

The ZetaTalk Newsletter

Issue 390, Sunday March 23, 2014

Weekly news and views from around the world and beyond.

New ZetaTalk

Earth Changes

Announcements

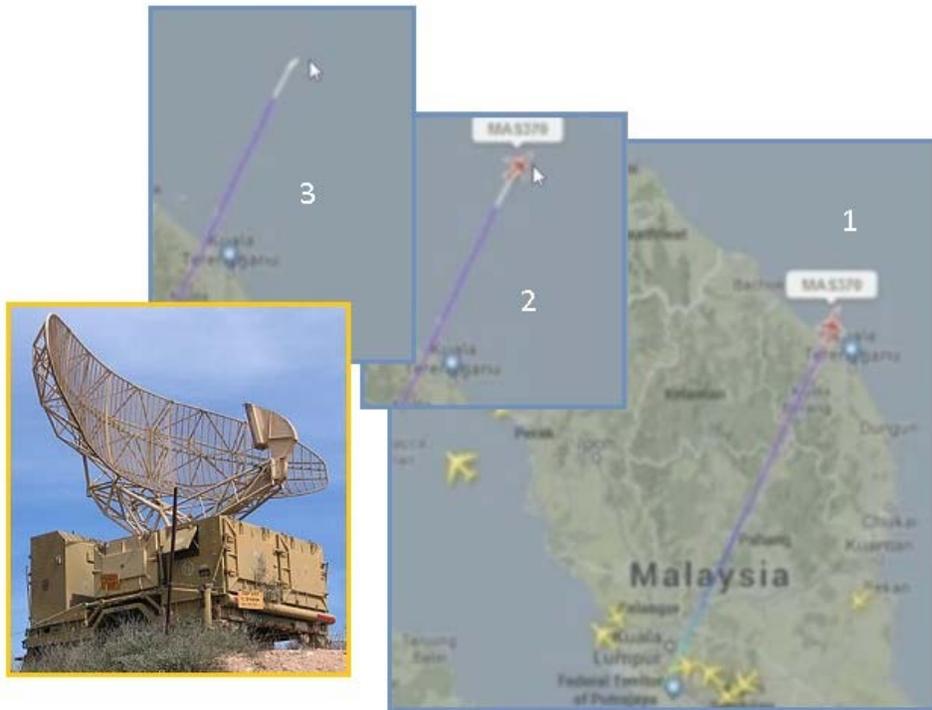
Signs of the Times

Malaysia 370 Vanishes

MH 370 disappeared from radar somewhere over the waters between the Malay Peninsula and the tip of Viet Nam. There was no distress call, and the plane disappeared from radar tracking the flight.



All electronics on board stopped, including the transponder and automatic updates from the Rolls Royce engine collected and recorded for maintenance. The plane [disappeared from civilian radar](#) which keys off the transponder, at 1:21 am and any automatic periodic system updates from the plane and plane's engines, sent every half hour, stopped, the last received at 1:07 am. China authorities indicate a steep decline as it went off radar, and report the plane veered from 024 to 333 at that point. **FALSE LEADS** were that the plane had been kidnapped, as the [automatic system updates](#) from the planes cannot be readily turned off and require that someone crawl under the cockpit to dismantle the complex electronics, though the transponder can. Malaysia appeared intent on blaming the pilot, and withheld key data for up to a week for this reason. Two stolen passports were traced to Iranian youths trying to escape to and gain entry to Europe. **FALSE LEADS** were that the plane could not fly unless under human control, as the 777 will maintain altitude automatically and plane will fly until out of fuel, with [course changes](#) caused by buffeting winds. Per a pilots forum, an [unguided aircraft](#) would fly on, in the current heading, keeping the plane stable in a [phugoid oscillation](#) and might be turning according to the flight plan even if no longer headed in the right direction.



MAS Official Disputes RR Data Showing MH370 flew on for Four Hours

March 13, 2014

<http://www.orientaldaily.com.my/index.php>

A Malaysia Airlines spokesman today contested reports that Rolls Royce received bursts of engine information from missing flight MH370, insisting that the data link was severed the same moment the plane dropped off civilian radar. MAS opted out of a Boeing service to collect real-time performance data from jets like the 777-200ER used by MH370 for use in planning maintenance. The source said MAS now collated such data itself.

