

November 28, 1966

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 navel 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 Hai 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 off 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 Schoultz, 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 I predicted it.

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

Notary Public, Ardmore, State of Pennsylvania
My Commission Expires April 2, 1968

Burned Carrier Is Home to Prepare for Next Round

San Diego, Calif., Nov. 16—were lost on strike missions over (AP)—The fire-scathed attack carrier Oriskany and her proud, weary men returned from war today, their home-coming saddened by the loss of 34 men. Band played and an estimated 2,000 wives, children and friends greeted the huge 41,000-ton carrier as it docked under gray skies.

Forty-four men, including 23 pilots, were victims of the tragic Oct. 26 fire, evidence of which still lingers 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 investigating all aspects of the fire 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 the New London, Conn., submarine base with an unidentified destroyer as its escort.

CARRIER DAMAGED

The 27,000-ton carrier, a 21-year-old anti-submarine warfare ship, was damaged by the collision. The carrier, commanded by Capt. E. W. Fly, was taking some water, but that it was under control.

The Navy said the Essex was heading for Spain.

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Officials said the decision to go to Spain was made after divers were sent to the scene to investigate the cause of the collision.

No estimated time of arrival was given for the carrier, but it was reportedly traveling at less than normal cruising speed.

OCCURRED IN MORNING

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

Officials said the collision happened at 9:43 A. M., about 100 miles east of Norfolk City, N. C.

A navy spokesman said one member of the submarine's crew suffered a "suspected fractured arm."

The Nautilus is skippered by Cmdr. F. C. Fogarty and is manned by a crew of 101 men.

Launched 12 years ago, the Nautilus has a 40,000-mile cruising range. It returned for the first time in 1957 after traveling 42,510 miles.

NORTH POLE CROSSING

The vessel thrived the world when it made the first submerged crossing of the North Pole on Aug. 3, 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 routine submarine exercise.

20 The Evening Bulletin
PHILADELPHIA, Friday, November 11, 1966

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

By LAWRENCE M. O'BROCK

Johnson City, Tenn., 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 will not know when or where he 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.

Johnson Could Decide

A high official in the Johnson Administration asserted that Mr. Johnson could fix the time and place if he wished to.

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 made his own desires clear through Dr. George G. Burkley of the White House staff.

The complication arises 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. Burkley is with the President.

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

Shoulder Surgery

The President, resting more than normal and making up the

time on his LBJ ranch, feels fine despite a number of ailments. In addition to the abdominal and throat conditions which will be treated by surgery, Mr. Johnson has felt aches and pains in his shoulders.

The White House said today that it is nothing serious, although it is unpleasant.

Mr. Johnson has reportedly had no desire to ease the discomfort.

The doctors have checked out the sorest, White House acting press secretary George C. Christian said, and found nothing serious.

A high administration official himself as a loss to explain the surgery.

Sometime Next Week

At a news conference yesterday on his first lawn on the LBJ ranch, the President said the surgery "will take place next week."

Surgeons will repair an abdominal defect at the lower end of the stay on the President's abdomen left by gall bladder and kidney some surgery 12 months ago.

The surgery will involve the closing of an incisional hernia—break in the inner stomach wall. There is a lump at the spot the size of a golf ball.

While Mr. Johnson is under anesthesia, a throat specialist will show a soft tissue called a polyp from near the President's right vocal cord.

The polyp will be examined immediately to determine if there is malignancy. The doctors said that nearly all polyps are

Background Navy Has Rough Sailing

WASHINGTON, Nov. 10 (AP). THE Navy has had a tough time in the way of ocean safety in the past 16 days.

Thursday's collision of a submerged submarine with a carrier in the Atlantic marked at least the sixth accident involving Navy vessels since Oct. 15 when a flash fire swept the aircraft carrier Oriskany off Vietnam.

That fire claimed 14 men. "When you have several hundred ships operating at sea, these things are bound to happen," one high officer said. "The best you can hope to do is take steps toward preventing them."

Here are recent accidents:

Oct. 26—Fire that broke out in a locker containing flares swept the Oriskany off Vietnam. The flares, from which U.S. jets strike at North Vietnam, had to be pulled off

its "Yankee Station" and sent home for repairs.

Nov. 1—The submarine Tiru ran aground on a reef in the Coral Sea off Australia and was stuck four days before it could be towed away. None of the 80 men aboard was injured.

Nov. 3—The LST (Landing ship, transport) Churchill County rammed the top of

the Bay Tunnel at Norfolk, Va., and had to be pulled away by two tugs. No injuries.

Nov. 4—The carrier Franklin D. Roosevelt operating in South China seas, was hit by a fire which killed eight men. The carrier remained on station.

Nov. 7—Fire erupted in a storage room of the 24,000-ton aircraft transport ship Kula Gulf stationed at Pearl Harbor. No one was injured;

the blaze was brought under control in three hours.

Nov. 10—The submarine Nautilus rammed the carrier Essex during a maneuver 335 miles east of Wilmington, Del. The atomic sub suffered extensive damage to a super-section but surfaced with only one injury, a possible broken arm sustained by one of the crewmen. The Essex was not damaged.

One of the Navy's more embarrassing incidents of recent months occurred in July, 1965, when a radar picket destroyer, the Frank Knox, was hung up for five weeks on a reef in the South China Sea.

The Navy later reprimanded the commander of the destroyer after a court martial on charges of "negligently failing to keep himself informed of the ship's position."