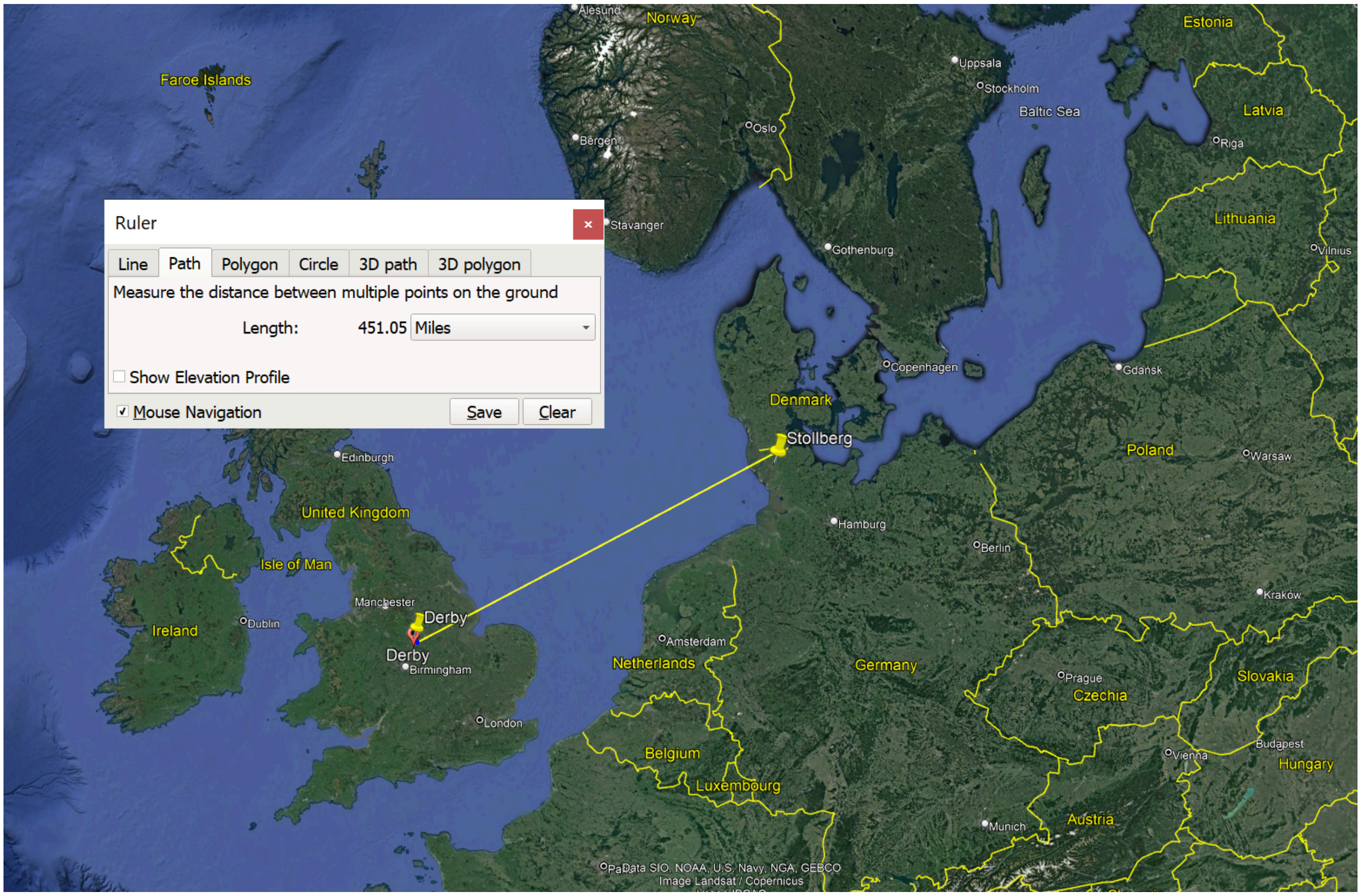