China-Bound Malaysian jet Vanishes with 239 Aboard

March 8, 2014

<http://bigstory.ap.org/article/malaysia-airlines-says-plane-missing>

The last signal from the plane detected by the aviation authority was 140 miles southwest of Vietnam's southernmost Ca Mau province. The plane was over the sea and bound for Vietnamese airspace but air traffic officials in the country were never able to make contact. The plane lost all contact and radar signal one minute before it entered Vietnam's air traffic control. The 53-year-old pilot, Zaharie Ahmad Shah, has more than 18,000 flying hours and has been flying for Malaysia Airlines since 1981. The 777 had not had a fatal crash in its 19-year history until an Asiana Airlines plane crashed in San Francisco in July 2013.

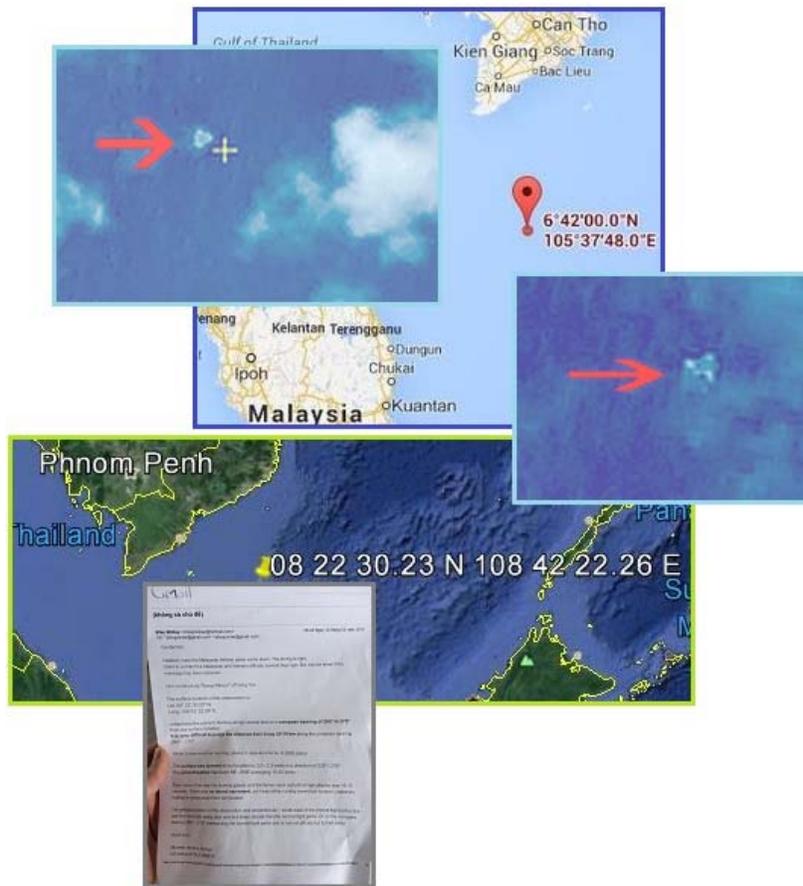
Ominous Signs in Search for Missing Passenger Jet

March 7, 2014

<http://america.aljazeera.com/articles/2014/3/7/malaysian-airlinesflightmissing.html>

According to FlightAware, a flight-tracking website, the jet leveled off at 35,000 feet 19 minutes into its flight, and then appears to have stopped transmitting any data.

Was it an explosion, such as a bomb? Was the plane hit by a meteor or bolide? The weather was crystal clear, and nothing appeared on any satellite images of the region. **FALSE LEADS** were an oil slick which was found to be from ship oil, and any pieces of debris which were moss covered sea junk. An explosion would leave a wide debris field, but not a single piece of debris has been located. **FALSE LEADS** in the days following the disappearance were some [Chinese satellite photos](#) showing what was presumed to be floating white debris, but which later proved to be clouds. And a claim by an [oil rig worker](#) offshore from the tip of Viet Nam that he had seen a flaming plane falling from the sky also could not be confirmed and was suspected of being a hoax. Both claims were located in the same area – the South China Sea.



