

1

00:00:00,000 --> 00:00:11,993

This series presents information based in part on theory and conjecture.

2

00:00:11,993 --> 00:00:16,514

The producer's purpose is to suggest some possible explanations, but not necessarily

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00:00:16,514 --> 00:00:19,995

the only ones to the mysteries we will examine.

4

00:00:19,995 --> 00:00:46,001

There is a body of water from which the cry of distress comes more often for a square mile

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00:00:46,001 --> 00:00:55,003

than any other body of water in the world.

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00:00:55,003 --> 00:01:06,006

It is not the Devil's Sea off Japan, the tumultuous waters of the Cape Horn, nor the deadly calm of the Sargasso Sea.

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00:01:06,006 --> 00:01:11,007

It is an area where the search and rescue capabilities have no equal.

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00:01:11,007 --> 00:01:18,008

Not the Bermuda Triangle, but another triangle, a triangle formed by the Great Lakes,

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00:01:18,008 --> 00:01:30,011

locked in the heart of industrial North America.

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00:01:30,011 --> 00:01:40,014

The man who has accumulated and assessed the data that has led him to designate the Great Lakes as perhaps the greatest disaster area in the world is J. Leland Gurley.

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00:01:40,014 --> 00:01:52,017

J. Gurley is not only an experienced author and journalist, he is also a highly qualified professional flying instructor.

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00:01:52,017 --> 00:02:00,018

I've flown thousands of miles through the Bermuda Triangle, and I've been out of radio contact with anyone there for as much as an hour at a time.

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00:02:00,018 --> 00:02:11,021

It's much easier to understand how someone could disappear in a vast expanse of ocean like that than here, where you can see Canada off our right wing tip and the United States off our left wing tip.

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00:02:11,021 --> 00:02:18,023

I can overfly this lake in less than 10 minutes. No one is ever out of radio contact here.

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00:02:18,023 --> 00:02:24,024

We can communicate with at least 100 different government employees in the United States and Canada right now.

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00:02:24,024 --> 00:02:28,025

It's inconceivable that anyone could disappear here.

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00:02:28,025 --> 00:02:33,026

And yet, disappear they do, and under circumstances of mystery.

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00:02:33,026 --> 00:02:43,029

50 mile an hour headwinds that no one else feels, dangers that come so suddenly, the victim never even cries for help.

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00:02:43,029 --> 00:02:51,031

In terms of the sheer magnitude of tragedy, Gurley has discovered that the Great Lakes surpassed the so-called Bermuda Triangle,

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00:02:51,031 --> 00:03:00,033

and the Bermuda Triangle covers some one and a half million square miles, 16 times the size of the five Great Lakes combined.

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00:03:00,033 --> 00:03:12,036

These are not strange remote waters or vast stretches of ocean. These are completely enclosed freshwater pools, the playground of middle America.

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00:03:12,036 --> 00:03:23,038

On the shores of the Great Lakes stand the great American cities of Chicago, Detroit, Buffalo and Cleveland.

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00:03:23,038 --> 00:03:31,040

Piercing the sky over Toronto, on the shores of Lake Ontario, the highest man-made structure in the world.

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00:03:31,040 --> 00:03:38,042

The CN Tower stands as the ultimate pinnacle of highly sophisticated communications technology.

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00:03:39,042 --> 00:03:46,044

Traffic controllers urge pilots flying the lakes to report continuously to ground stations.

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00:03:46,044 --> 00:03:51,045

A 10 second lapse will launch full scale search and rescue.

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00:03:51,045 --> 00:03:57,046

And yet, the fact remains that there is high incidence of inexplicable disaster.

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00:03:57,046 --> 00:04:06,048

Jay Gurley assiduously follows up any clue, any lead which may shed light on the mysterious tragedies.

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00:04:06,048 --> 00:04:10,049

He has pursued high government officials in Washington and Ottawa.

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00:04:10,049 --> 00:04:18,051

Interviewed the men on the spot, the highly skilled search teams operated by the police and the Coast Guards of two nations.

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00:04:21,052 --> 00:04:28,054

He has spent days at the marinas to discuss the weather peculiarities with yachtsmen whose lives depend on their knowledge.

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00:04:28,054 --> 00:04:32,054

What's the worst thing that can happen in a situation like this?

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00:04:33,055 --> 00:04:44,057

He has fed his voluminous documentation gathered over two years into the highly sophisticated computer banks at such electronics nerve centers as the University of Toronto.

