupied with the Word of God must become corrupt."

Martin Luther

Chapter 23 – About the author of this book

I have written this book with the intent of presenting proofs of a flat non-rotating earth over a spherical, rotating on its axis earth using emergency landings as evidence. I have researched and made observations on this topic not for days or weeks, but literally for three years. Whether or not this is enough proof for some readers, I don't know. I encourage the reader to make his/her own observations, connect the dots and share his/her own findings as I am sharing my findings here.

I have based my research in facts! My personal religious beliefs are my own beliefs and have not played any role in finding the results of my research. However, it plays it now! People must know the true nature of our world and the reason world leaders are trying to hide it from us.

The heliocentric model does make things more complicated. Before, I had trouble understanding some passages in the Bible but now with flat earth, it all became clear to me! I am of the Christian faith. I came to know the Gospel of our Lord and Savior Jesus Christ when I was 16 years old. I was baptized 2 years later, 2 days after my birthday, on April 3, 1983.

These three topics which are related to the shape of the earth followed me all of my life as I tried to seek answers in many books, videos and conversations with fellow Christians. I left this chapter for last because it relates to my own personal views and beliefs. Here are the three Biblical topics I was never able to understand on the globe earth model:

Noah's Great Flood

Joshua and the sun and moon standing still

The Return of Jesus Christ

(the “every eye will see him” part of the Biblical Text).

I will address these three topics one at a time. It might be helpful for some Christians who may have the same questions that I had. Let's start with the Biblical account of the Great Flood as it is recorded in the book of Genesis Chapter 7. I will use the NIV version of the Bible since the English language in this version is a little bit easier to be understood for me. My personal Bible has both versions, the NIV and the KJV side by side.

Noah's Great Flood

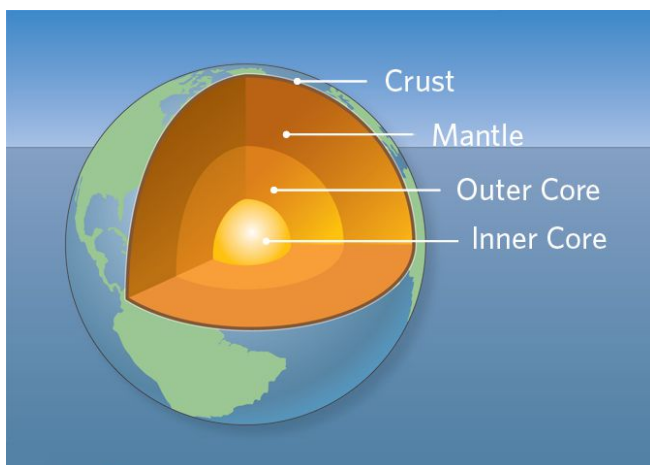
Genesis 7:11-12, 17-24

¹¹ In the six hundredth year of Noah's life, on the seventeenth day of the second month—on that day all the springs of the great deep burst forth, and the floodgates of the heavens were opened. ¹² And rain fell on the earth forty days and forty nights.

¹⁷ For forty days the flood kept coming on the earth, and as the waters increased they lifted the ark high above the earth. ¹⁸ The waters rose and increased greatly on the earth, and the ark floated on the surface of the water. ¹⁹ They rose greatly on the earth, and all the high mountains under the entire heavens were covered. ²⁰ The waters rose and covered the mountains to a depth of more than fifteen cubits. ²¹ Every living thing that moved on land perished—birds, livestock, wild animals, all the creatures that swarm over the earth, and all mankind. ²² Everything on dry land that had the breath of life in its nostrils died. ²³ Every living thing on the face of the earth was wiped out; people and animals and the creatures that move along the ground and the birds were wiped from the earth. Only Noah was, left and those with him in the ark.

²⁴ The waters flooded the earth for a hundred and fifty days.

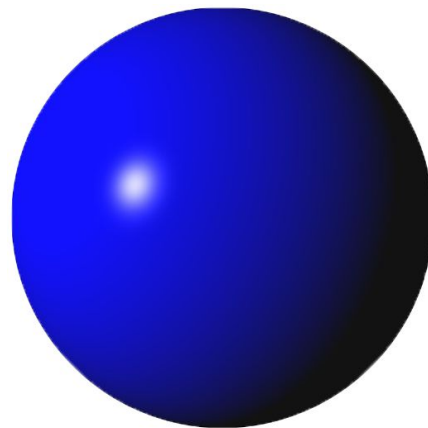
According to the Biblical passage above, the waters of the flood covered the whole earth. Even the highest mountain was covered by the waters of the flood. By now you must have guessed some of my questions: How could a sphere in space have been flooded with water? Where did all this water come from? If there's molten lava in the Inner core, more lava in the Outer core, the Mantle and the Crust, where is this “great deep”?