Malaysia Airlines Flight: No Answers in Disappearance Mystery March 8, 2014

<http://www.huffingtonpost.com/2014/03/08/malaysia-airlines-flight>

One of the first indicators of what happened will be the size of the debris field. If it is large and spread out over tens of miles, then the plane likely broke apart at a high elevation. That could signal a bomb or a massive airframe failure. If it is a smaller field, the plane probably fell from 35,000 feet intact, breaking up upon contact with the water. Loss of both engines is possible in this case, but the plane could glide for up to 20 minutes, giving pilots plenty of time to make an emergency call.

Ten Countries Scour Sea for Malaysia Jet Lost in 'Unprecedented Mystery' March 10, 2014

<http://www.reuters.com/article/2014/03/10/us-malaysiaairlines-flight>

The United States extensively reviewed imagery taken by American spy satellites for evidence of a mid-air explosion, but saw none. The source described U.S. satellite coverage of the region as thorough. No distress signal was sent from the lost plane, which experts said suggested a sudden catastrophic failure or explosion. The Boeing 777 has one of the best safety records of any commercial aircraft in service.

The Malay military noted a plane flying over the Malay Peninsula to the west, at 29,500 feet, and out toward the Indian Ocean at 2:15 am. (Military radar does not require an operating transponder.) Signals from what could be a 777 airliner were received by satellite in the area also, for up to 5 hours. This appeared to be only a ping trying to establish contact but no additional information. Could the plane be flying on automatic at high altitude, out of control with fried electronics? If the compression systems in the aircraft were fried, the passengers and crew would have passed out in less than a minute due to lack of oxygen, and died, yet the plane could fly on. This is what happened to Air France 447.

A succession of a dozen technical messages showed that several electrical systems had broken down, most ominously the pressurization system - a totally unprecedented situation in the plane.

Based on the amount of fuel in the plane, the search area was vastly expanded. **FALSE LEADS** suggesting that the plane was still whole were the oddly ringing cell phones of crew and passengers, but this was explained as only a ring tone in the QQ network, not an actual connection to the physical phone.



Missing Plane sent Signals to Satellite for Hours
March 13, 2014

<http://news.yahoo.com/missing-plane-sent-signals-satellite-hours>

The Boeing 777-200 wasn't transmitting data to the satellite, but sending out a signal to establish contact. Boeing offers a satellite service that can receive a stream of data during flight on how the aircraft is functioning. Malaysia Airlines didn't subscribe to that service, but the system was automatically pinging the satellite anyway. Some messages involving a different data service were received for a short time after the plane's transponder went silent.

Malaysia B772 over Gulf of Thailand on Mar 8th 2014, Aircraft Missing
March 11, 2014

<http://www.avherald.com/h?article=4710c69b&opt=0>

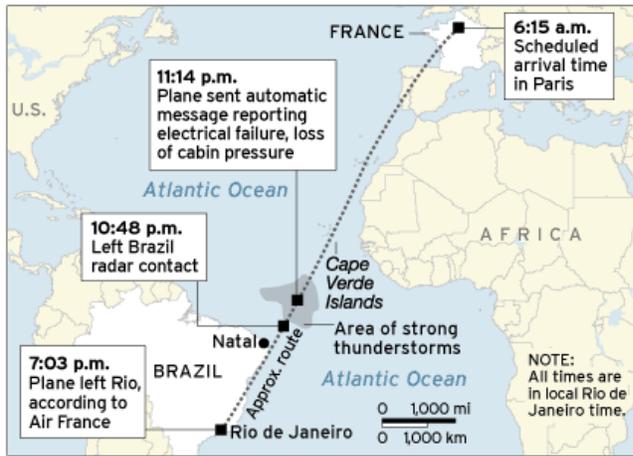
The aircraft was last regularly seen at 01:22 am at position N6.9 E103.6 about half way between Kuala Lumpur and Ho Chi Minh City over the Gulf of Thailand, 40 minutes into the flight, followed by anomalies in the radar data of the aircraft over the next minute. Aviation sources in China report that radar data suggest a steep and sudden descent of the aircraft, during which the track of the aircraft changed from 024 degrees to 333 degrees. Malaysia's Air Force reported their primary radar data suggest, the aircraft may have turned west over the Gulf of Thailand at about 1000 meters/3000 feet below the original flight level and flown past the east coast near Khota Baru and the west coast of Malaysia near Kedah. The radar return was last seen at 02:40.

