

Prophylaxis Health in the Military Political

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Appeal of Dr Ferdynand Barbasiewicz, a humanist to presidents of states, prime minister, ministers of foreign affairs, parliament members and politicians in international relations of the united nations.

Attention! It is highest time for the UN Secretary General to have a mandate granted by 4/5 of the Forum of the UN Assembly to bring UN mediatory peace forces with the described below extremely effective defensive-humanitarian weapons in future international conflicts where using force is virtually inevitable. My personal proposal for the UN Secretary General stems from effective and competent pursuing to prevent human victims and destruction of the infrastructure necessary for the existence of the local community like in Ukraine or other places on the EARTH. Substantiation: As we know from previous experience, in conflict situations in the world before UN Security Council takes any mediatory decisions (or a Council member vetoes them), as a rule military actions are taken, people get killed and the conditions of the existence of human community are destroyed in offensive military activities.

Military and police rapid response mediatory forces subordinated to the UN Secretary General should be equipped with the described below logistic humanitarian-defensive means, which in computer simulated research were evaluated very highly in terms of efficiency at the Institute of the Navy Academy. This opinion was expressed in writing by rear admiral Zbigniew Badeński, Chief of the Staff of the Navy of the Republic of Poland on 30 October 2000.

The most effective and very cheap humanitarian defence at the legal disposal of the UN Secretary General for maintenance of peace in the world, without human victims and destruction of the infrastructure necessary for human existence in the context of solving geopolitical conflicts under threat of the use of offensive military forces by the aggressor.

Humanitarian warhead for destruction of aircrafts and helicopters of the aggressor; “blinding” radars, shutting down drives of ships and mines with foil strips for shutting down engines of tanks and other military vehicles, disabling the infantry of the aggressor humanitarially. The enclosed proposal may also be helpful in combating terrorism.

Ferdynand Barbasiewicz, the author of the design and appeal, Poland

After appropriate psychological examinations and specialised training, in a situation of the approaching military crisis a soldier, an officer, a sailor as well as an experienced policeman puts on a helmet on his head, which is equipped with a specific electronic camera reading the observation movement of the pupil reflection on a specified object flying in the air or floating on water or running on land. In the first design of the module, a computer capable of tracking in a split second the reflection of the eye pupil observing a flying military aircraft, floating ship, running tank and other similar military vehicles of the aggressor. In that time the officer presses the button of a pocket remote and then the computer in a fraction of one thousandth of a second guides the laser ray on the observed aircraft or other military objects of the enemy following their sight and precisely locates the distance, ceiling, direction and the speed of flight, run or other movement. Subsequently, a cannon, rocket launcher installed on an electromagnetic gyroscope with recoil amortisation, on a special platform of a military vehicle, which in a split second adjusts the direction of the cannon shot, rocket launch with precise

programming of the electronic firing in the missile or rocket head is ahead of the explosion at 2 - 3 km before the enemy military aircraft flying in the air, which is to be destroyed in 2 seconds. When the missile or rocket head explodes at 2 km precisely in the flight course of the enemy aircraft a round cloud of densely scattered foil strips of precisely defined chemical composition is formed. Such a cloud is 200 meters in diameter and the enemy aircraft will inevitably enter it. A pilot of the enemy aircraft is given 2 seconds to activate the ejector seat and leave the machine. In a similar manner crewless military aircrafts and military helicopters of the aggressor are destroyed. A similar effect is achieved by a missile fired from a cannon or a rocket, which bursts just above the deck of an approaching warship or just before an approaching vehicle, where strips of foil of precisely defined chemical composition will be effectively sucked with the air and will thoroughly stick the air filters of the engines of the above mentioned vehicles for a precisely pre-planned period. Similarly, foil strips stick radars leaving the military equipment of the enemy useless, e.g for one hour or longer. Small arms, a rifle steered by a soldier with a laser meter, with a basal grenade with foil strips receives the bearing of the object for shutting down its engine by sticking its filters and blinding radar or disabling the infantry of the aggressor.

