



The Ahau Chronicles



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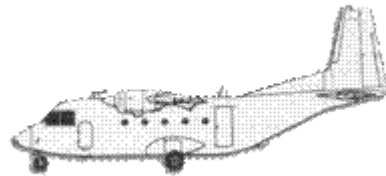
Subscribers: 415



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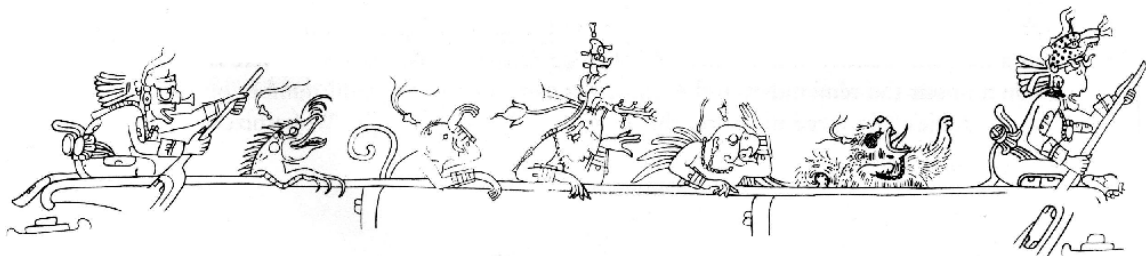
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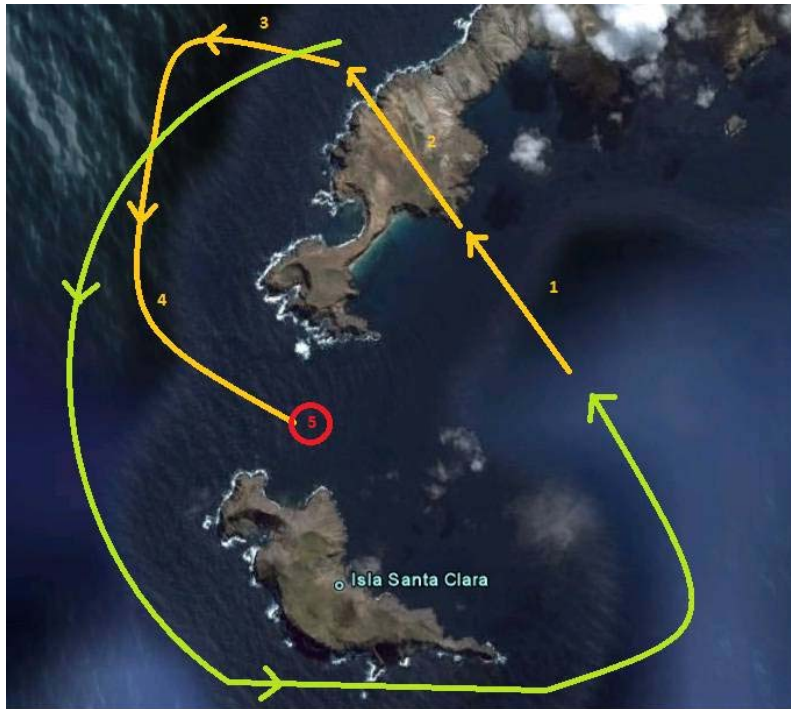
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Plane Crash Revisited

On September 27, 2011 the Chilean government officially called off the second phase of "Operation Loreto," 25 days after the search began for victims of the Air Force CASA 212 airplane that crashed into the ocean off Robinson Crusoe Island on Sept. 2. The bodies of all but 6 of the 21 victims were recovered from the sea off the southern coast of the island. Their loss was mourned across the entire country of Chile.



Through one of my contacts in Chile I received these graphics describing the details of the crash as understood by a Navy official who was involved in the search operation from the first days. Cross winds on the runway forced the pilot to abort the landing and circle around for another attempt. Instead of making a wide arc around Santa Clara Island where the winds are light and steady, the aircraft made a tight turn and passed into the Santa Clara Channel between the two islands. The hypothesis is that high intensity gusts within the channel, produced by a phenomenon known as the “Venturi Effect,” destabilized the plane in its banking turn, causing the plane to roll beyond a point where the wings no longer provided lift. The plane would have quickly lost altitude and crashed into the sea.