Mystery Malaysia Flight may have been Hundreds of Miles off Course
March 11, 2014

<http://www.cnn.com/2014/03/11/world/asia/malaysia-airlines-plane>

Veteran pilot Kit Darby, president of Aviation Information Resources, told CNN's Wolf Blitzer that mechanical problems could still explain everything: A power failure would have turned off the main transponder and its backup. The plane's transponder apparently stopped working at about the time flight controllers lost contact with it, near the coast of Vietnam. The plane could fly for some time without electricity but not indefinitely. In such a scenario, it would be natural for a pilot to steer back to where he came from, though that would not be easy in the dark without functioning flight instruments.

The plane just went silent. Per the Zetas, this was another case of electromagnetic pulse from Planet X, similar to the Air France 447 episode in 2009 and the Sayano-Shushenskaya dam transformer explosion, also in 2009. ZetaTalk, provided on Sunday [March 9, 2014](#), proven right once again.



SOURCES: National Oceanic and Atmospheric Administration; Weather Underground; ESRI; Air France; Brazilian military AP

ZetaTalk Explanation 3/9/2014: *What would cause MH370, a large, stable aircraft to suddenly disappear? In clear weather, with a very experienced pilot, flying a reliable aircraft with an almost unblemished safety record, yet the plane disappeared from radar. No evidence from satellite reports of meteor showers or fireballs entering the atmosphere. Mechanical failure would have provided enough time for a mayday signal. Cell phones among the passengers likely were not engaged. Ergo, something interfered with the electrical systems on board. When the wreckage under the sea is discovered, any theories about a bomb on board will be dismissed as the wreckage will prove otherwise. So what caused the catastrophe?*

There have been several instances of electromagnetic pulse affecting hydroelectric dams or aircraft since Planet X arrived in the inner solar system in 2003. In each case we detailed the cause but mankind plods on as though their technology will not be affected by the magnetic monster that has moved next door, nor is the public warned. [Air France 447](#) had a total electrical failure when passing over the highly magnetized Atlantic rift and the [Savano-Shushenskaya dam](#) step-up transformers raced into an explosion after a 20 year safety record. Such is the effect of an electromagnetic pulse from the magnetic giant currently turning to swing its magnetic N Pole toward Earth in an increasingly aggressive manner.