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00:04:44,057 --> 00:04:50,059

Searching for patterns, searching for correlations, searching for explanations.

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00:04:50,059 --> 00:04:52,059

Stop it right there if you would.

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00:04:52,059 --> 00:04:56,060

That's the accident I was telling you about just off Milwaukee.

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00:04:56,060 --> 00:04:58,061

That aircraft was at in-read altitude.

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00:04:58,061 --> 00:05:00,061

It was talking to air traffic control.

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00:05:00,061 --> 00:05:03,062

It was a clear day, very calm.

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00:05:03,062 --> 00:05:07,063

The aircraft disappeared from radar from an altitude of about 5,000 feet.

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00:05:07,063 --> 00:05:12,064

No trace of that airplane or anyone aboard it has ever been found in this day.

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00:05:15,065 --> 00:05:19,066

And finally, not dried data, but flesh and blood.

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00:05:19,066 --> 00:05:23,067

Eye witnesses who survived to describe their bewilderment.

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00:05:23,067 --> 00:05:30,068

Such a man is Robert Joy, Jr. of Michigan, a policeman, a pilot and a professor of criminology.

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00:05:30,068 --> 00:05:36,070

On April 23, 1973, Bob watched his father vanish.

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00:05:36,070 --> 00:05:40,071

His father was flying a safe, well-equipped amphibious aircraft.

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00:05:40,071 --> 00:05:43,071

Is there any difference between this airplane and the airplane your father disappeared in?

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00:05:43,071 --> 00:05:45,072

No, it's exactly the same type here.

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00:05:45,072 --> 00:05:48,073

Bob Joy was in another plane a few hundred feet away.

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00:05:48,073 --> 00:05:50,073

They were over shallow Lake Erie.

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00:05:50,073 --> 00:05:54,074

The water was not rough. There was no cry for help.

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00:05:54,074 --> 00:05:58,075

I got a radio message from my dad and I couldn't understand what he said.

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00:05:58,075 --> 00:06:03,076

The frequency that we were on was a 122.8 to Unicom frequency.

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00:06:03,076 --> 00:06:07,077

It was very congested, so I looked back out the right side of the airplane

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00:06:07,077 --> 00:06:09,077

and I didn't see the Lake Amphibian at all.

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00:06:09,077 --> 00:06:12,078

It had been there right along through the whole trip.

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00:06:12,078 --> 00:06:16,079

No trace of the Lake Amphibian was ever found.

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00:06:21,080 --> 00:06:26,082

The disappearances of small aircraft are hard enough to explain.

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00:06:26,082 --> 00:06:32,083

The strange disasters of the Great Laker Boats are perhaps even more mystifying.

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00:06:32,083 --> 00:06:37,084

These are ships that are built for lakes, never far from shore,

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00:06:37,084 --> 00:06:42,085

massively equipped with every conceivable safety and communications device.

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00:06:42,085 --> 00:06:45,086

When the Edmund Fitzgerald was launched,

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00:06:45,086 --> 00:06:49,087

it was the largest of the Great Laker Boats.

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00:06:49,087 --> 00:06:54,088

When she sailed from Duluth, Minnesota on November 9, 1975,

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00:06:54,088 --> 00:07:00,090

she too was sailing safely in tandem with another Laker, the Arthur M. Anderson.

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00:07:00,090 --> 00:07:03,090

They easily weathered a mild storm,

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00:07:03,090 --> 00:07:07,091

but to be safe, the Fitzgerald checked her speed to close the distance

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00:07:07,091 --> 00:07:10,092

between her and the Anderson.

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00:07:10,092 --> 00:07:13,093

A snow flurry obscured their view briefly,

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00:07:13,093 --> 00:07:19,094

but the radar told the Anderson that the Fitzgerald was less than nine miles ahead.

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00:07:19,094 --> 00:07:23,095

When the flurry lifted, the Anderson could see for 20 miles,

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00:07:23,095 --> 00:07:27,096

but there was no Fitzgerald.

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00:07:27,096 --> 00:07:32,097

She'd gone with a sudden convulsion to the bottom with all hands.

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00:07:34,098 --> 00:07:36,098

When the wreckage was found,

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00:07:36,098 --> 00:07:41,099

it was discovered that every lifeboat was still securely fastened.

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00:07:41,099 --> 00:07:46,100

The peculiar thing about that accident is that for three hours at least,

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00:07:46,100 --> 00:07:49,101

the Edmund Fitzgerald was slowly filling up with water.