How about these “floodgates of heaven”? Space shuttles pop in and out of earth's atmosphere into space and probes supposedly travel for decades into the darkness of the universe. Where are those floodgates? Where are the waters above, as described in Genesis 1?

Chapter 23 – About the author

Planet earth flooded with waters, according to the heliocentric model, must have looked like this blue ball on the side. Just one tiny dot of an arc floating the whole sphere as all life had been destroyed. “Gravity” would have to have increased its power exponentially to withhold all that extra amount of water surrounding the spherical earth.



These were my genuine questions and I watched several videos and looked for answers in books as well. Once I realized that the earth is flat, the doubts I had all dissipated.

With the flat earth model, the Firmament is real. The sun, the moon and the stars are all within the Firmament. There is water above the firmament and waters below. Everything is exactly the way it is described in the book of Genesis.

The sun stood still

Joshua 10:13 *“And the sun stood still, and the moon stayed, until the people had avenged themselves upon their enemies. Is not this written in the book of Jasher? So the sun stood still in the midst of heaven, and hasted not to go down about a whole day”. (KJV).*



The sun and the moon couldn't have stopped in the heliocentric model. The great Reformer Martin Luther once questioned the Copernicans: “When Joshua ordered the sun to stand still, did he mean the earth?” The Biblical flood and the sun standing still only make sense on a flat earth!

The Return of Jesus Christ **(the “every eye will see him” part of the Biblical Text)**

Revelations 1:7: *“BEHOLD, HE IS COMING WITH THE CLOUDS, and every eye will see Him, even those who pierced Him; and all the tribes of the earth will mourn over Him. So it is to be. Amen”.*

How can you reconcile your Christian faith if what it says in the Bible cannot be applied to a ball earth that you have been taught to believe your whole life? This is the reason so many have become atheist. It is because they teach atheism through “science”. They came up with a model of the earth so incredibly different to what is taught in the Bible and they reinforce it so much in every movie, cartoon, book, school subjects, etc that you end up throwing away your Bible thinking it’s all fantasy.

Flat Earth



the ball earth deception



The Bible proves Flat Earth and Flat Earth proves the Bible. It’s as simple as that! In the illustration above we compare both models. It doesn’t really make sense on the globe to say that every eye will see him if someone is standing at the bottom of earth. If Jesus returns in the east, no one in the west will see him. If he returns in the west, no one in the east will see him either because of a supposed curvature of the earth. Same thing would happen between north/south.

I have heard some pretty absurd explanations about this Bible verse, one more absurd then the other. Here are some of them:

Chapter 23 – About the author

“Jesus will come with the iCloud! (Meaning Apple’s iCloud and everyone with an iPhone/ iPad, iMac will see him).

“It will be live on TV. TV sets will broadcast his coming all over the world”.

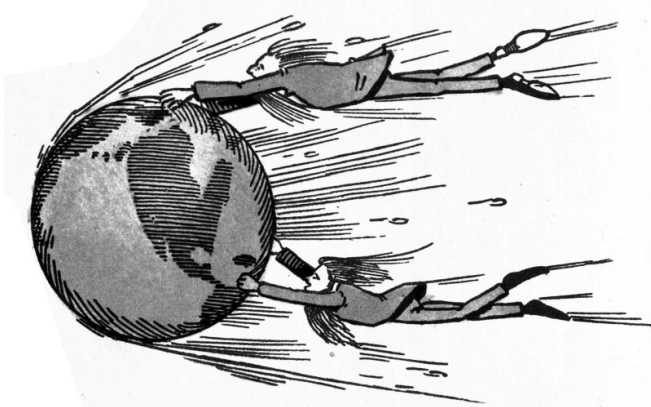
“He is going to go around the earth as the earth rotates”.

These arguments are very silly. That means, if you are wicked and want to delay or abort HIS coming, just destroy some Wi-Fi towers and you can delay/avoid HIS return. Cut some undersea internet high-speed cables and you are safe! Destroy some power plants and with no electricity, no TV broadcasting and with nobody watching TV, Jesus won’t be able to return! (As if the Lord needed help of men to fulfill HIS prophecies!).

These were my biggest doubts about the Bible as it is impossible to reconcile these Biblical accounts with the heliocentric model. Both are totally opposites of each other. One cannot believe in the Bible and believe that we are spinning and traveling through space for 14 billion years without ever colliding with another planet “head-on” and destroy everything. This is similar to winning the lottery every day for 14 billion years consecutive because every day the earth supposedly travels 1.603 million Miles without hitting an object! 1.603 million Miles a day without hitting anything on its way for 14 billion years, can you imagine that?

One does not need to believe that the earth is flat to be saved!

What I think is that, by siding with modern astronomy and men’s interpretations, some have lost their faith in the Bible and have become humanists, atheists, secularists. My opinion is that, Bible colleges and every Christian institution and church should be teaching exactly what the Bible says, and not what men think it happened. Churches should be teaching about the flat earth!