SOURCE: ESRI



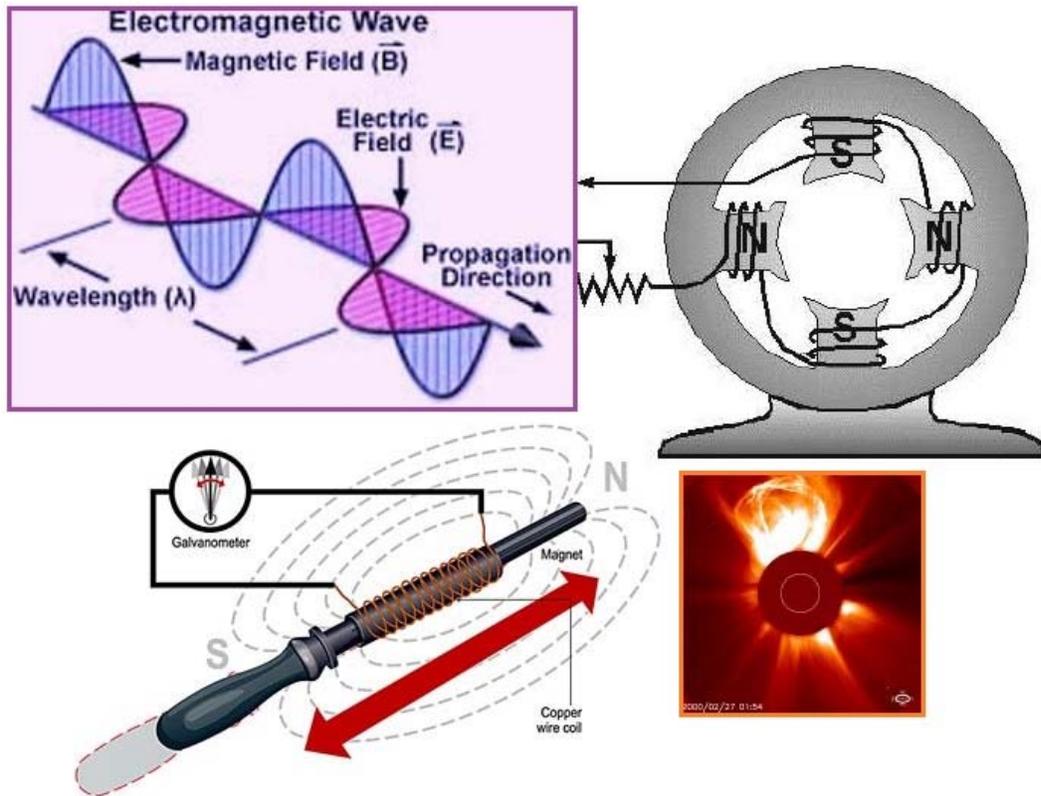
AP



What can the Earth expect? In 2003 when the charged tail of Planet X wafted past the Earth, the Earth had [dramatic blackouts](#). Both blackouts, caused by a drop in electrical activity, and surge can result. Surge will trigger a shutdown, to protect sensitive electrical equipment. Damaged electrical equipment can be anticipated, blown transformers and fried circuit boards. Certainly satellites are vulnerable, and the satellite failure rate will exceed mankind's ability to send up replacements. Air travel will become increasingly risky, and mankind's equipment that relies on electronic or magnetic guidance will increasingly malfunction. All this will increase as the hour of the Pole Shift approaches.

Electro-Magnetic Pulse

Mankind's electronic devices are fragile, and can be damaged by electro-magnetic pulse. This is why equipment is protected by surge control devices, which shut down under either an electron surge or a brown out, equally as damaging, where the electron flow drops too low. Both can devastate electronic equipment. As is well known, magnetons and electrons like to flow together, as a flow of electrons is generated by spinning a magnet inside a curl of wire. Solar flares can send a flood of both in the direction of Earth, along with many other particle flows, causing static on radios and interfering with TV reception.



Electromagnetic Pulse

http://en.wikipedia.org/wiki/Electromagnetic_pulse

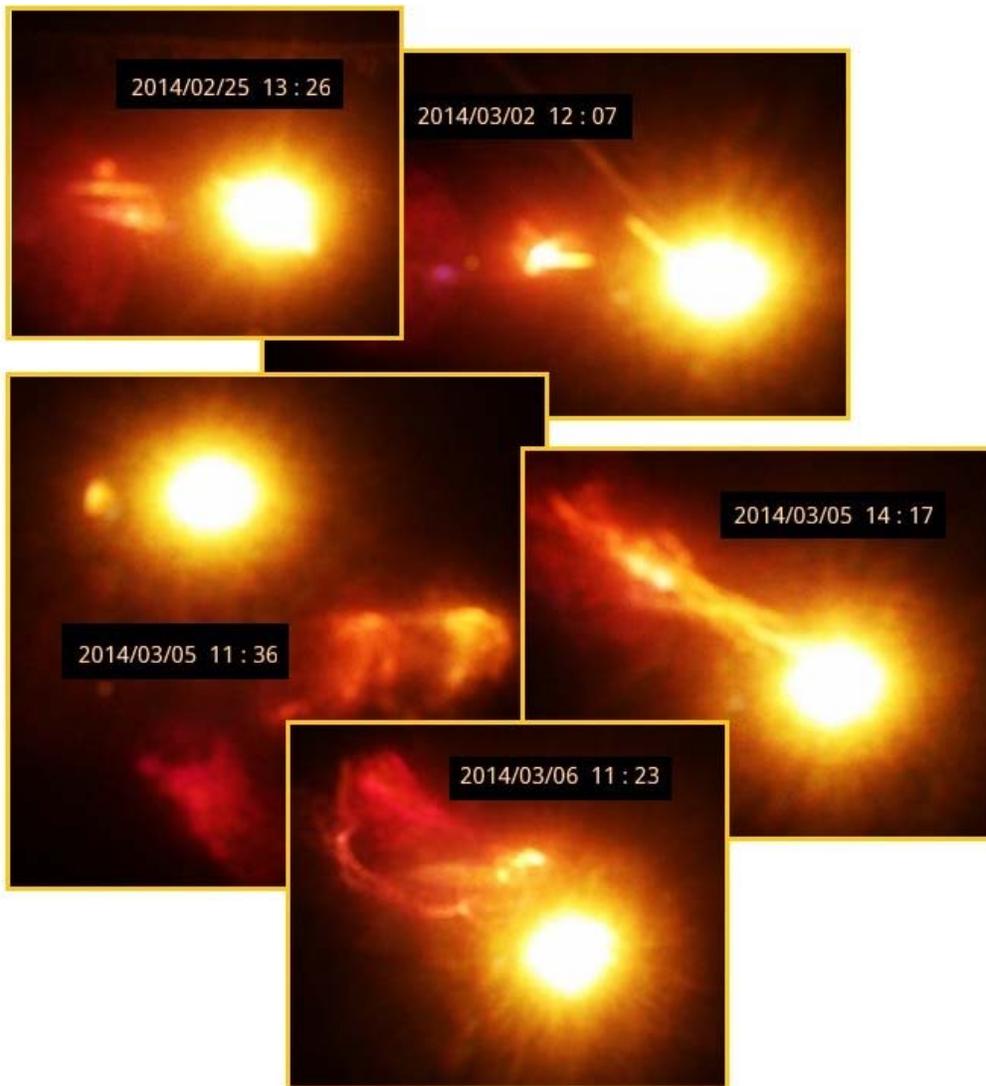
An electromagnetic pulse is a relatively short burst of electromagnetic energy. Its shortness means that it will always be spread over a range of frequencies. EMP events usually induce a corresponding signal in the victim equipment, due to coupling between the source and victim. A common problem in the mid-twentieth century was the interference emitted by the ignition systems of gasoline engines, which caused radio sets to crackle and TV sets to show stripes on the screen. Laws had to be introduced to make vehicle manufacturers fit interference suppressors. A large EMP can induce high currents and voltages in the victim, damaging electrical equipment or disrupting its function.