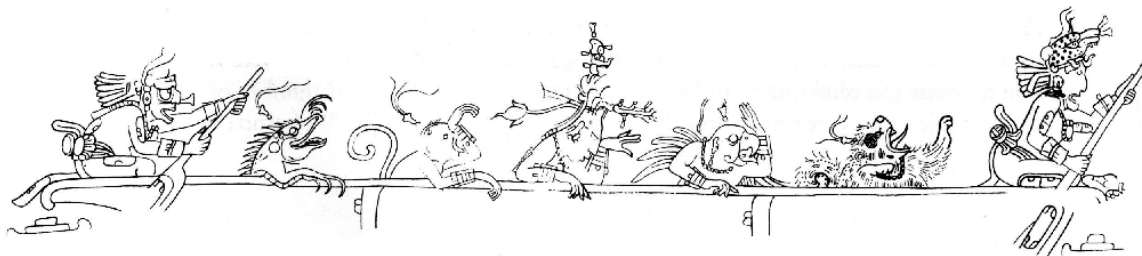
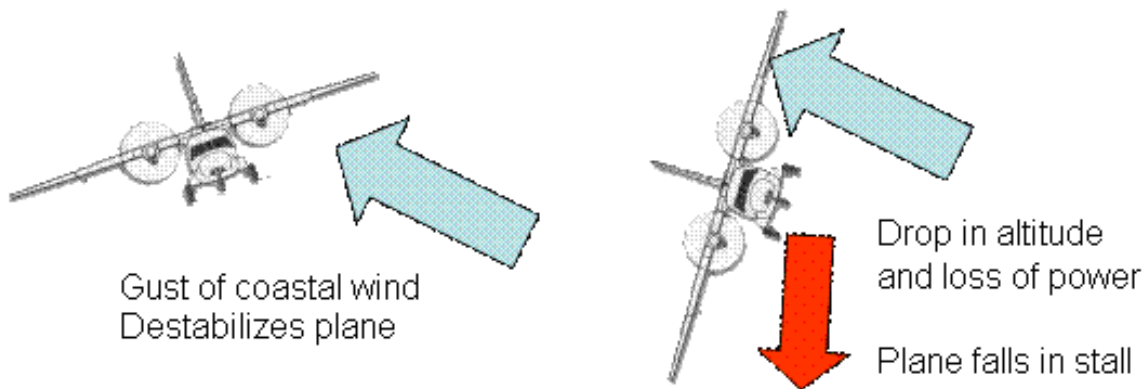


Yellow trajectory (actual)

- 1) Runway approach
- 2) Aborted landing - cross winds on runway
- 3) Banking turn
- 4) Turn toward Santa Clara Channel - gusting winds of high intensity
- 5) Impact. Low altitude, turning, low power, plane stalls and crashes.

Green trajectory (recommended)

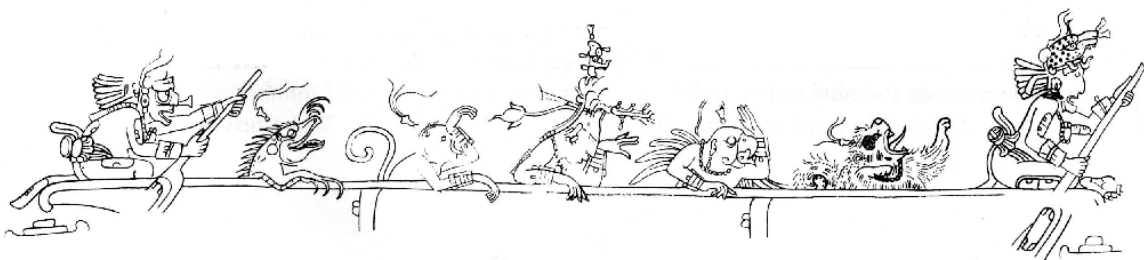
Turn to the south of Santa Clara, zone of fair winds without unpredictable gusts.



While this scenario seems plausible at first, it is further complicated by photos of the crash wreckage which show the turboprop rotors intact and bent backwards. During flight, the propeller blades spin at around 6,000rpm, suggesting that, if they were operating at the time of the crash, the propeller blades would shear off upon impact. That the blades were still attached to the central assembly indicates that the propeller may not have been spinning at the time of the crash, giving support for an early hypothesis that the plane had run out of fuel and dropped from the sky. The Chilean Air Force vigorously denied this possibility, claiming that the plane had more than sufficient fuel for at least another hour of flight beyond the island airport.