“These men are flying on the globe at the rate of 65,000 miles per hours around the sun, and 1,042 miles per hours around the center of the earth (in their minds).

Think of that speed!”

Chapter 23 – About the author

Who is “in it” to hide this truth?

There are a lot of people promoting the globe earth lie and they have done so for at least five centuries. Why are they lying? Because they are of the devil! In John 8: 44-45 the Lord Jesus said: *“Ye are of your father the devil, and the lusts of your father ye will do. He was a murderer from the beginning, and abode not in the truth, because there is no truth in him. When he speaketh a lie, he speaketh of his own: for he is a liar, and the father of it”*. Yes, there are those who are of the devil and they will lie just like the father of lies. It’s pointless to name a few names responsible for hiding the flat earth truth because there are so many people hiding it. For instance, all the space agencies in every single country! They are all NASA’s partners. Even Iran’s space agency partners with NASA, despite the fact Iran and the United States haven’t gotten along since 1979.

The devil has many children and these children are working hard to please their father, the devil. They are destroying families, creating wars, enslaving human beings and practicing human sacrifices. They do it all for power and money. In Mathews 4:5 we find the devil tempting the Lord Jesus: *“the devil took Him to a very high mountain and showed Him all the kingdoms of the world and their glory. ‘All this I will give You,’ he said, ‘if You will fall down and worship me.’* There are many who are worshipping the devil for some of these worldly things, power, money, social status, etc.

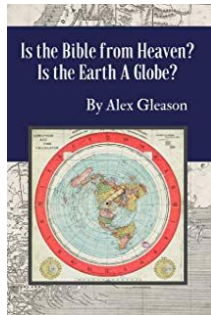
Even if the whole world believes this heliocentric lie, we must go on and spread the flat earth truth! 1 John 5:19 says: *“We know that we are children of God, and that the whole world is under the control of the evil one”*. The evil one has control of even of the education system. *“The whole world”* means, **THE WHOLE WORLD!** We must tell the truth and have no part with this global lie. As someone has rightfully said, *“a lie does not turn into truth just because more people believe in it; it will always remain a lie”*. It doesn’t matter if the whole world believes the heliocentric model; it doesn’t make it real, even if it’s taught at the most prestigious universities of the world!

I understand that for some people this is all too difficult to grasp! Some people are so deep into humanism and science that they will not see that there is a spiritual side to this. As someone rightfully said to me, *“one has to be spiritually awakened to see the flat earth truth”*. Are you?

Chapter 23 – About the author

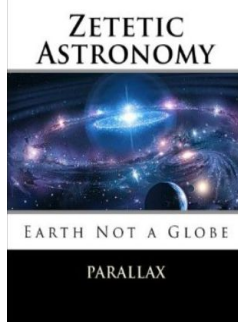
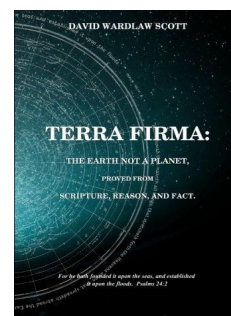
Books I recommend

The following books have played a great role in helping me to understand how the flat earth works. Most of them can be found online for free or can be ordered online if you prefer a printed copy.



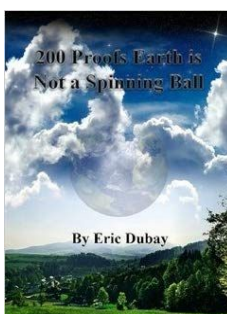
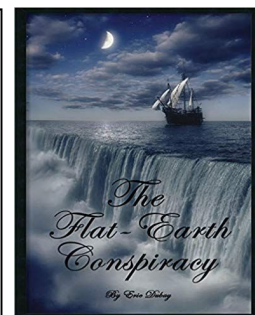
Is the Bible from Heaven? Is the Earth A Globe?
By Alex Gleason
The creator of The New Standard Map of the
World commonly known as The Gleason's Map.

Terra Firma: Earth: The Earth Not A Planet,
Proved From Scripture, Reason, and Fact
By
David Wardlaw Scott



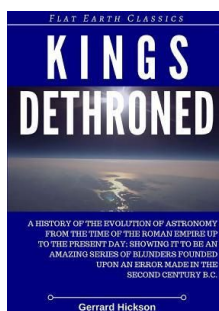
Zetetic Astronomy
Earth Not A Globe
By
Samuel Rowbothan