Solar Flare

http://en.wikipedia.org/wiki/Solar_flare

They produce radiation across the electromagnetic spectrum at all wavelengths, from radio waves to gamma rays, although most of the energy is spread over frequencies outside the visual range and for this reason the majority of the flares are not visible to the naked eye and must be observed with special instruments. Flares occur in active regions around sunspots, where intense magnetic fields penetrate the photosphere to link the corona to the solar interior.

So given that our electronic devices are sensitive to solar flares, how would they react to the vast charged tail of Planet X, which is currently wafting from right to left across the face of the Sun, mid-way between the Sun and the Earth? The Zetas explain.



ZetaTalk [Explanation 3/9/2014](#): *The Earth is currently in the grip of two magnetic fields – the Sun’s dominant field and the approaching field of Planet X. The Earth stands upright in side-by-side alignment with the Sun, but Planet X attempts to accommodate the Sun by laying along its magnetic field lines, which at present is causing it to point its magnetic N Pole outward toward the Earth. This can be seen in the dramatic Red Filter photos Alberto takes, where Planet X, to the right, blows its charged tail across the face of the Sun so the Moon Swirls cluster at the left of the Sun. The magnetic field of Earth has increasingly skewed during this blast so that the Earth’s magnetic N Pole has been pushed to Siberia, and the Earth into a more exaggerated wobble.*

As man is aware, electrons and magnetons like to flow together. This is the reason an electrical field can be generated by rapid movement around a magnet. By blasting the Earth from the side, Planet X is creating hot spots where magnetons are crowded, and this attracts electrons to those hot spots. When rock is under pressure, there is also an electric screech that alarms animals in the area and creates static on nearby radios, as water within the rock can conduct electricity more readily when the rock is squeezed. What happens then, when a temporary magnetic hot spot forms over rock under pressure, which the bending Sunda Plate endures, which happens to be under water, a known electric current conductor? The crowded electro-magnetic field will ground, and the electronics in the hapless plane in its path silenced.