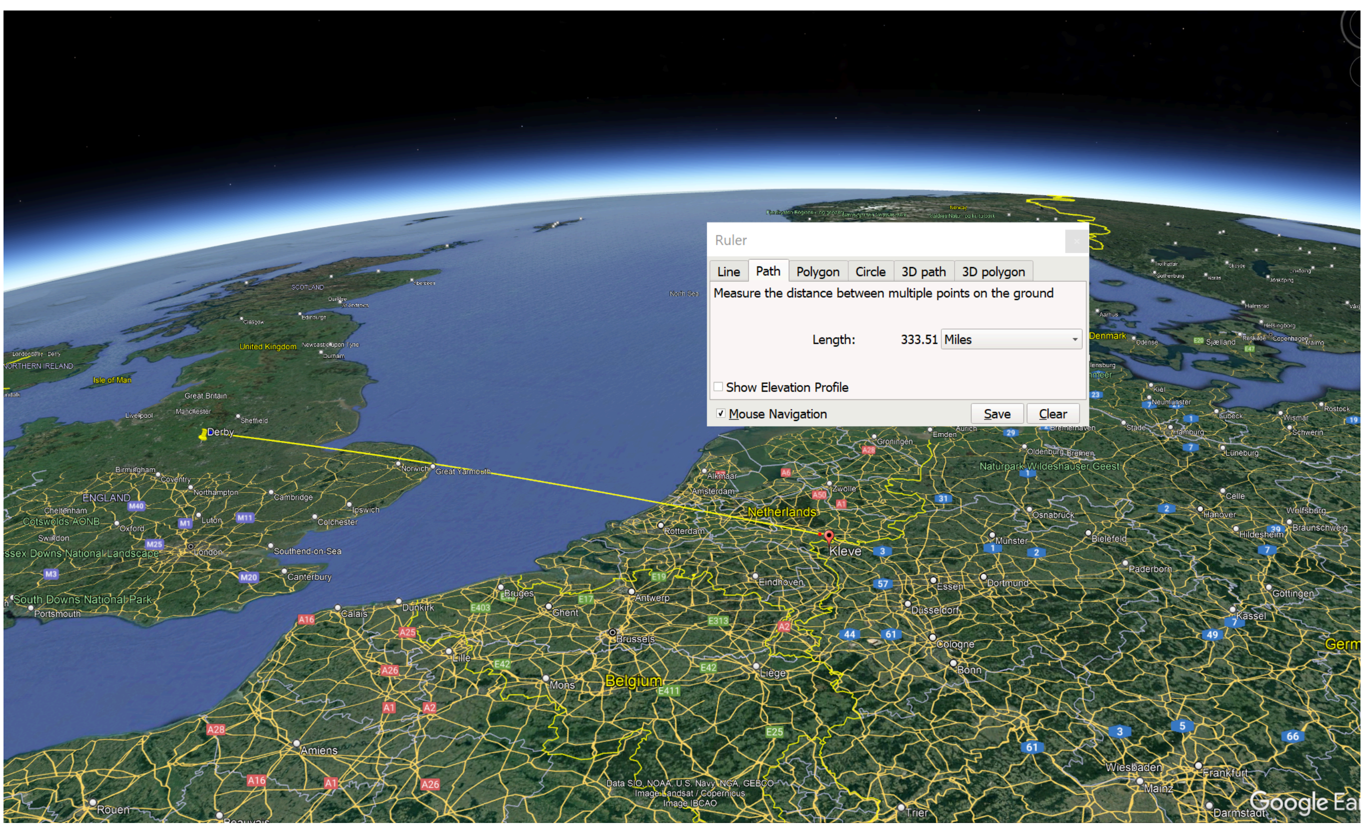
FE Radar