The Flat Earth Conspiracy
By
Eric Dubay



200 Proofs Earth Is Not A Spinning Ball
By
Eric Dubay

Chapter 23 – About the author

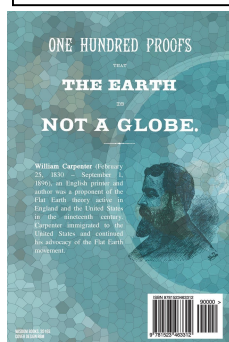
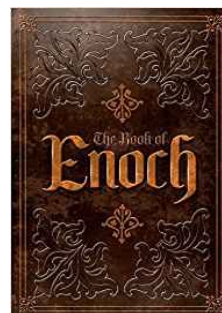


Kings Dethroned: A History of the Evolution of Astronomy

by Gerrard Hickson

The Book of Enoch

Removed from the Bible by the Vatican

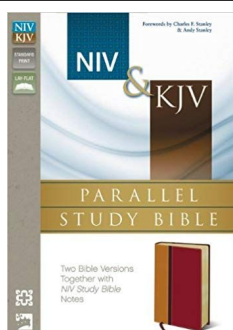


One Hundred Proofs That The Earth Is Not A Globe

By William Carpenter

Where Are We? Earth According To The Bible

By Chad Taylor



NIV & KJV Parallel Study Bible

**“The heavens declare the glory of God;
and the firmament sheweth his handywork”**

Psalm 19:1

Chapter 24 - Conclusion

Thanks for everyone who have sent me articles or links. There are many more emergency landings not reported by the media and I don't know why some make it to the news and others don't. However, I was able to find some interesting ones looking at websites from airline companies. Sometimes we have to dig deep to find some valuable information.

It's getting harder to research flat earth at the moment as so many channels have been deleted and disinformation propaganda has flooded the web. Instead of RESEARCH FLAT EARTH, you may want to try RESEARCH GLOBE LIE first! You don't even need to initially research about the flat earth, just see how many lies serve as basis for the heliocentric model; from there you won't be far from finding the flat earth truth!

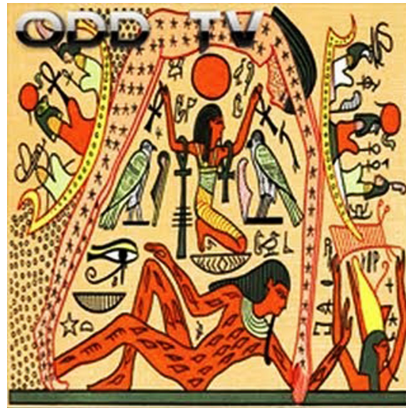
I will have this book translated into the Portuguese language first and secondly, soon, into the Japanese language. Other translations may follow and I think it would be a good tool to wake people up.

I do not dedicate full time into flat earth activism. I have a small business here in Japan and I have to take care of it. I have a daughter going to college in 2020 and that will be costly so, I can't really take too much time away from my business even though I would like to spend more time researching and making videos about emergency landings. I have always, since the beginning, put my own resources into everything I do related to flat earth.

I have considered a short move to New Zealand to spend two years there to get my doctorate in Emergency Management while, at the same time, my youngest daughter picks up the Kiwi accent while she attends high school. Being originally from Alabama she has a little bit of a Southern drawl. My oldest daughter can still talk "Southern" but, she has lost much of it over the years.

To all of you, all the very best to Christians and non-Christians, globe believers and flat earthers.

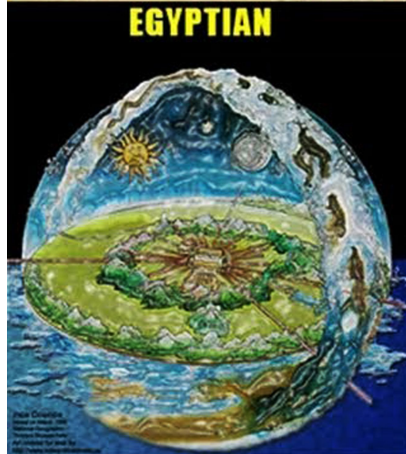
Take care, Eddie!