NASA’s Apologies

NASA can excuse itself for decades of disinformation about Planet X, aka Nibiru, by pointing to Reagan’s Executive Orders on the matter, but as Obama reversed these strictures recently, what is their excuse for their present failure to be forthcoming? Perhaps they *have* started to inform us. On March 7, 2014 this dramatic photo taken in 2009 from the ISS was provided to the public. Whatever the reason for the delay, what it shows is unmistakable – a String of Pearls arrangement in the Moon Swirls of Planet X.



The String of Pearl arrangement has only been in evidence since 2003, when Planet X arrived in the inner solar system.



S129-E-007592

<http://spaceflight.nasa.gov/gallery/images/station/crew-21/>

The bright sun greets the International Space Station in this November 22, 2009 scene from the Russian section of the orbital outpost, photographed by one of the STS-129 crew members.

ZetaTalk Insight 3/15/2014: *This is a genuine capture of what is called a String of Pearls presentation of the Moon Swirls in the tail of Planet X, and is a deliberate release by NASA in the run-up to the announcement. This lineup happens only rarely, when several Moon Swirl tubes are aligned side-by-side in parallel due to the whip of the tail, and when the angle of view from the camera or eye is such that the end points are facing the camera. Sunlight funnels down the length of the Moon Swirl, bouncing from the sides so that the light is focused out the end, like a flashlight. Here the Moon Swirl orbs appear with different color hues, like a rainbow, due to the angle of the exiting light focus, as red light bends more readily than blue, etc.*

Then as though speaking out the other side of their mouth, NASA associates were quoted apparently debunking the reality of Planet X, aka Nibiru, on the same day as the String of Pearls release. Per the Zetas, this was all to allow NASA's associates on the WISE program a chance to pre-explain their actions, their silence, on what was certainly right before their eyes.

There's No Planet X

March 7, 2014

<http://news.discovery.com/space/astronomy/theres-no-planet-x>

All this doomsday nonsense to one side, the hunt for "Planet X" actually has roots in real science. In the mid- to late-19th Century, astronomers were tracking the gravitational perturbations of the gas giant planets in an effort to track down an undiscovered world in the outermost reaches of the solar system — this hypothetical massive planet was dubbed "Planet X." However, this fascinating trail of discovery ended at the discovery of tiny Pluto in 1930. Lacking the gravitational oomph to explain the gravitational perturbations, it turned out that Pluto wasn't the Planet X astronomers thought it would be. After the realization that the gravitational perturbations observed were more likely observational error, Planet X became a story of legend. The modern search for a Planet X was never WISE's prime mission. In a second study, the discovery of 3,525 stars and brown dwarfs within 500 light-years of the sun are detailed. In cosmic distances, these objects are right on our galactic doorstep. Both studies have been published in The Astrophysical Journal.

The Hunt for Planet X: NASA fails to find Mysterious Giant Body Believed to have caused Mass Extinctions on Earth

March 7, 2014

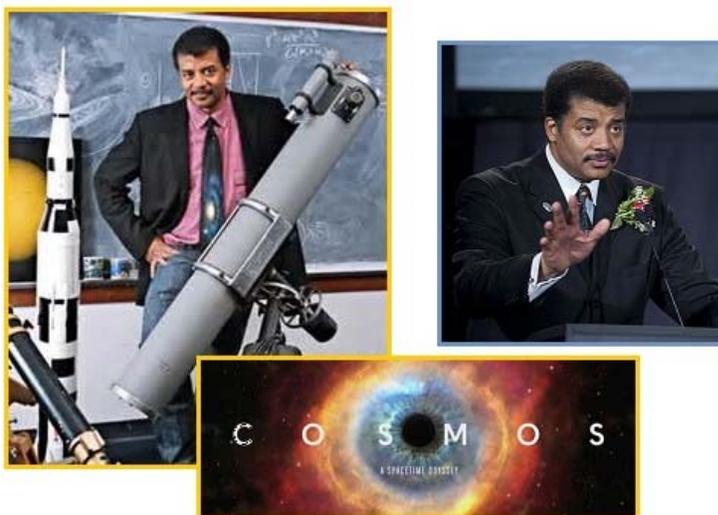
<http://www.dailymail.co.uk/sciencetech/article-2576009/The-hunt-Planet-X>

Both of the WISE searches were able to find objects the other missed, suggesting many other celestial bodies likely await discovery in the WISE data. We don't know our own sun's backyard as well as you might think. WISE was put into hibernation upon completing its primary

mission in 2011. In September 2013, it was reactivated, renamed NEOWISE and assigned a new mission to assist NASA's efforts to identify the population of potentially hazardous near-Earth objects.