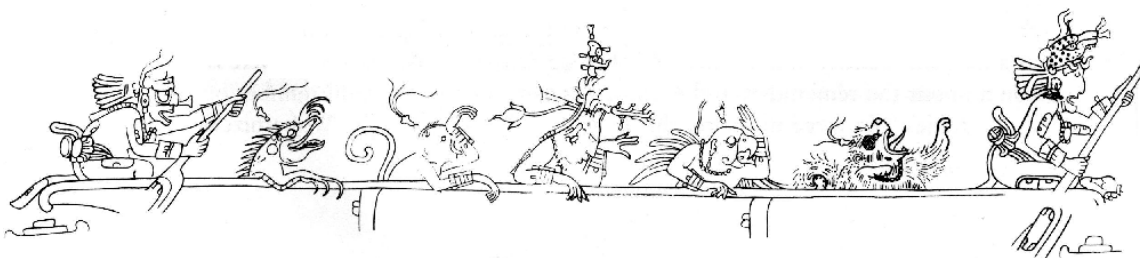
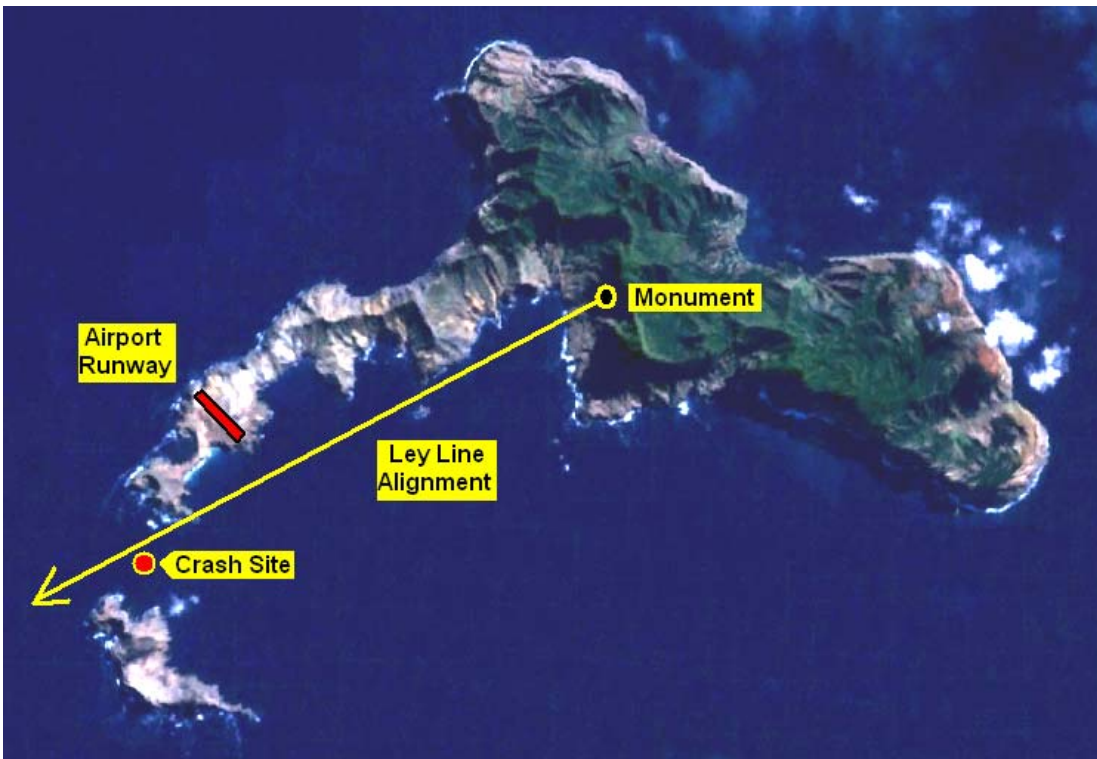


As stated in the previous newsletter, the weather conditions on the island on the afternoon of the crash were not extreme by any measure. Visibility was 12 miles while the winds dropped from 11mph at 3pm to 7mph at 6pm, shortly after the crash. [Historic weather data from the Isla Juan Fernandez weather station can be found at the Weather Underground website: www.wunderground.com.] For an Air Force pilot presumably trained to fly into battle, these flying conditions should not have been troubling in the least. My thought is that perhaps the pilot was overly relying on instruments to guide the plane in but, when the instruments failed to develop a proper approach, the pilot aborted the landing and circled around for another attempt.