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00:07:49,101 --> 00:07:53,102

We know that now, even though no one on board the Fitzgerald knew it at the time.

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00:07:53,102 --> 00:07:57,103

What's really strange about this accident is that no one did know that.

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00:07:57,103 --> 00:07:59,104

No one put on life jackets.

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00:07:59,104 --> 00:08:01,104

No one called for distress.

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00:08:01,104 --> 00:08:05,105

In fact, up until about one minute before the accident,

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00:08:05,105 --> 00:08:08,106

before the Fitzgerald finally went under the water,

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00:08:08,106 --> 00:08:12,107

the first mate of the Fitzgerald was saying that the ship was all right.

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00:08:12,107 --> 00:08:14,107

They were having no problem.

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00:08:14,107 --> 00:08:20,109

At one of the cam loops and the strange events of December 7th, 1927,

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00:08:20,109 --> 00:08:24,110

the cam loops too had plotted a cautious course,

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00:08:24,110 --> 00:08:28,110

entering Lake Superior in tandem with the freighter Quaidoc.

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00:08:28,110 --> 00:08:32,111

In the late afternoon, the man on the Quaidoc sighted rocks ahead

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00:08:32,111 --> 00:08:36,112

and swirred successfully to Starboard to avoid them.

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00:08:36,112 --> 00:08:42,114

The cam loops was following and could clearly see the Quaidoc's action.

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00:08:42,114 --> 00:08:49,115

But the cam loops sailed on, despite frantic warning blasts from the Quaidoc's great steam whistle.

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00:08:49,115 --> 00:08:51,116

She was not seen again.

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00:08:51,116 --> 00:08:54,117

It was presumed she was dashed on the rocks of Isle Royale,

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00:08:54,117 --> 00:08:59,118

but there was no wreckage, no bodies, no evidence whatsoever

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00:08:59,118 --> 00:09:02,119

that the cam loops had ever existed.

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00:09:04,119 --> 00:09:08,120

Jay Gourlet's search into the strange history of the lakes

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00:09:08,120 --> 00:09:13,121

led him back into the exhaustive records and preserved evidence of great lake shipping

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00:09:13,121 --> 00:09:16,122

kept at the Marine Museum on Toronto's waterfront.

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00:09:18,122 --> 00:09:22,123

The contemporary events first aroused my interest in this region.

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00:09:22,123 --> 00:09:27,124

Research quickly led me into these records of the 18th and 19th century.

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00:09:27,124 --> 00:09:33,126

We know, for example, that the first commercial vessel to sail on the Great Lakes,

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00:09:33,126 --> 00:09:38,127

the Griffin and all aboard her, vanished on her maiden voyage.

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00:09:38,127 --> 00:09:43,128

From relics like these, we know precisely what has caused most shipping accidents.

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00:09:43,128 --> 00:09:46,129

But this is not always true in the Great Lakes.

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00:09:46,129 --> 00:09:48,129

Often, evidence is contradictory.

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00:09:48,129 --> 00:09:51,130

Other times, evidence is totally non-existent.

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00:09:51,130 --> 00:09:56,131

There is, for example, an exquisite ship's figurehead found adrift,

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00:09:56,131 --> 00:10:00,132

but there is no record of any ship ever carrying this figurehead.

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00:10:02,133 --> 00:10:08,134

During the winter of 1902, divers searched unsuccessfully for the wreckage of the Bannock Burn.

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00:10:08,134 --> 00:10:13,135

They were not surprised because they could not believe that she had sunk.

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00:10:13,135 --> 00:10:16,136

She was last spotted by a passing ship.

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00:10:16,136 --> 00:10:19,137

She was pointed out by the skipper to his mate.

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00:10:19,137 --> 00:10:25,138

But when the mate turned his head to look at the proud vessel, the Bannock Burn was gone.

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00:10:27,139 --> 00:10:35,141

From time to time, over the years, she has been reported sailing on over the lakes.

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00:10:38,141 --> 00:10:42,142

And then there were the wrecks that were only too painfully evident.

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00:10:42,142 --> 00:10:47,143

But the phenomenon that destroyed them vanished as suddenly as it came.

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00:10:47,143 --> 00:10:54,145

The Layfield, the James E. Davidson, the Hebu, the Sakham.

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00:10:54,145 --> 00:11:00,146

All proceeding through relatively calm waters when a single gigantic wave struck them down.

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00:11:00,146 --> 00:11:05,148

A mountain of boiling water rising for one too moutchewous moment.