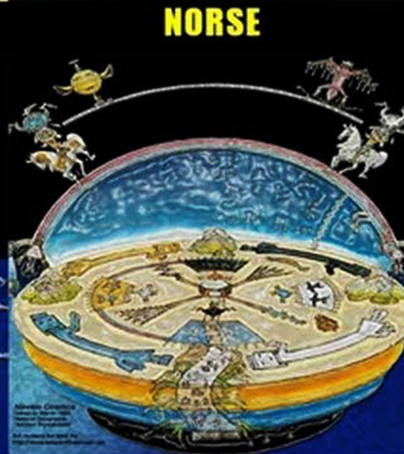
EGYPTIAN



NORSE



INCA



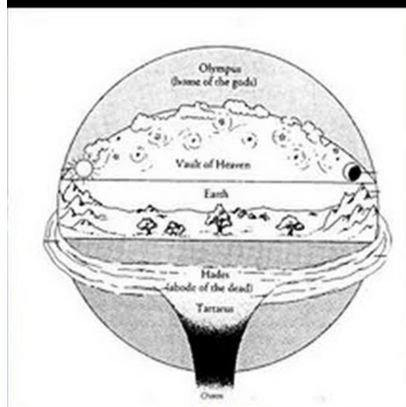
NAVAJO



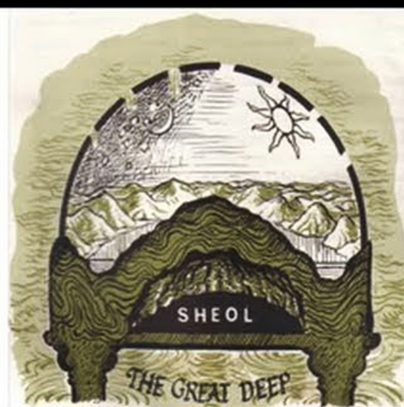
HINDU



MAYAN



GREEK



HEBREW

Credits by Chapters

Foreword – High Resolution Gleason’s Map

<https://www.dropbox.com/s/9lcp65memq7vyxd/hi%20res%20restored%20gleason%20map.png?dl=0>

Introduction:

Republican Candidates 2015

<https://fox8.com/2015/08/03/first-debate-set-for-thursday-in-cle-meet-the-gop-presidential-candidates/>

<https://fivethirtyeight.com/features/how-the-republican-field-dwindled-from-17-to-donald-trump/>

Jesse Ventura:

<https://www.cbsnews.com/news/jesse-ventura-id-consider-being-ron-pauls-vp/>

Chapter 01 – Rio to Sydney flight path on Google Map

Image 01 Varig Brazilian Airlines

<http://www.cavok.com.br/blog/varig-o-voo-ao-redor-do-mundo/>

Image 02 – Rio de Janeiro, Los Angeles and Sydney

<https://www.google.com/maps/search/rio+de+janeiro,+los+angeles,+sydney/@-17.8644707,-119.0151573,2.93z>

Chapter 02 – China Airlines flight 008

Image 01: <https://www.youtube.com/watch?v=HkByq-JfoUw>

Image 02 Taipei to Los Angeles Google Maps:

<https://www.google.com/maps/dir/Taipei,+Taiwan/Los+Angeles,+CA,+USA/@16.7168543,-174.8977521,3.07z/data=!4m13!4m12!1m5!1m1!1s0x3442ac72bce20a99:0x3f6a35cedd0ac2e0!2m2!1d121.5654177!2d25.0329694!1m5!1m1!1s0x80c2c75ddc27da13:0xe22fdf6f254608f4!2m2!1d-118.2436849!2d34.0522342>

Online Article:

Credits

Taiwanese Woman Gives Birth at 30,000 Feet on CAL Flight, October 12, 2015,
<http://www.chinapost.com.tw/taiwan/national/nationalnews/2015/10/12/448127/Taiwanese-woman.htm>.

Taiwanese Woman gives birth,
<https://www.vox.com/2015/10/25/9604468/baby-plane-taiwanese>

Aleutian Islands

Pike, Francis (2016). Hirohito's War: The Pacific War, 1941-1945. London: Bloomsbury Publishing. p. 1003.

Chapter 03 – Lufthansa flight LH543

Image 03 Bogotá to Frankfurt on Google Maps

<https://www.google.com/maps/dir/Bogota,+Colombia/Frankfurt,+Germany/@22.2425365,-70.6408281,3z/data=!3m1!4b1!4m13!4m12!1m5!1m1!1s0x8e3f9bfd2da6cb29:0x239d635520a33914!2m2!1d-74.072092!2d4.7109886!1m5!1m1!1s0x47bd096f477096c5:0x422435029b0c600!2m2!1d8.6821267!2d50.1109221>

Chapter 04 – Cathay Pacific flight CX884

Ethan Williams YT Channel

<https://www.youtube.com/watch?v=KivHgCeJgiI>

Image 02 Hong Kong to Los Angeles on Google Maps

<https://www.google.com/maps/dir/hong+kong/los+angeles/@25.5608263,176.7788518,2.85z/data=!4m13!4m12!1m5!1m1!1s0x3403e2eda332980f:0xf08ab3badbeac97c!2m2!1d114.1693611!2d22.3193039!1m5!1m1!1s0x80c2c75ddc27da13:0xe22fdf6f254608f4!2m2!1d-118.2436849!2d34.0522342>

Image 01 Cinematic Seascapes

<http://www.jetsetenterprises.com/cruise/Cinematic%20Seascapes.htm>

Image 03 - FlightStats

<https://www.flightstats.com/v2/flight-details/CX/884?year=2019&month=7&date=5&flightId=1005784113>

South China Morning Post

Credits

<https://www.scmp.com/magazines/post-magazine/short-reads/article/3015359/when-cat-hay-pacific-ground-staff-went-strike>