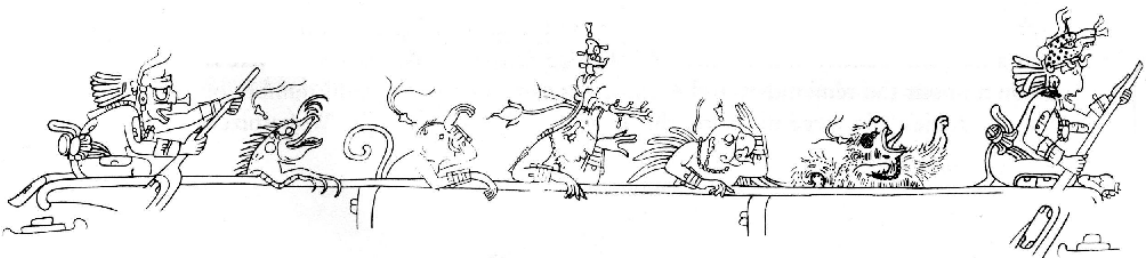


The graphic at left shows the view over the shoulder of the monument, looking southwest toward the horizon. The December solstice sunset, in its extreme southern position along the horizon, has an azimuth of 241° and sets over the top of the Indian Head monument. The red X shows the location of the plane crash. While the previous newsletter erroneously identified the location of the crash, the actual crash site is still located in close proximity to the ley line that I fear may have had a role in the tragic mishap. If it disrupted the avionics or navigational instruments of the plane, disaster could follow.





On any flight I have taken to the island, both I and my fellow passengers have been pressed to the plane windows on the approach to the airport taking pictures from the air. The photos above and below are from the 2008 expedition I took with Discovery Channel. Above right, photographer Sean Nolan snaps pictures of the monument on our fly-by. With 21 people on the doomed CASA 212 flight, including a five person film crew from the Chilean TVN network, there were undoubtedly several cameras rolling during the final minutes of the flight. It does not seem unlikely that these cameras could have recorded the events leading up to the crash as well as the moment of impact itself. This footage could answer so many of the questions still lingering after the conclusion of Operation Loreto. The solid state memory cards that are used in today's digital cameras have been known to survive intact underwater as evidenced by cameras recovered after the Indonesian tsunami which showed with horrific clarity the last moments of their owners' lives. Perhaps there exists similar footage of the final moments of the Air Force crash in a camera lying on the seafloor off the coast of Apocalypse Island.



The third of my travel journals has been uploaded to www.chichibel.com and primarily details the creative ferment I experienced after returning to the ancient Mayan city of Palenque in 1997 after having discovered the monument the previous December.

The journal begins with a draft of a letter to the famous Mayanist Dr. Michael Coe at Yale University which I wrote from Isla del Sol (Island of the Sun) on Lake Titicaca in Bolivia. In the letter I try to describe to Dr. Coe the diagnostic characteristics of the monument and even intended to include my fabulous hand-drawn sketch (since I had not yet returned to take photos). I signed the letter with a *nom de plume*, Paul U. Tropos. This was based on Homer's characterization of Odysseus, whom he called "*polutropos*." The meaning is polyvalent and suggests a man of many journeys, of many stories, of many years. Odysseus is a trickster figure, a "man of many turns," or, in other words, a Turner.

In mid-March, 1997, I returned to Mexico and Palenque and began an intensive study of the Palenque inscriptions in search of clues regarding the Robinson Crusoe Island monument. The rich imagery of the hieroglyphs told a story writ large across the world, where the sun and moon pointed the way and the geography of the earth was personified. I set about trying to reconceive everything that I thought I knew about these ancient kings and to imagine all the necessary consequences of the existence of the monument in its distant location.

My studies led to a profound recognition that the Mayan inscriptions were an elaborate symbolic form of communication that transcended language, a phenomenology of the cosmos written in a universal tongue. Using the analogy of the snail ("caracol" in Spanish), which I recognized as a central metaphor in the island monument, I invented the discipline of "Caracology": the study of innate meaning and its function within artificially constructed systems of meaning. In Spanish "cara" means "face" and "cola" means "tail" so a "cara-cola" can be understood as a "head-and-tail," a symbolic expression of "alpha-and-omega." "Caracol" can also be translated as "stairway," often a spiral one like the famous Caracol Observatory at Chichen Itza. As I read deeper into the imagery of the monument an entire worldview came into focus.

The journal ends with a dissection of the 4 Ahau 8 Cumku calendar date that began the current World Age of the Mayan calendar. I was casting back to the very beginning in order that I might gain enlightenment regarding the way in which the ending might play out. Like a serpent swallowing its tail, the circular nature of time winds up on itself, the new beginning consumes the end, and the caracol spins on eternally.