In a missile or rocket head in a few thousands of a second a program gets activated in an electronic fuse of the missile in a manner that causes the explosion at 2 - 3 km before a plane or at a smaller distance as required before the aggressor's other moving object. When the missile head reaches the correct position at an appropriate distance before an aircraft or other object a programmed explosion of the head takes place, which scatters very thin and multiple strips of foil of precisely defined chemical composition for a military aircraft in 100 meter radius. The foil strips set fire on and destroy the engines of the plane being in the air. Foil strips for destruction of the drives on the enemy aircrafts in the form of thick spherical cloud stay in the air for one minute only and next they utilise themselves and vanish. A pilot from the enemy aircraft gets absolute 2 seconds for activating the ejector seat and leaving the plane. A second simple electronic system installed similarly in a helmet or on a crewless plane simultaneously works on detecting a strong emission of very high temperature fume infrared emitted by aircrafts, helicopters and rockets during a flight on cloudy days, at night, in fog, etc. The computer uses laser to evaluate in a fraction of one thousandth of a second the ceiling, distance, direction and speed of the flight. At the same time the computer defines the trajectory of outrunning the flight direction for a missile/rocket with a humanitarian warhead, which after being launched bursts at 2 - 3 kilometres before the enemy's multi-task plane both in the line and in the flight direction forming a cloud of 200 metre diameter (in the shape of the so called fireworks), into which in 2 - 3 seconds the aircraft will inevitably fall and in a split second it's turbines, jet engines will be destroyed and the plane is bound to fall down to the earth.

I also have a very effective system of destroying any missiles of short, middle and long range, which at a very high speed and friction in the air resistance maintain critically high temperature of the rocket coating. And if we add to the enemy's rocket surface strips of foil of specified chemical composition, in a few seconds the temperature of the rocket coating will increase significantly and cause an earlier explosion of the fuel supply. Then the rocket will not reach its target as it will be effectively destroyed and it will fall down. Seven charges of foil strips launched from one head of a defensive rocket end up as planned in the line of the direction of the enemy rocket, into which in a fraction of one thousandth of a second the enemy rocket will inevitably fall. And the chemical composition of foil strips with addition of ferrite will result in their multiple sticking to the external coating of the rocket. Subsequently, as a result of friction with the air foil strips will catch fire and rapidly increase the temperature of the substance of the rocket drive until explosion of the fuel supply. It is possible for a second rocket to extend the heating of the fuel supply casing on the enemy rocket. Note! An appropriate program electronic regulation of the defensive head ignition takes place with reference to shutting down the drives of any other vehicles in motion on water and land by sticking their air filters with foil strips. Just imagine the German attack of Schleswig-Holstein battleship of 1 September 1939 on the Polish Military Base Westerplatte, when an explosion of one head of a missile with foil strips would have been enough aboard that battleship. Powerful engines of the German warship generating electricity, which affects the efficiency of steering cannons, torpedoes and radars on board, would suddenly have shut down the drive of the battleship. Total immobility of all the devices would have followed including the radars getting blinded. In such circumstances the subsequent missiles from Westerplatte would have easily maintained the engines and radars of the enemy battleship motionless. In a similar manner and without much effort it would have been possible to destroy the German aircrafts, which in the Second World War used to fly at much lower altitudes than now as well as all the military vehicles of the enemy on land and water. Foil strips can blind the most modern radars, which in their working activity have a positive

ionisation whereas in case of foil strips it is negative. Foil strips can disappear in any pre-programmed time, for example from 10, 100 and more minutes.

Why did I call this head humanitarian? Because I am a humanist by nature and education. I give the pilot 2 seconds for using an ejector seat and leaving the plane, which is inevitably bound to be destroyed or as is the case with the enemy military helicopter in motion or other objects in motion, also on land or on water.