Notes:


Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between multiple points on the ground
Length:
451.05
Miles
Show Elevation Profile
Mouse Navigation
Save
Clear
Norway
Faroe Islands
Alesund
Bergen
Oslo
Stavanger
Uppsala
Stockholm
Baltic Sea
Estonia
Latvia
Riga
Lithuania
Vilnius
Gothenburg
Copenhagen
Gdansk
Denmark
Stollberg
Poland
Warsaw
Edinburgh
United Kingdom
Isle of Man
Hamburg
Berlin
Manchester
Derby
Derby
Birmingham
Dublin
Ireland
Amsterdam
Netherlands
Germany
Prague
Czechia
Kraków
Slovakia
London
Belgium
Luxembourg
Vienna
Budapest
Hungary
Munich
Austria
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image Landsat / Copernicus

Notes:


Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between multiple points on the ground
Length:
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Miles
Show Elevation Profile
Mouse Navigation
Save
Clear
United Kingdom
Isle of Man
Great Britain
Derby
ENGLAND
Birmingham
Norwich
Great Yarmouth
Cambridge
Ipswich
Colchester
London
Southend-on-Sea
Canterbury
South Downs National Park
Portsmouth
Calais
Dunkirk
Bruges
Ghent
Antwerp
Brussels
Belgium
Mons
Amiens
Rouen
Netherlands
Amsterdam
Rotterdam
Eindhoven
Kleve
Essen
Dusseldorf
Dortmund
Cologne
Bonn
Liege
Osnabruck
Bielefeld
Munster
Paderborn
Hanover
Kassel
Gottingen
Braunschweig
Hildesheim
Wiesbaden
Frankfurt
Mainz
Darmstadt
Trier
Denmark
Kiel
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image Landsat / Copernicus
Image IBCAO
Google Earth

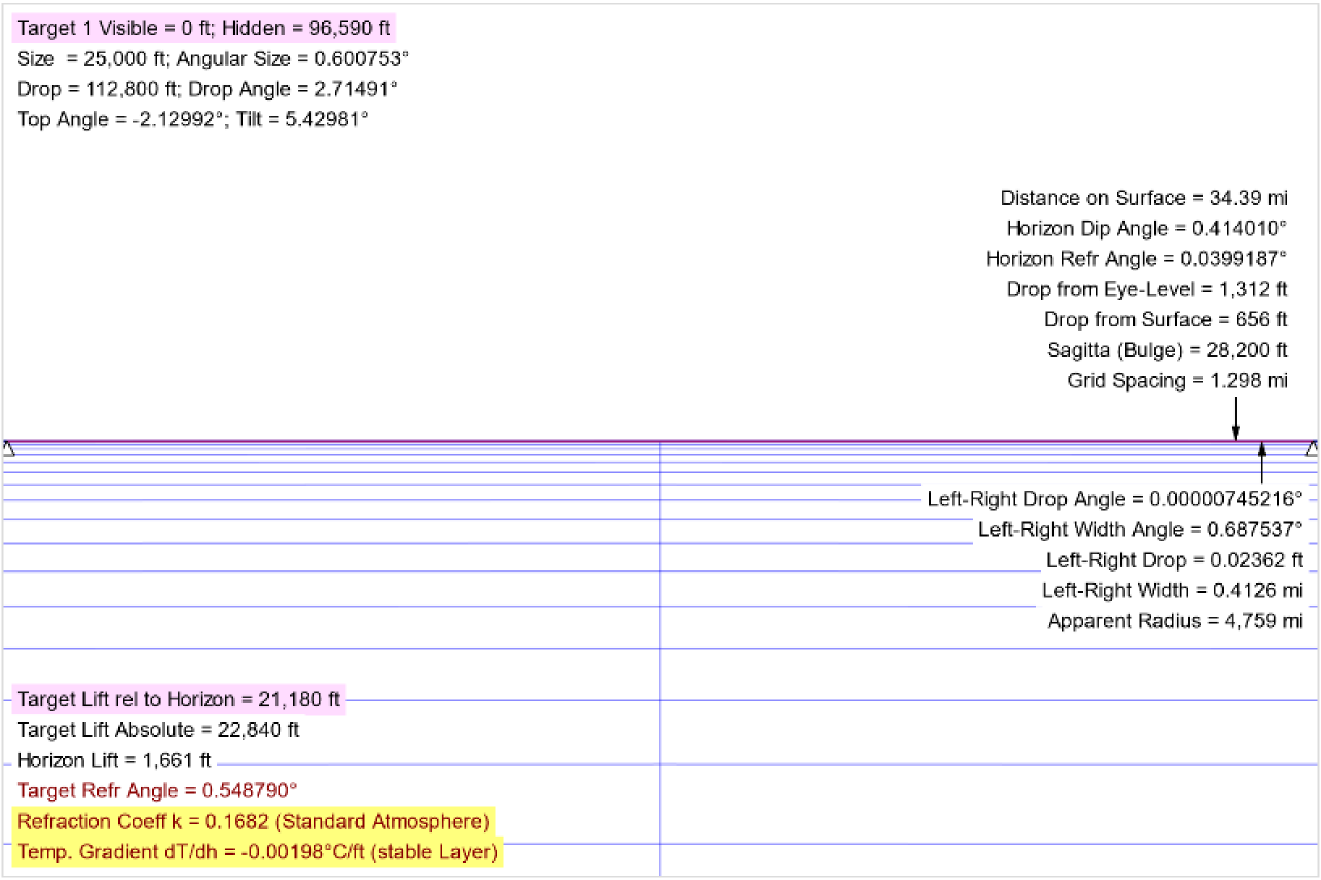
Notes:

Advanced Earth Curvature Calculator

Friday, August 31, 2018 - 17:54 | Author: wabis | Topics: FlatEarth, Calculator, Knowlegde, Geometry

+ Show Tutorial

Link: **walter.bislins.ch/CurveCalc**



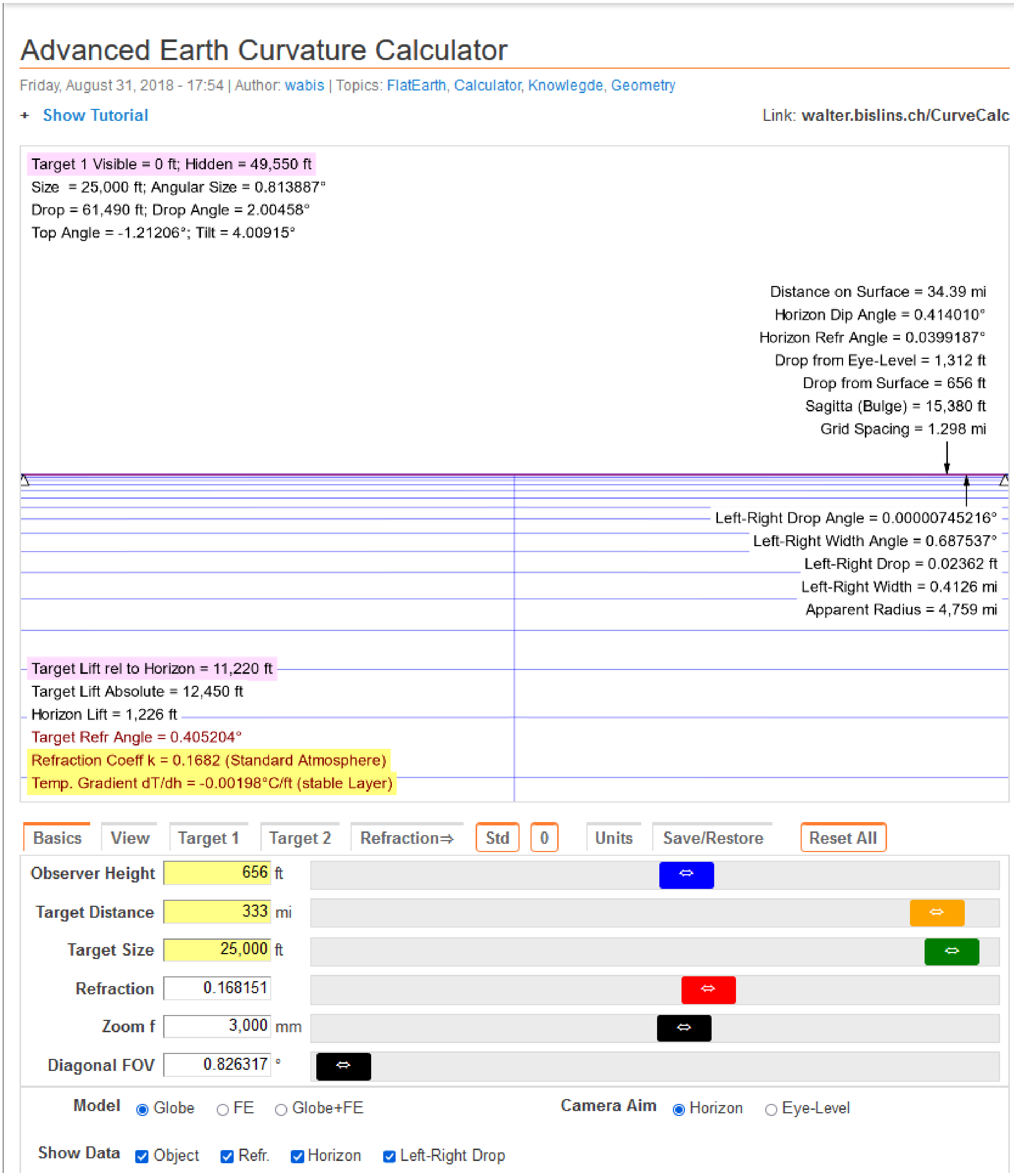
Basics | View | Target 1 | Target 2 | Refraction⇒ | Std | 0 | Units | Save/Restore | Reset All

