

# **THE BERMUDA TRIANGLE AND OTHER MYSTERIES OF NATURE**

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*Nature is full of strange mysteries  
of the sea, the sky, and the land.  
In this book are three of the greatest  
of all these mysteries.*

*The first is about the sea and  
the Bermuda Triangle.*

*The second looks at the sky and  
at the UFOs that have been seen there.*

*The third turns to the land and to a  
strange creature that may inhabit it—  
the Abominable Snowcreature.*



# **PART ONE**

## **THE BERMUDA TRIANGLE**





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# **Chapter One**

## **Lost at Sea**

Suddenly, the radio came alive. A voice crackled.

“Calling tower! Calling tower! This is an emergency!”

The tower radio operator leaned forward. He was at the Navy air base at Fort Lauderdale, Florida. He knew that voice. It belonged to a good pilot, Lieutenant Charles Taylor.

The voice crackled again. “I think we’re off course. . . . I can’t see land.”

The radio operator grabbed his mike. “What is your position?”

“I’m not sure. We seem to be lost.”

Lost? Impossible! Taylor was in command of five Avenger torpedo bombers. They had taken

off only two hours ago for a short training flight out over the Atlantic Ocean. The weather was perfect. A beautiful sunny day. How could they be lost?

“Take a bearing due west,” the radio operator said.

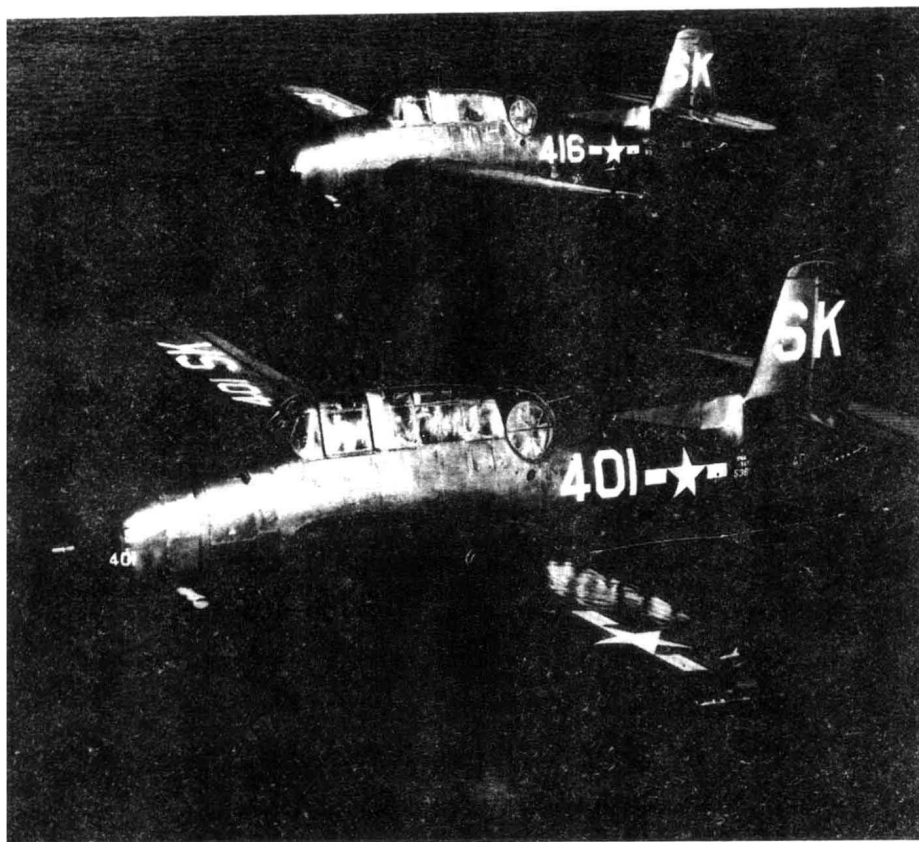
“I can’t be sure which way is west. Everything’s going wrong . . . strange. . . . I can’t be sure of *anything*.”

This was crazy. It was late afternoon. Anybody knew which way is west. You just had to look for the setting sun.

All the men in the tower stopped working. They crowded around the radio. Frowning, they listened to Taylor’s voice. He radioed to the other pilots in his flight. They were confused, too. None of them knew where they were or which way to fly.

Long minutes passed. Fear grew in their voices. Soon, it was turning to panic. Then Taylor told one of the pilots, George Stivers, to take over command.

Stivers called the tower.



**Five bombers much like  
those pictured here  
disappeared without  
a trace during a  
test flight in 1945.**

"I think we must be about 225 miles [362.1 km] northeast of you. . . ." Static cut out his voice. Then he came through again. More static. He could hardly be heard. "We're completely lost!"

The radio went dead.

It never came back to life.

An officer ran to the tower phone. He called the nearby air rescue station for help. Minutes later, a Mariner flying boat roared into the air. It was a big ship—the best there was for a rescue at sea. On board were twelve highly trained men.

The Mariner headed northeast. It reached its destination in half an hour. The sun was almost down. The pilot swept low over the sea. Then he radioed the tower.

"No sign of the planes. No wreckage. Nothing. We'll continue to search. Over and out."

The radio fell silent.

And *it* never again returned to life.

Night came. The radio operator tried to contact the Mariner time and again. Not a single answer was heard. The men in the tower stared at each other. There had been five planes in trouble. Now there were six.