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00:11:05,148 --> 00:11:10,149

Meteorologists call them a seash wave, but cannot explain them.

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00:11:10,149 --> 00:11:14,150

They were first recorded in the Great Lakes in 1872.

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00:11:14,150 --> 00:11:17,151

They are not caused by wind.

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00:11:18,151 --> 00:11:24,152

The bizarre events of the lakes go back beyond the first records of the white man.

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00:11:24,152 --> 00:11:30,154

The so-called seash wave is part of the legend of the Chippewa Indians of Lake Superior.

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00:11:30,154 --> 00:11:40,156

They still speak of Nanabazhu Sturgeon, a monster fish that with a flick of his tail was said to destroy the mightiest vessel.

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00:11:40,156 --> 00:11:45,157

Indian legend is connected to another extraordinary case history.

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00:11:45,157 --> 00:11:51,159

The ship was called the Wabuno, an Algonquin name for black magician.

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00:11:51,159 --> 00:11:58,160

On November 20th, 1879, a doctor's wife claims she had a vision of the ship's destruction.

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00:11:58,160 --> 00:12:01,161

It was assumed she was hysterical.

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00:12:01,161 --> 00:12:06,162

The wreckage was found in Lake Huron, battered by some tremendous force.

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00:12:06,162 --> 00:12:10,163

But not a single body was ever recovered.

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00:12:11,163 --> 00:12:16,165

But the growing legend of the lakes is not only based on misty tales of superstition.

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00:12:16,165 --> 00:12:23,166

It is also based on cases that are all the more chilling because they are fully documented.

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00:12:24,166 --> 00:12:35,169

United Airlines Flight 389, a Boeing 727 similar to this one, a flight from New York to Chicago, August 16th, 1965.

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00:12:35,169 --> 00:12:37,169

The facts are solid.

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00:12:37,169 --> 00:12:41,170

The captain's voice was recorded by a traffic controller.

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00:12:41,170 --> 00:12:45,171

The flight path was tracked on highly sophisticated NORAD equipment.

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00:12:45,171 --> 00:12:48,172

There was no mechanical malfunction.

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00:12:48,172 --> 00:12:51,173

Three highly qualified pilots were on the flight deck.

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00:12:51,173 --> 00:12:54,174

They could see Chicago in the distance.

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00:12:58,174 --> 00:13:02,175

The aircraft descended perfectly normally to 6,000 feet.

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00:13:02,175 --> 00:13:06,176

It was then instructed to level out according to regular procedure.

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00:13:06,176 --> 00:13:09,177

But the aircraft did not level out.

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00:13:09,177 --> 00:13:15,179

It continued to descend for three minutes until it flew right into Lake Michigan.

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00:13:15,179 --> 00:13:19,179

There was no attempt to arrest the descent.

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00:13:19,179 --> 00:13:21,180

It was a clear day just like this.

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00:13:21,180 --> 00:13:26,181

In fact, up until one second before the United Airlines Flight 389 hit the water,

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00:13:26,181 --> 00:13:32,183

killing all 30 aboard, the pilot was talking to air traffic control about his altimeter setting.

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00:13:32,183 --> 00:13:38,184

He was looking at his altimeter, he was setting it, he was paying attention to his altimeter.

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00:13:38,184 --> 00:13:40,184

The copilot was flying the airplane.

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00:13:40,184 --> 00:13:42,185

He could see the water below him.

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00:13:42,185 --> 00:13:46,186

He could see the city of Chicago in the distance there about 15 miles away.

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00:13:46,186 --> 00:13:50,187

In light of these facts, the National Transportation Safety Board concluded

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00:13:50,187 --> 00:13:56,188

that no possible explanation can be offered for the action of this crew.

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00:13:56,188 --> 00:13:58,189

No possible explanation.

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00:13:58,189 --> 00:14:02,190

And yet there is another case involving exactly the same elements.

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00:14:02,190 --> 00:14:06,191

An altimeter charting a path to certain death.

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00:14:06,191 --> 00:14:12,192

Right here is where Detroit departure control cleared the Saber liner that was owned by General Motors

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00:14:12,192 --> 00:14:15,193

to begin its approach into Pontiac.

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00:14:15,193 --> 00:14:20,194

Up about five miles is where the Saber liner began its descent.

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00:14:20,194 --> 00:14:25,195

And beyond that, another two miles is where the Saber liner finally crashed into the ground.

