

Division of Chorrillos, and from other military dependencies, to Army General Headquarters. They travelled in Army vehicles, and were guarded by soldiers. One hundred and thirty-six commandos met with the General Command of the Army and with the head of the Joint Chiefs of Staff of the Armed Forces, Gen. Víctor Bustamante. During the meeting, the officers told General Bustamante of generalized discontent within the military ranks in the face of this mad assault. General Bustamante responded by assuring the commandos of the Army's decision, as an institution, to assume the defense of the commandos. "No one is going to surrender. . . . First they'll have to take me, but I will not allow a single Army commando to be taken prisoner," sources report the general as stating.

It is also known that every officer with an outstanding arrest warrant against him is remaining in his barracks, to avoid arrest. The warrants incredibly include Gen. Williams Zapata, head of the chiefs of staff of the second military division. Gen. Williams Zapata is today commanding special troops in pursuit of a Shining Path column in the region of Ríos Ene and Apurímac, where these narco-terrorists—with the probable help of the Colombian Revolutionary Armed Forces (FARC)—have taken 400 hostages among the Asháninka Indians.

Retired Gen. Luis Alatrística, who was head of the commandos during the Peru-Ecuador War of Cenepa, and is considered one of its heroes, has declared himself in open rebellion against the judicial witch-hunt.

In the context of the generalized protest against this judicial persecution, the May 23 edition of the newspaper *La Razón* published an interview with this author, who reported that prosecutor Ronald Gamarra was in the legal apparatus of the MRTA itself, serving, according to official documents from the military trials, as a lawyer for both Shining Path and MRTA terrorists who had been convicted.

Whatever direction these developments take, the damage has already been done; in the case of the commandos who liberated the Japanese compound in 1997, as in the case of the "faceless judges" who sentenced the terrorists, names have been revealed, and photographs of the military commandos who carried out the operation have even been published. The wife of General Alatrística, another of the commandos facing an arrest warrant, has charged that she has received threatening phone calls, apparently from MRTA terrorists.

In the *EIR* book published in 1993, entitled *The Plot to Annihilate the Armed Forces and Nations of Ibero-America*, it is charged that the globalist assault against the Armed Forces of the continent, not only seeks to materially undermine them through draconian fiscal austerity, but also seeks to destroy their morale, and to alter the positive perception that Ibero-American society has of its armed forces. The book warns that to achieve these objectives, the globalists want to demolish the key value of that military morale, which is the concept of heroism.

In Memoriam: Thor Heyerdahl

A Man Who Was Both Humble, and Proud

by Rick Sanders

On April 18, 2002, Thor Heyerdahl (born Oct. 6, 1914) breathed his last, after 87 years of life well spent. Before World War II, Heyerdahl had already abandoned an "island paradise" in the Pacific, because he had an idea, and could not rest without testing it. When the war broke out, he was soon recruited to carrying out irregular war against Nazi Germany in his native Norway. After the war, he became famous—and feared by academia—for building ships to test hypotheses about ancient navigation, and sailing them himself.

He had an idea, a concept, that man's history stretched back much further than most people think, that man was travelling the oceans long before the present. So, Heyerdahl was not arrogant and blind like so many people today: He took seriously the stories, the "myths" that he heard on his early travels in the South Seas. The Peruvian "myths" told of red-bearded men, whom some called "gods," who had shown up in Peru a long time ago, and then sailed away westward along with their "Sun-king," Kon-Tiki, never to return. The South Sea "myths" which led to Captain Cook's being thought of by the Pacific islanders as a modern reappearance of Kon-Tiki.

Heyerdahl looked at the Humboldt Current, which flows counterclockwise between Peru and certain Pacific islands, and calculated that under the most optimistic conditions—given a steady wind and current—it would take about 90 days to make landfall after leaving Peru. To test his idea, he needed a raft and a crew. He wrote a telegram to Torstein Raaby, a radio operator who had crossed his path in World War II, when they were both fighting behind Nazi lines in Scandinavia: "Am going to cross Pacific on a wooden raft to support a theory that the South Sea islands were peopled from Peru. Will you come? I guarantee nothing but a free trip to Peru and the South Sea Islands and back, but you will find good use for your technical abilities on the voyage. Reply at once."