ZetaTalk Insight 3/15/2014: NASA and its associates are braced for the fallout after the announcement. NASA itself can hide behind the Executive Orders written by Reagan, in force until very recently when they were reversed by Obama, but what of programs started after Obama's reversal that were, technically, not covered by such an Executive Order? The initial WISE program, searching the known universe with infrared, ended its mission in 2011, when Reagan's Executive Order was still in place. Thus, the investigators were covered. But what of NEOWISE, activated in September, 2013? By then, Obama had released NASA and its associates from Reagan's strictures. These WISE articles denying Planet X are presenting an apology, listing all the reasons they did not discover the monster parked next to the Sun, in their own backyard. So when asked in the near future how they could have missed the magnetic giant wobbling the Earth on a daily basis, they will say "Not my job. Wasn't looking in that direction. Didn't fit in the category we were cataloging. And when it came in, in 2003, we were told to keep our mouths shut." Meanwhile, the public has had their memory of the whole Planet X search in 1983 refreshed. How long-period comets all lean out toward Orion, and for centuries astronomers noted the outer planets perturbed in that direction, but "the gravitational perturbations observed were more likely observational error." Yeah, sure.

So if NASA is going to get off the hook by throwing out some belated photos from the past, and their associates are going to get off the hook by having the "not my job" excuse handy, then who will be explaining the mess to the public? Why, the congenial and multi-talented Neil de Grasse Tyson, in his new role as the Cosmos guru. I, Nancy, and the Zetas could not be more pleased.



Neil deGrasse Tyson

http://en.wikipedia.org/wiki/Neil_deGrasse_Tyson

Neil deGrasse Tyson is an American astrophysicist, author, and science communicator. He is currently the Frederick P. Rose Director of the Hayden Planetarium at the Rose Center for Earth and Space and a research associate in the department of astrophysics at the American Museum of Natural History. From 2006 to 2011, he hosted the educational science television show NOVA ScienceNow on PBS and has been a frequent guest on The Daily Show, The Colbert Report, Real Time with Bill Maher, and Jeopardy!. Tyson is the host of Cosmos: A Spacetime Odyssey, a sequel to Carl Sagan's Cosmos: A Personal Voyage television series starting March 2014.

ZetaTalk Insight 3/15/2014: Why is it necessary to debate the ZetaTalk predictions on the pending passage and Pole Shift at all? The ZetaTalk accuracy on predictions will become widely known and is respected. That's on the one side. Then there is the White Lie in 2003 wherein Planet X did not pass, though it did come into the inner solar system exactly as predicted. That's on the other side. There is also the slowed 7 of 10 plate movements, which are proceeding as predicted though the pace was slowed by the Council of Worlds, although the increased visibility of Planet X and increased wobble of the 8 of 10 phase have already become obvious. So this begs the question, when is a Zeta prediction firm, and when will it be changed by the Council or its agents?

The announcement team has explored juxtapositioning Neil and Nancy against each other before, during 2013. The public evidence of this is outlined in [Issue 356](#) of Nancy's newsletter where Neil tried an arrogant tack, and in [Issue 347](#) where he went in the other direction, extreme humility. Issues under debate include the Repulsion Force, wherein Earth and Planet X will not collide; a stopped rotation, as history and our predictions outline, and what mankind's theories would be challenged by this occurrence; the rising sea level to 675 feet above the current level within two years after the Pole Shift; and the crustal shift itself, versus a popular theory of reversing polarity in the Earth and Sun.

The establishment, which includes those in politics as well as the wealthy and corporate interests, would like to minimize rioting and panic, and thus would like to see the Zeta's theories debunked by a notary such as Neil. Meanwhile, evidence of ZetaTalk accuracy will increasingly be at hand, at what will become a dizzying pace. Neil and Nancy will prevail with good humor, good advice to mankind on how to proceed, with a thorough airing of the alternative views. New ZetaTalk is likely to emerge during these debates. Nancy and ourselves are delighted with Obama's choice, and looking forward to what will undoubtedly be an educational, explorative, and frankly fun filled debate on the issues!