FlightAware: <https://ja.flightaware.com/live/flight/CPA884>

Female Pilot Sues Cathay Pacific

<https://www.scmp.com/news/hong-kong/hong-kong-law-and-crime/article/2156846/cathay-pacifics-first-female-captain-sues>

Chapter 05 – Qatar Airways QR725

Image 01 Chicago to Doha on Google Maps

<https://www.google.com/maps/dir/Chicago,+IL,+USA/Doha,+Qatar/@28.9725845,-25.1835687,2.99z/data=!4m13!4m12!1m5!1m1!1s0x880e2c3cd0f4cbcd:0xafe0a6ad09c0c000!2m2!1d-87.6297982!2d41.8781136!1m5!1m1!1s0x3e45c534ffdce87f:0x44d9319f78cfd4b1!2m2!1d51.5310398!2d25.2854473>

Express UK

<https://www.express.co.uk/news/world/659059/Qatar-Airways-flight-Chicago-diverted-Moscow-teen-coma>

IMMUNE2BS - <https://www.youtube.com/watch?v=FTUZ6bYJ490>

Chapter 06 – Air France flight AF116

Alexander Solzhenitsyn

https://en.wikipedia.org/wiki/The_Gulag_Archipelago

Image 01 Paris to Shanghai on Google Maps

<https://www.google.com/maps/dir/Paris/Shanghai/@17.0555035,66.6625838,2.94z/data=!4m13!4m12!1m5!1m1!1s0x47e66e1f06e2b70f:0x40b82c3688c9460!2m2!1d2.3522219!2d48.856614!1m5!1m1!1s0x35b27040b1f53c33:0x295129423c364a1!2m2!1d121.473701!2d31.230416>

Time Online

<https://time.com/5454114/air-france-passengers-stranded-siberia/>

Chapter 07 – Emirates flight ED225

Tass Agency

Credits

<https://tass.com/society/913556>

Google Map San Francisco to Dubai flight

<https://www.google.com/maps/dir/san+francisco/dubai/@31.0825079,17.1625527,4.83z/data=!4m13!4m12!1m5!1m1!1s0x80859a6d00690021:0x4a501367f076adff!2m2!1d-122.4194155!2d37.7749295!1m5!1m1!1s0x3e5f43496ad9c645:0xbde66e5084295162!2m2!1d55.2707828!2d25.2048493>

Chapter 08 – PIA flight PK785

Image 02 Islamabad to London on Google Maps

<https://www.google.com/maps/dir/Islamabad/London/@39.8478606,46.9492295,3.99z/data=!4m13!4m12!1m5!1m1!1s0x38dfbfd07891722f:0x6059515c3bdb02b6!2m2!1d73.0478848!2d33.6844202!1m5!1m1!1s0x47d8a00baf21de75:0x52963a5add52a99!2m2!1d-0.1277583!2d51.5073509>

FlightRadar Image 01

http://www.historyofpia.com/board/march_15/pk785_mar15.jpg

2016 Emergency Landing

<https://dnd.com.pk/pia-flight-pk-785-en-route-to-london-made-an-emergency-landing-at-moscow-airport-flight-will-soon-leave-for-london-pia-spokesman/33268>

PIA flight PK785 history of landing in Moscow

<http://www.historyofpia.com/forums/viewtopic.php?t=23064>

Chapter 09 – Lufthansa flight LH727

Image 01 – Munich to Shanghai on Google Maps

<https://www.google.com/maps/dir/Shanghai,+China/munich/@18.5093347,62.9899264,3.2z/data=!4m13!4m12!1m5!1m1!1s0x35b27040b1f53c33:0x295129423c364a1!2m2!1d121.473701!2d31.230416!1m5!1m1!1s0x479e75f9a38c5fd9:0x10cb84a7db1987d!2m2!1d11.5819805!2d48.1351253>

Little girl dies during flight Lufthansa LH727

<https://www.airlive.net/breaking-9-year-old-girl-died-this-night-on-board-lufthansa-flight-lh727-shanghai-munich/>

Credits

Chapter 10 – American Airlines flight AA263

Heavy.com

<https://heavy.com/news/2018/10/american-airlines-flight-aa263-dallas-beijing-calgary/>

Image 01 – Dallas to Beijing on Google Maps

<https://www.google.com/maps/dir/dallas/beijing/@14.1436831,-169.9582774,3.23z/data=!4m13!4m12!1m5!1m1!1s0x864c19f77b45974b:0xb9ec9ba4f647678f!2m2!1d-96.7969879!2d32.7766642!1m5!1m1!1s0x35f05296e7142cb9:0xb9625620af0fa98a!2m2!1d116.4073963!2d39.9041999>