Dear political decision makers, in crisis and even military activities killing people, the enemy troops and destruction of the infrastructure of human existence is the greatest calamity of the XXIst century. Please, respect, protect when the case may be lives of all people, including future POWs in military action, who as a rule are victims of stupidity and lack of competence of politicians due to the lack of psychological selection of the staff and appropriate tenders as well as inappropriate preparation in unsuccessful peace negotiations. And as a consequence of their incompetence in the critical moment they pass their decisions to emotionally desperate military commanders, who are suddenly burdened with liability for maintaining security in a badly equipped and trained army.

As far as neutralisation of the enemy infantry or terrorists is concerned foil strips can be enriched with disabling or soporific neuromuscular paralysers depending on the conditions in which the enemy soldiers or terrorists with hostages can be found. Neuromuscular paralysers act so quickly that a troop will not be able to put on a gas mask and will be unconscious, dormant up to 2 minutes(?). Moreover, you can plant humanitarian mines in the threatened border zone for shutting down engines of the enemy military vehicles and even clothes and footwear of the enemy troops or terrorists being passed over in a split second, which will also captivate them considerably limiting movement efficiency for a pre-programmed time. Please, imagine the current situation in south-eastern Ukraine or in Syria, Iraq and many other states, where unpunished organised terrorists run military actions. – A separate operational development remains to be made on the problem of the tactics in terms of reaction of the land and sea forces for taking over the disabled enemy troops, terrorists and their equipment.

There is also an issue of the enemy artillery, which can be solved by early identification of the enemy positions and appropriate firing with humanitarian warheads. An attack of the enemy artillery can be survived also by building fortified permanent and mobile defence positions for own artillery in the border zone and in connection with a possibility of making use of humanitarian warheads against the staff operating the enemy cannons or missile launchers.

I suggest propagating and giving publicity to this appeal and letter effectively enough for all states of the world to make use of “Humanitarian warhead”, which is very efficient and very cheap. It would eventually put an end to military actions against other states. End of barbarian destruction, bombardment of what man has created and so has the NATURE. “...taking care of the existence conditions in agreement with the universal wisdom of NATURE, let us respect any gift of life and be happy also with happiness of others”, - the author’s life motto.

The money saved on liquidation of the traditional and current weapons should be used for implementation of the projects described in my e-book: *Eden XXI Wieku* (Eden of the 21st century). More information can be found on: www.klawiterapia.com

I present my compliments and give best regards - Ferdynand Barbasiewicz, the author of designs, also of vehicles flying on waves at the speed of 700 - 800 km/h, which in computer simulated research were evaluated very highly by the Institute of the Navy Academy. This opinion was expressed in writing by rear admiral Zbigniew Badeński, Chief of the Staff of the Navy of the Republic of Poland on 30 October 2000.

Vehicles flying on waves do not require airports and they should gradually eliminate the passenger air transport overseas and oceans. Also read in ...Eden on extraordinary tunnel transportation and rate other projects.

Vehicle Flying on Waves, Polish designs, prototypes to be made in our country.

Due to high travelling speed of 700 km/h large vehicles flying on waves “Bazamat” and “Córa” can be of unique use in sea/ocean lifesaving.

A large vehicle flying on waves “Bazamat” will thanks to its travelling speed eliminate in the future air and water transport overseas/oceans; it does not require airports or sea ports and it can be afloat even on larger rivers and land ... even on the beach. “Bazamat” may accommodate as many as 5.000 passengers with large luggage, who will be travelling in luxurious conditions at the same time as in air transport.

A large vehicle flying on waves “Bazamat” thanks to its travelling speed overseas/oceans can be a phenomenal offensive/defensive aircraft carrier. Read and see more on the web site: www.klawiterapia.com/bazamat