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00:14:25,195 --> 00:14:28,196

At no time was there anything wrong with the aircraft itself.

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00:14:28,196 --> 00:14:31,197

It was under full control of the pilot throughout the flight.

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00:14:31,197 --> 00:14:34,197

Here there is miraculously a survivor.

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00:14:34,197 --> 00:14:40,199

He was the copilot that night, a man with vast experience and a spotless record.

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00:14:40,199 --> 00:14:42,199

Howard Herbst.

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00:14:42,199 --> 00:14:44,200

The crew is something like this.

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00:14:44,200 --> 00:14:47,200

They said, you're cleared to 2,700 feet.

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00:14:47,200 --> 00:14:53,202

Clear for the approach, contact Pontiac Tower at the outer marker.

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00:14:53,202 --> 00:14:59,203

And 2,700 feet is the altitude for the procedure turn.

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00:14:59,203 --> 00:15:03,204

So we descended to the 2,700 feet.

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00:15:03,204 --> 00:15:05,205

That I know we were at.

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00:15:05,205 --> 00:15:09,206

I checked that altitude and both of us did.

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00:15:09,206 --> 00:15:11,206

Everything was going along smoothly.

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00:15:11,206 --> 00:15:19,208

We were doing a checklist and when I got done with it, I saw the trees at the end of that checklist.

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00:15:19,208 --> 00:15:22,209

Why then did he descend below minimums that night?

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00:15:22,209 --> 00:15:25,209

Why did he fly that Saber liner down into the ground?

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00:15:25,209 --> 00:15:27,210

I have no idea, really.

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00:15:27,210 --> 00:15:30,211

I wish I could answer it, but I don't.

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00:15:30,211 --> 00:15:34,211

It just happened and the next thing I knew we were in the trees,

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00:15:34,211 --> 00:15:39,213

but I have no knowledge of why or no answer.

183

00:15:42,213 --> 00:15:48,215

Howard Herbst has no answer, nor do the investigators who poured over the wreckage.

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00:15:48,215 --> 00:15:55,216

To understand how baffling this is, one must appreciate how meticulous these investigators are

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00:15:55,216 --> 00:15:58,217

and the elaborate technology at their disposal.

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00:15:58,217 --> 00:16:02,218

For example, they can determine 6 months after an accident

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00:16:02,218 --> 00:16:08,220

whether or not a tiny indicator light was lit on impact.

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00:16:08,220 --> 00:16:14,221

Electronic microscopes tell these investigators whether there are scratches on a tiny metal part,

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00:16:14,221 --> 00:16:23,223

whether there are scratches on scratches, which might indicate a different sort of structural failure.

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00:16:23,223 --> 00:16:29,224

A highly scientific examination of every piece of wreckage can reconstruct the state of an aircraft

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00:16:29,224 --> 00:16:33,225

as it existed at the moment of impact.

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00:16:38,227 --> 00:16:43,228

When the investigators finally conclude that the cause of a crash is undetermined,

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00:16:43,228 --> 00:16:48,229

it can be assumed that the mystery is very real indeed.

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00:16:53,230 --> 00:16:57,231

Not just civilian aircraft, but military aircraft.

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00:16:57,231 --> 00:17:04,233

In 1956, the CF-100 was the backbone of the Royal Canadian Air Force.

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00:17:04,233 --> 00:17:10,234

A reliable jet fighter checked out with military precision every time it left the ground,

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00:17:10,234 --> 00:17:15,235

flown by young men with the razor-sharp reflexes of the fighter pilot.

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00:17:22,237 --> 00:17:29,239

On May 15, 1956, a plane like this took off over the Great Lakes.

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00:17:29,239 --> 00:17:36,240

Only seconds after its last routine transmission, it disappeared off radar.

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00:17:36,240 --> 00:17:42,242

It was subsequently learned that the pilot had dropped 33,000 feet to his death

201

00:17:42,242 --> 00:17:47,243

without uttering a single word of distress.

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00:17:47,243 --> 00:17:51,244

It was on that aircraft, was here the night, talking to us about it.

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00:17:51,244 --> 00:17:54,245

In many cases, the circumstances are so mysterious

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00:17:54,245 --> 00:17:59,246

as to give rise to theories that range from conservative scientific evaluations

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00:17:59,246 --> 00:18:04,247

to fanciful speculations on the forces of outer and inner space.

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00:18:04,247 --> 00:18:09,248

There appears to be, for example, a particular area of such heavy devastation

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00:18:09,248 --> 00:18:13,249

as to be beyond the possibilities of coincidence.