John G. Abizaid Map - New Flat Earth Surface Library of Congress

<https://www.loc.gov/item/2013585077/>

Chapter 11 – Korean Air flight KE-38

Aviation Herald

<http://avherald.com/h?article=464b75c6>

Image 02 – Seoul to Chicago on Google Maps

<https://www.google.com/maps/dir/seoul/chicago/@18.268355,-150.0296518,2.93z/data=!4m13!4m12!1m5!1m1!1s0x357ca28b61c565cd:0x858aedb4e4ea83eb!2m2!1d126.9779692!2d37.566535!1m5!1m1!1s0x880e2c3cd0f4cbcd:0xafe0a6ad09c0c000!2m2!1d-87.6297982!2d41.8781136>

Chapter 12 – Swiss International flight 40

Rape in Switzerland

<https://www.independent.co.uk/news/world/europe/switzerland-rape-sexual-violence-consent-amnesty-women-a8923496.html>

Image 01 – Los Angeles to Zurich on Google Maps

<https://www.google.com/maps/dir/Los+Angeles,+CA,+USA/Zurich,+Switzerland/@24.2128018,-39.0517943,3.15z/data=!4m13!4m12!1m5!1m1!1s0x80c2c75ddc27da13:0xe22fdf6f254608f4!2m2!1d-118.2436849!2d34.0522342!1m5!1m1!1s0x47900b9749bea219:0xe66e8df1e71fdc03!2m2!1d8.541694!2d47.3768866>

Image 04 – Charles Lindbergh flight

<https://www.google.com/maps/dir/Paris,+France/New+York,+NY,+USA/@18.6211969,-34.326736,3.28z/data=!4m13!4m12!1m5!1m1!1s0x47e66e1f06e2b70f:0x40b82c3688c9460!>

Credits

[2m2!1d2.3522219!2d48.856614!1m5!1m1!1s0x89c24fa5d33f083b:0xc80b8f06e177fe62!2m2!1d-74.0059728!2d40.7127753](https://www.google.com/maps/dir/Taipei,+Taiwan/Los+Angeles,+CA,+USA/@14.1563582,177.9275845,3.09z/data=!4m13!4m12!1m5!1m1!1s0x89c24fa5d33f083b:0xc80b8f06e177fe62!2m2!1d-74.0059728!2d40.7127753)

Chapter 13 – China Airlines flight 006

Image 01 – Taipei to Los Angeles on Google Maps

<https://www.google.com/maps/dir/Taipei,+Taiwan/Los+Angeles,+CA,+USA/@14.1563582,177.9275845,3.09z/data=!4m13!4m12!1m5!1m1!1s0x3442ac72bce20a99:0x3f6a35cedd0ac2e0!2m2!1d121.5654177!2d25.0329694!1m5!1m1!1s0x80c2c75ddc27da13:0xe22fdf6f254608f4!2m2!1d-118.2436849!2d34.0522342>

China flight 006 Pilot Error

<http://aviationknowledge.wikidot.com/asi:china-airlines-flight-006:pilot-error>

Air crash investigation

<https://www.youtube.com/watch?v=3SICAbUfSDk&t=5s>

http://code7700.com/accident_china_airlines_006.htm

Chapter 14 – Qantas flight QF64

Airplane lands in Perth due to an emergency situation

<https://thewest.com.au/travel/air-aviation/qantas-flight-qf64-diverted-to-perth-over-medical-emergency-ng-b88699077z>

Airplanes flying at over 800 mph

<https://www.independent.co.uk/travel/news-and-advice/virgin-atlanta-dreamliner-speed-record-boeing-787-london-los-angeles-a8787946.html>

<https://viewfromthewing.boardingarea.com/2019/02/19/virgin-atlantic-787-flew-faster-than-the-speed-of-sound-passengers-arrive-early-at-heathrow/>

<https://www.telegraph.co.uk/news/worldnews/northamerica/usa/11337617/Jet-stream-blasts-BA-plane-across-Atlantic-in-record-time.html>

Captain Marcelo R.

<https://www.youtube.com/watch?v=TqWmjtbGs-M>

Credits

Christine Garwood book: “Flat Earth, the history of an infamous Idea” page 54.