Ferdynand Barbasiewicz, The author

On 23 August 2000 I had the pleasure to submit in person to admiral Ryszard Łukasik, the Commander of the Navy of the Republic of Poland an inventor’s design along with technical documentation of a “vehicle flying on waves”. To be more precise, I submitted a few variants of vehicles of various size for initial evaluation in terms of merits and logistics. On 30 October 2000 I received a reply from the Headquarters of the Navy in writing, which among others states that “...a concept of a vehicle flying on waves being a vision of an ideal tool of modern combat strategy is interesting and the implementation aspect cannot be ruled out in distant future”. Only the largest, offensive vehicle was evaluated - with the conclusion that such huge vehicles can be of interest only to our NATO allies (US Navy, Royal Navy and the French Navy) having strategic and defensive fleets. According to my identification and opinion the Navy of the Republic of Poland should first and foremost get interested in smaller variants (“Córa”, universal and scooter) for defensive purposes, which among others are equipped with modern armament systems. The estimated price of fully equipped “Córa” will be equal to the estimated market value of three multi-task military aircrafts whereas the defensive merits of “Córa” in water and land conditions are many times as effective as three multi-task military aircrafts. “Córa” has aboard 3 helicopters, 4 universal water and land vehicles with combat force higher than latest tanks. Aboard each universal vehicle there are 4 two-person water and land scooters (in total 16 universal vehicles) constituting very efficient sea infantry. The estimated price of an equipped universal vehicle (scooters and other weapons, humanitarian warheads, etc.) falls within the value of 260 million dollars. Universal vehicles are much cheaper than modern tanks and their logistic, tactical, manoeuvre and fighting capacity is uncompetitive. Besides, “Córa” has: 3 tactical missile launchers, also with humanitarian warheads for very effective destruction of the drives of aircrafts, helicopters, rockets and shutting down drives of any military vehicle on land and water. Apart from that the equipment includes torpedo and depth charge launchers and other weapons. “Córa” universal and scooter is capable of moving up to 20 meters under water. They have superb camouflage opportunities both on and under water, sonars, underwater surveillance, radars and satellite navigation. “Córa” has extraordinary manoeuvre capacity as well as travelling speed reaching in favourable navigation conditions even 700 km/h. It can land by the shore, on the beach. It does not require the service of expensive airports or sea ports. It can run combat activity from rivers in inland conditions. Large vehicles “Baza-mat”, “Córa”, universal vehicles and scooters are unsinkable as their platforms are in 4/5 filled with foamed polystyrene in multiple chambers (like a honeycomb) and in layers with special quality mineral wool instead of armour. Moreover, “Baza-mat”, “Córa”, universal vehicles and scooters are compatible in tactical and defensive as well as strategic and offensive water and water and land activity with other formations. After neutralisation of enemy water units and military vehicles on land with a humanitarian warhead the above mentioned vehicles are capable of performing an effective “boarding” on units whose engines and radars have been shut down for a specified time by means of a humanitarian warhead and the crew on board has been “blinded” for a short time and whose external orientation has been lost. The defensive problems constituting the essence of the National Military Forces were omitted, however, the above mentioned vehicles are exceptionally favourable in defensive application in every respect. It was also stated that the Departments of the Navy Headquarters do not do research in terms of primary research on new (not used anywhere else) combat devices as well as their carriers.” I was also informed who deals with such research

and where to send correspondence in this case. It was stated that a decision on research and implementation can only be taken by the Minister of National Defence. The reply was signed by rear admiral Zbigniew Badański – the Chief of the Staff of the Navy of the Republic of Poland. – Of course, as recommended I sent the same letters along with technical documentation by electronic mail to: the Minister of National Defence, the Chief of the Staff of the Polish Army, shipyards in Gdynia and Szczecin, the Centre of Warship Construction in Gdańsk, the Commission of the National Defence in the Sejm [lower house of the Polish Parliament], the Aviation Institute in Warsaw and as recommended by the Headquarters of the Navy to the NATO allied fleets: US Navy, Royal Navy and the Navy of France. In reply I received cordial thanks in writing.

It is worth underlying that a large vehicle flying on waves “Bazamat” can successfully replace air transport overseas and oceans as it reaches travelling speed of even 700 km/h. “Bazamat” does not require airports, it can land even ... on the beach and can accommodate as many as 5.000 passengers with large luggage – More information can be found on the web sites: www.klawiterapia.com/bazamat and www.klawiterapia.com/dyskpo.

Best regards – Ferdynand Barbasiewicz, colonel, retired. – Author: Molecular method biocybernetic clavitherapy, non-invasive, and e-book: Eden XXI Century.

