

On June 5, 1966, Ted Owens made the following prediction to myself, my husband, Robert Hansell, and George Riddle:

The UFO intelligences, to demonstrate their powers further to the U.S. Govt. will bring about a nuclear submarine catastrophe, or aircraft carrier catastrophe, i.e., a naval catastrophe involving U.S. vessels within the near future.

They will also deal our seat of Government (The White House and Capitol Hill) a serious blow in the near future.

The above to take place not later than September, 1966.

(Only the time element was off a bit)

Sept. 15, 1966, the West German submarine Hal suddenly sunk with its crew.

Oct. 26, 1966, the J.S.S. Aircraft Carrier Oriskany caught fire and burned, killing 34 officers and pilots and 9 enlisted men.

Nov. 2, 1966, U.S.S. Aircraft Carrier Guadalcanal, a helicopter crashed on deck killing four of the crew and injuring eighteen others.

Nov. 4, 1966, U.S. Navy Submarine "Tiru" accidentally went aground of the coast of Australia and radioed for help. Took three days for tug to get it off the rocks and it is now in port being repaired.

Nov. 5, 1966, U.S.S. Aircraft Carrier Franklin D. Roosevelt Jr. caught fire, killing eight of the crew. Commander Scholtz, the ship's captain, termed the cause of the blaze "a mystery".

Nov. 8, 1966, former aircraft carrier, now a transport caught fire in Kula Gulf, Hawaii.

Nov. 10, 1966, Nuclear U.S. sub Nautilus collided with the aircraft carrier Essex, and was extensively damaged.

Also, on Nov. 5, 1966, President Johnson of the United States announced that he must have two operations performed at once; surgery. This was certainly a blow to our seat of government.

Therefore it is my conviction that this 3-point prediction by Ted Owens has come about (although a few weeks late) in the exact order that he predicted it.

Sworn to and subscribed before me this 30th day of November, 1966

Zelda S. Hansell
Zelda S. Hansell
29 S. Wyoming Ave.
Ardmore, Pa. 19003

Notary Public, Ardmore, Lancaster County
My Commission Expires April 2, 1968

Burned Carrier Is Home to Prepare for Next Round

San Diego, Calif., Nov. 16—The fire-scarred aircraft carrier Oriskany, which was lost on strike missions over the Gulf of Tonkin, is being repaired at the Naval Air Station here.

The skipper of the 21-year-old carrier, Capt. J. H. Larrobino of Coronado, Calif., praised his 1,200 crew members and said he hoped the ship would not miss its third voyage back to the Vietnam war zone.

"The morale of the men is terrific," the skipper said. "This ship's performance was really outstanding—not just outstanding, but great."

Forty-four men, including 25 pilots, were victims of the tragic fire, Oct. 26, evidence of which is still visible on scorched walls of the hangar bay and living quarters. Ten other Oriskany pilots

for a short period of time," Larrobino said. "But we're digging ourselves out now. This ship will answer the bell for the next round."

Inquiry Under Way

After a week in San Diego, the ship goes to San Francisco for three or four months of repair and overhaul, followed by another tour of war duty.

Meanwhile, a board of inquiry is investigating all aspects of the fire. It will take "roughly another two weeks to finish," Larrobino said.

"We don't know whether it was a malfunction of a flare or personnel fault that caused the fire," the captain said. He said that as yet no disciplinary action has been taken against two men who were handling the magnesium illumination flares that triggered the three explosions.

Carrier Hit By Nautilus Under Sea

Crewman Hurt, A-Sub's Tower Badly Damaged

NORFOLK, Va., Nov. 10 (UPI).—The world's first nuclear submarine, the Nautilus, rammed the aircraft carrier Essex while running submerged off the North Carolina coast Thursday, slightly injuring one crewman.

The Navy said the mishap occurred during an anti-submarine warfare exercise.

The Nautilus, commissioned Sept. 21, 1954, suffered heavy damage to its conning tower, the Navy said, and immediately surfaced. It struck out for Del Norte, N.C., where it was to be used as a target for the Essex.

The 27,000-ton carrier, a 10-year-old anti-submarine warfare ship, was running submerged when it struck the Nautilus. The carrier was commanded by Capt. E. W. Fly, who was taking some water, but that it was under control.

The Navy said the Essex was heading for Splice Point.

Rash of Navy Accidents Background Story, Page 3

Officials said the decision to go to Boston was made after three test launches by the ship to investigate the cause of the disaster.

No estimated time of arrival was given for the carrier, but it was reportedly crawling at least at normal cruising speed.

OCCURRED IN MOMENTS

The Essex is based at Quonset Point, R. I.

Officials said the collision happened at 4:15 A. M., about 20 miles east of Norfolk City, N. C.

A Navy spokesman told one member of the submarine's crew suffered a "respiratory tract burn."

The Nautilus is skippered by Cmdr. F. C. Fogarty and is manned by a crew of 121 men.

Launched 12 years ago, the Nautilus has a 60,000-mile cruising range. It returned for the first time in 1957 after traveling 42,000 miles.

NORTH POLE CROSSING

The vessel reached the world when it made the first submerged crossing of the North Pole on Aug. 1, 1958.

When the collision occurred, the Essex was taking on supplies from another, unidentified ship and the Nautilus was trying to prevent the replenishment while submerged. This is a common submarine accident.

Johnson's Doctors Negotiate On a Site, Time for Surgery

By LAWRENCE M. O'ROURKE

Of The Bulletin Staff

Johnson City, Tex., Nov. 11—Getting seven busy doctors to agree on a single time and place for surgery is a difficult task, even when the patient is President Johnson.

Mr. Johnson apparently still doesn't know when or in what hospital his abdomen and chest will be operated on.

He hopes it will be early next week in the Brooke Army Medical Center in San Antonio. That is only a half hour helicopter flight from his LBJ ranch.

A high official in the Johnson administration asserted that Mr. Johnson could not be moved until the time comes.

He could call the doctors on the phone and say he wanted them to come to Texas, and they'd come.

But the President doesn't want to impose his will on the physicians, though he had said his own desires clear through Dr. George G. Snodgrass of the White House staff.

The complications arose from the location of the various doctors involved. Four are at the Mayo Clinic in Rochester, Minn., one is in New York City, another is in Atlanta, and Dr. Snodgrass with the President.

Some say that the operation may be done at Brooke, or at the U. S. Naval Hospital at Bethesda, Md., or at a hospital associated with Mayo.

The President, resting now, said that nearly all people are then normal and asking up the operation.

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