Observer Height	656	ft
Target Distance	451	mi
Target Size	25,000	ft
Refraction	0.168151	
Zoom f	3,000	mm
Diagonal FOV	0.826317	°

Model ◉ Globe ○ FE ○ Globe+FE **Camera Aim** ◉ Horizon ○ Eye-Level

Show Data ☑ Object ☑ Refr. ☑ Horizon ☑ Left-Right Drop

Notes:



Notes:

Piezo Notes:

Technology utilizing triangulation of two VHF beams during World War II to bomb England from Germany.

First beam from Stollberg Hill to Derby.
Second beam from Kleve to Derby.

The flat earth argument is as follows:

HF waves operate in the 3-30 MHz band. This band includes "skywaves" which can bounce off of the ionosphere. VHF operates within the 30-300 MHZ band. UHF operates in the 300-3000 MHz band. VHF and UHF penetrate the ionosphere. They are used in line-of-sight applications because of this.

According to historical record, the Knickebein system used line-of-sight propagation to target planes hundreds of kilometers away. Based on the math, with standard refraction included and accounted for, this should have been impossible on a globe. In fact, this is the very reason the British intelligence informed British scientists about their suspicion of the towers' existence and use, and the scientists rejected the possibility.

Continuing... the Knickebein system was used to perform precision strikes on targeted factories at night, with accuracies within 100 yards. The intercepted beams, after being discovered over and near Kleve, measured widths of 400-500 yards.

Insert standard explanation: the early towers operated between 31-33MHz frequency, which is BARELY above HF and in the low end of VHF. Under perfect conditions, these can still sometimes be reflected off the ionosphere. Therefore, this must have been what was at work in order for the planes flying at 19,000-25,000 feet of altitude to intercept the signal beams once they were over Kleve. (edited)
Problem with this explanation: ionospheric skywave propagation, also known as "bouncing" or "skipping," does not occur in straight lines and perfect angles. Instead, it will end up reflecting the received wave off at some level of cant or angle which will vary based on atmospheric conditions and other variables. This change in angle, regardless of how large or small, would have caused a shift in the point at which the two beams being used would have intersected, meaning it would have altered the point at which the planes would have dropped the bombs. An angle change of only 1 degree from the beams shot from either Stollberg Hill or Kleve would have shifted the beams by kilometers.

Another problem with the idea that the Knickebein towers shot skywaves is the fact that when people actually do shoot skywaves, they aim the projecting equipment directly towards the sky. The Knickebein system shot the beams directly towards the target, as the planes actively flew inside the beams while flying from Germany to Derby. The only reason they would have eventually ended up hitting the ionosphere would be because of the natural trail-off towards the sky as the earth curved away from the beams underneath. But, looking at the pictures, you can look at the variable labeled "Drop" and see the altitude the beams would have been at when they reached Derby (or "Hidden" to see the altitude after accounting for refraction). When we look at these altitudes, we see the higher of the two as being about 100,000 feet, which is FAR short of the ionosphere, but still FAR above the altitude the planes flew at, which means they would not have received the signals.

In conclusion, by the times the beams reached Derby, on a globe they would have been far too high above the planes to be received but far too low below the ionosphere in order to experience any sort of "skip" or "bounce," and even if someone just brute-force-logic assumed that a skywave or bounce DID happen, that would have caused an angle change which would have defeated the accuracy of the system that factually performed precision strikes on the Rolls Royce factory. Thus, the earth cannot be a globe approximately 3,959 miles in radius.

@Young_Piezo