The next day the following telegram arrived: "Coming. Torstein." They found four other crew members, built a 40-foot-long balsa raft, organized support for it among military and diplomatic circles, and travelled 4,300 miles in 101 days, from Peru to the island of Raroia. The feat showed that, in principle, this same trip could have been made many thousands of years ago, so that South America could have been in contact with the Pacific Islands, at least from east to west.

And They Did Not Sink!

Was it a fluke? Was it something any old gang of rambunctious young folk could have done? Neither. Heyerdahl was both humble and proud; he knew when to listen, and when not. For example, common sense would have said to use bone-dry logs, to provide greater buoyancy; common sense would have said, that the ropes used to lash the logs together would chafe through very quickly, and that chains or wire rope should be used instead.

But Thor believed in human history: “I knew all the time in my heart that a prehistoric civilization had been spread from Peru and across to the islands at a time when rafts like ours were the only vessels on that coast. And I drew the general conclusion that, if balsa wood had floated and lashings held for *Kon-Tiki* in 500 A.D., they would do the same for us now if we blindly made our raft an exact copy of his.”

A couple of storms proved him right: “After two storms the *Kon-Tiki* had become a good deal weaker in the joints. The strain of working over the steep wave-backs had stretched all the ropes, and the continuously working logs had made the ropes eat into the balsa wood. We thanked Providence that we had followed the Incas’ custom and had not used wire ropes, which would simply have sawed the whole raft into matchwood in the gale. And, if we had used bone-dry, high-floating balsa at the start, the raft would long ago have sunk into the sea under us, saturated with sea water. It was the sap in the fresh logs which served as an impregnation and prevented the water from filtering in through the porous balsa wood.”

Following the explosive success of the *Kon-Tiki* Expedition, Heyerdahl organized and led the Norwegian Archaeological Expedition to the Galapagos Islands (1952); and a major archaeological expedition to the Pacific’s most isolated island: Easter Island (1955-56).

Academia Takes It On the Nose Again: The ‘Ra’ Expeditions

Heyerdahl continued his research on ancient navigation and turned his attention to the ancient reed-boats made of papyrus. Academia believed these boats would become water-logged after less than two weeks on open water; but Heyerdahl talked to the people who still today build and use these reed boats: in Peru, on Lake Chad in Africa, and the Marsh Arabs in Iraq. They look the same still today as those found depicted on the pyramids in Egypt.

Heyerdahl gleaned from them, and from his own experience with the balsa logs, that the most important problems to solve to keep the reeds from becoming waterlogged, are what kind of reed is used, and *when it is cut*. The first boat, launched as *Ra I* from the old Phoenician port of Safi, Morocco in 1969, sailed 5,000 kilometers (2,700 nautical miles) in 56 days, until storms and deficiencies in the construction caused the team to abandon its target only one week short of Barbados. Ten months later, in 1970, Heyerdahl—using another reed ship,



Thor Heyerdahl (1914-2002)

Ra II—succeeded in crossing the widest part of the Atlantic, 6,100 km (3,270 nautical miles), in 57 days, from Safi to Barbados.

The assertion, dignified as a “theory,” that no one could have crossed the Atlantic much before Columbus because they did not have the ships, etc., was thrown on its head. But more than that, Heyerdahl used a ship modelled on those that were being built 4,000 years, or even much longer, before Columbus. Now the academic fairy tale, that North and South America were uninhabited until the forerunners of the Indians and Eskimos crossed the Bering Straits, about 12,000 B.C., was in jeopardy.

Heyerdahl continued to organize expeditions, and write books about them, all of which are worth reading: to the Tigris River (1977), the Maldives Islands (1982, 1983, and 1984), and the Canary Islands. Thor Heyerdahl will be sorely missed by all those who delight in pointing out that the Emperor (i.e., those who persist in promoting historical frauds), basking in the adoring gaze of his courtiers, was not wearing any clothes.