By now, the tower had called for more help. Coast Guard ships raced to the trouble-spot. An aircraft carrier joined them and launched its planes at dawn. Ships and planes searched the ocean for miles around.

Onshore, sailors hiked all along the Florida coast. They looked for washed-up wreckage.

The search on land and sea lasted for days.

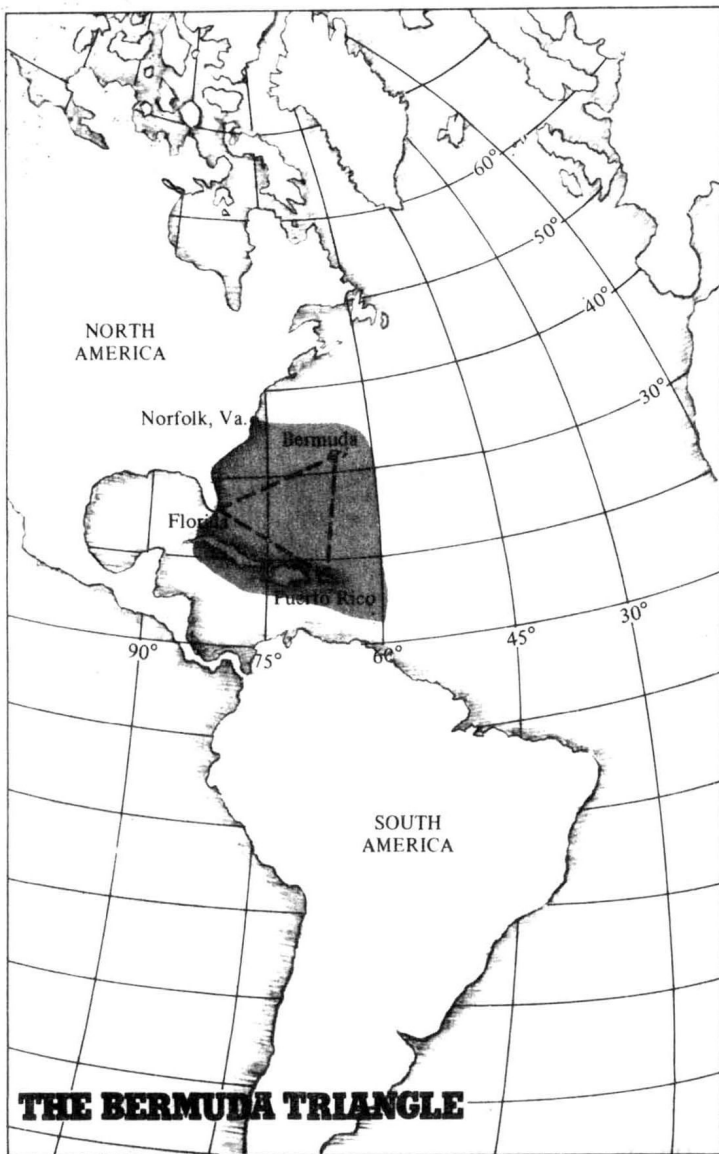
It covered thousands of square miles.

And it turned up nothing. No wreckage. No life rafts. No bodies. Not even a shred of clothing.

Six planes and their crews had vanished without a trace. Navy officers couldn't believe what had happened. One said, "It's impossible. It's as if they flew off to Mars."

And why had the torpedo bomber pilots been so confused? Lieutenant Taylor and his men were all good fliers. The weather had been fine. They should have been able to find their way home. No one could figure it out.

The disappearance took place in 1945. The planes vanished in one of the world's great mystery spots. It's located in the Atlantic Ocean just off the United States coast. Most people know it



as the Bermuda Triangle. Some call it ~~the Devil's~~ Triangle.

To find the Triangle on a map, ~~you start at~~ Norfolk, Virginia. Then, draw a line ~~out to the~~ Bermuda Islands. Next, take the line ~~south to~~ Puerto Rico. Finally, head back to the United States so that you end up at Miami, Florida.

Inside the lines is a vast triangle of ocean. It covers about 440,000 square miles (1,139,600 sq km). Hundreds of planes and ships pass through it each year. Most make the trip safely. But the Triangle has a bad name. It has swallowed up too many planes and ships.

Look at what happened just a few weeks before the six planes disappeared. Twelve Navy Hell Divers took off from Jacksonville, Florida. They were on a training flight. They swept out over the Atlantic on a clear day. No one ever saw them again. There wasn't even a radio call for help this time.

And look what happened to Dan Burack's cabin cruiser, *Witchcraft*. He and a friend took the 23-foot (7-m) boat for a short run one night in 1967. They went out just 1 mile (1.6 km) from



shore. They wanted to look at the lights of Miami from the sea.

At nine o'clock, Burack radioed the Coast Guard.

"I've hit something under the water," he reported. "Everything's OK, except that my propellers are bent. I need a tow back to the port."

Burack didn't think he was in danger. The hull hadn't been damaged. Even if there had been damage, he wouldn't have been worried. The *Witchcraft* had special compartments. They would keep it from sinking. And there were life jackets on board.

A Coast Guard cutter hurried to his aid. It arrived in just fifteen minutes only to find the *Witchcraft* gone. Other ships were called. They searched the entire area. Divers went down to see if the cabin cruiser had sunk. The *Witchcraft* and its two passengers were never found.

The Bermuda Triangle has long been full of mysteries like these. More than 100 ships and planes have vanished there since 1945. Lost with them have been more than 1,000 lives.