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00:18:13,249 --> 00:18:18,250

It is a line that extends curiously enough into the Bermuda Triangle.

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00:18:18,250 --> 00:18:21,251

It is called the Agonic Line.

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00:18:24,252 --> 00:18:28,253

The Agonic Line, or the line of zero magnetic variation,

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00:18:28,253 --> 00:18:34,254

is the line along which magnetic north and true north are precisely the same direction.

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00:18:34,254 --> 00:18:38,255

Now, how this would be related to a transportation accident

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00:18:38,255 --> 00:18:43,256

or how it could cause such a tragedy has never been explained,

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00:18:43,256 --> 00:18:48,257

but the fact remains that a number of such disasters have occurred on or near this line.

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00:18:48,257 --> 00:18:53,259

For example, the disappearance of Northwest Airlines Flight 2501.

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00:18:53,259 --> 00:18:56,259

The disappearance of November 212 Alpha Delta.

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00:18:56,259 --> 00:19:00,260

The implausible last actions of the Edmund Fitzgerald.

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00:19:00,260 --> 00:19:02,261

In searching for explanations,

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00:19:02,261 --> 00:19:08,262

Jake Gourlet meticulously examined 86 air disasters and 45 shipping disappearances.

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00:19:08,262 --> 00:19:15,264

In many cases, the only possible explanations seem to be outside the range of conventional wisdom.

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00:19:15,264 --> 00:19:18,265

Some could be explained by the vortex theory,

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00:19:18,265 --> 00:19:23,266

the so-called black holes where matter drops in and out of space-time continuum.

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00:19:23,266 --> 00:19:28,267

Then there's the fact that the Great Lakes have heavy deposits of iron ore.

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00:19:28,267 --> 00:19:32,268

There are well-founded theories of the magnetic field of the earth reversing itself,

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00:19:32,268 --> 00:19:37,269

of magnetic earthquakes which could destroy navigational capabilities.

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00:19:37,269 --> 00:19:44,271

In three cases, the disappearance of Northwest Airlines Flight 2501 over Milwaukee,

227

00:19:44,271 --> 00:19:48,272

the crash of a PA-22 into the shore ice of Lake Michigan,

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00:19:48,272 --> 00:19:51,272

and the sudden destruction of the Edmund Fitzgerald,

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00:19:51,272 --> 00:19:58,274

unidentified flying objects were independently and reliably reported in the disaster area.

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00:19:58,274 --> 00:20:00,275

And so there are many theories.

231

00:20:00,275 --> 00:20:07,276

Strange atmospheric forces, electromagnetic anomalies, the agonistic line, psychic forces,

232

00:20:07,276 --> 00:20:10,277

even the presence of UFOs.

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00:20:10,277 --> 00:20:13,278

As for my own opinion after two years of research,

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00:20:13,278 --> 00:20:15,278

none of these theories is adequate.

235

00:20:15,278 --> 00:20:18,279

None of them is verifiable.

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00:20:18,279 --> 00:20:20,279

Yet none can be discounted.

237

00:20:21,280 --> 00:20:24,280

Jay Gourlet continues to gather evidence,

238

00:20:24,280 --> 00:20:29,281

but as his search continues, the clues do not offer a ready explanation.

239

00:20:32,282 --> 00:20:36,283

In the heart of the Great Lakes is the mighty force of Niagara Falls,

240

00:20:36,283 --> 00:20:39,284

known as the Maid of the Mist.

241

00:20:39,284 --> 00:20:44,285

It is perhaps the most spectacular example of nature let loose.

242

00:20:44,285 --> 00:20:48,286

When men die here, there is no question as to why.

243

00:20:48,286 --> 00:20:55,288

The mystery is in the surrounding waters where there is no apparent reason for sudden death.

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00:20:55,288 --> 00:20:59,289

Stretching out a thousand miles from the Maid of the Mist,

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00:20:59,289 --> 00:21:03,289

the Great Lakes Triangle is joining those other areas of mystery

246

00:21:03,289 --> 00:21:07,290

that form the tragic folklore of unexplained disaster.

247

00:21:10,291 --> 00:21:19,293

Coming up next, 20th century with Mike Wallace confronts the raging inferno of volcanoes.

248

00:21:19,293 --> 00:21:23,294

Then from World War II through Korea to the supersonic marvels of today,

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00:21:23,294 --> 00:21:28,295

weapons at war flies you through the evolution of the jet plane.