Chapter 15 – Hawaiian Airlines flight HA50

Honolulu to New York on Google Maps

<https://www.google.com/maps/dir/New+York,+NY,+USA/Honolulu,+HI,+USA/@12.2678276,-114.6077305,3.11z/data=!4m13!4m12!1m5!1m1!1s0x89c24fa5d33f083b:0xc80b8f06e177fe62!2m2!1d-74.0059728!2d40.7127753!1m5!1m1!1s0x7c00183b8cc3464d:0x4b28f55ff3a7976c!2m2!1d-157.8583333!2d21.3069444>

Flight Attendant dies during flight

<https://www.usatoday.com/story/travel/news/2019/01/25/hawaiian-air-flight-attendant-dies-apparent-heart-attack-plane/2682208002/>

Chapter 16 – Hawaiian Airlines flight HA37

San Diego to Maui on Google Maps

<https://www.google.com/maps/dir/San+Diego,+CA,+USA/Maui,+Hawaii,+USA/@39.5363485,-121.027717,3.79z/data=!4m13!4m12!1m5!1m1!1s0x80d9530fad921e4b:0xd3a21fdfd15df79!2m2!1d-117.1610838!2d32.715738!1m5!1m1!1s0x79552b4acc4c61dd:0xcc43e741dc113e7f!2m2!1d-156.3319253!2d20.7983626>

The Mercury News

<https://www.mercurynews.com/2018/10/22/hawaiian-airlines-flight-bound-for-maui-turns-around-lands-in-oakland/>
<https://www.foxnews.com/travel/san-diego-to-maui-flight-diverts-to-oakland-lands-safely>

Chapter 17 – Hawaiian Airlines flight HA51/HAL51

NASA rules over FAA and all other aviation agencies

<https://www.nasa.gov/aero/nasa-presents-faa-with-new-air-traffic-management-technology>

New York to Honolulu on Google Maps

<https://www.google.com/maps/dir/New+York,+NY,+USA/Honolulu,+HI,+USA/@12.2678>

Credits

[276,-114.6077305,3.11z/data=!4m13!4m12!1m5!1m1!1s0x89c24fa5d33f083b:0xc80b8f06e177fe62!2m2!1d-74.0059728!2d40.7127753!1m5!1m1!1s0x7c00183b8cc3464d:0x4b28f55ff3a7976c!2m2!1d-157.8583333!2d21.3069444](https://www.google.com/maps/dir/Toronto,+ON,+Canada/Sydney+NSW,+Australia/@3.7516897,175.918173,3z/data=!4m13!4m12!1m5!1m1!1s0x89c24fa5d33f083b:0xc80b8f06e177fe62!2m2!1d-74.0059728!2d40.7127753!1m5!1m1!1s0x7c00183b8cc3464d:0x4b28f55ff3a7976c!2m2!1d-157.8583333!2d21.3069444)

Forum where HA51/HAL51 was reported live having an emergency landing. Towards the bottom of the page

<https://www.metabunk.org/flight-tracking-over-oceans-and-emergency-landings.t8674/>

Chapter 18 – Air Canada flight AC33

Image 02 – Toronto to Sydney on Google Maps

<https://www.google.com/maps/dir/Toronto,+ON,+Canada/Sydney+NSW,+Australia/@3.7516897,175.918173,3z/data=!3m1!4b1!4m13!4m12!1m5!1m1!1s0x89d4cb90d7c63ba5:0x323555502ab4c477!2m2!1d-79.3831843!2d43.653226!1m5!1m1!1s0x6b129838f39a743f:0x3017d681632a850!2m2!1d151.2092955!2d-33.8688197>

37 people taken to Hospital in Honolulu

<https://bc.ctvnews.ca/37-passengers-injured-on-air-canada-flight-from-vancouver-to-australia-1.4504107>

Chapter 19 – Flight Paths lead to Flat Earth

Image 10 – Sydney to Houston on Google Maps

<https://www.google.com/maps/dir/Houston,+TX,+USA/Sydney+NSW,+Australia/@9.5380958,-117.9503785,2.98z/data=!4m13!4m12!1m5!1m1!1s0x8640b8b4488d8501:0xca0d02def365053b!2m2!1d-95.3698028!2d29.7604267!1m5!1m1!1s0x6b129838f39a743f:0x3017d681632a850!2m2!1d151.2092955!2d-33.8688197>

Chapter 20 – Correct Globe Model, Step Forward!

Boston switches from Mercator to Gall-Peters

<https://www.dw.com/en/will-bostons-switch-from-mercator-maps-leave-kids-asking-where-in-the-world-is/a-38051003-0>

21 – The Flat Earth Map

Al-Biruni

<http://www-history.mcs.st-and.ac.uk/Biographies/Al-Biruni.html>

Credits

War and Peace Auction Map

<https://www.raremaps.com/gallery/detail/55647/global-map-for-global-war-and-global-peace-alcoa-map-department>

The oldest globe is from 1497

<https://www.atlasobscura.com/articles/oldest-globe-erdapfel-behaim>

Largest Flat Earth Map in the world

<https://www.davidrumsey.com/blog/2017/11/26/largest-early-world-map-monte-s-10-ft-planisphere-of-1587>

USGS Report

<https://pubs.usgs.gov/bul/1532/report.pdf>

Japanese Buddhist Flat Earth Map on Hawaiian Newspaper

<https://chroniclingamerica.loc.gov/lccn/sn83025121/1907-01-11/ed-1/seq-2/>