Bezpieczeństwo w lotnictwie.

Ferdynand Barbasiewicz, autor projektu.

Safe, automatic landing in unfavorable weather conditions (dense fog, intense rain or snow, etc.) using three successive triangles with infrared transmitters at their apex installed horizontally in the landing strip before the actual landing. At the right distance one after the other, with the gradually decreasing base of the triangle with respect to the lateral arms of the triangle.

The first triangle has $1/3$ the longer side arms between the infrared transmitters from the base, but if the tower guided a specific type of aircraft in a strictly defined space to take the landing algorithm. This is then the first triangle read out by the analog machine camera as an equilateral triangle. This information confirms that a specific type of aircraft is in the right space and in the proper landing approach, and that the onboard computer is automatically guided to a second triangle whose arms are halfway long and the analog machine reads as an equilateral triangle at a certain appropriate spatial moment.

WARNING! If the second triangle for some reason is not correctly read, the plane interrupts the automatic landing, executes the circle and is guided again by the faith to repeat the input algorithm into the proper space to read the first triangle as an equilateral, etc., where it again executes the automatic landing algorithm. This situation confirms that the automatic process of bringing the aircraft to land is being carried out properly. Then the camera sees the third equilateral triangle with the base $1/3$ of the length relative to the side arms, then the chassis wheels are relatively close to the landing plate. Conversely, if the third triangle is correctly received as an equilateral and there are no contraindications, then the algorithm with the automatic landing network operates according to the program. After a short while, the aircraft softly touches the wheels in a well-defined position in the landing axis of the landing belt, where further braking and steering to the left and right are also automatically controlled by appropriate radiation from the cobalt capsules, which are mounted every 3 meters, 2 cm below the surface. plate, precisely guiding the machine to the stop, stop. Warning! Radiation radiation is below the harmful upper limit defined by Radiation Protection and practically no physical agents (snow, fog, rain, mud, electromagnetic waves, lightning) can not interfere with radioactivity and vehicle control is many times more precise than that of an experienced aircraft master or driver.

A four-jet automatic landing platform capable of taking on board, a specific self-adjusting bearing for each type of aircraft, the heaviest aircraft with a damaged landing gear, damaged engine or other catastrophic crash during self-landing. For example, the captain controls a plane with a broken landing gear when he intends to approach the landing at the airport where the platform is. Presses in the cockpit in a timely manner one button in the cockpit, which switches on the jet engines and takes full automatic control of the platform for a specific type of aircraft, which, as the familiar “CURVE” follows, automatically sets its “bed” to automatically accept a certain type of aircraft and If there is a risk of fire, it may automatically activate effective fire extinguishers located in appropriate places in the bed on which the aircraft has sat. The plane that automatically landed on the rescue platform can also be automatically brought in (the cobalt

capsules in the airport plate) to the right place for an emergency stop with extraordinary precision.

WARNING! Over 5,000 airplanes and helicopters (also military) are flying around 12 pm around Europe. Every machine in the air is run by the flight controller.

The statistical failure rate of aircraft chassis is statistically rare in the world, but the consequences of this landing failure are usually very dangerous. As a rule, they end up with catastrophe. Maintaining a few logistic platforms at 3 airports in Europe would not significantly increase their maintenance costs and would not translate into significant ticket costs. On the other hand, the awareness of passengers and crew, the psychological well-being of flight safety, and especially the landing would be excellent.

Conclusions: Safety in aviation as above

A wave-based vehicle designed for extremely fast passenger and water transport, ocean rescue, and defense, which develops a cruising speed of 700 km/h.

Warning! I am concerned about the increasing congestion of various machines in the atmosphere (the most poisonous air) and the overwork of flight controllers. It was time to use the "Wave Flying Vehicle", which is based on favorable research in computer simulation at the Naval Academy of the Republic of Poland. It is also recommended for distribution since 2000 by admiral Ryszard Łukasik, then commander of the Polish Navy and Rear Admiral Zbigniew Badeński, then head of the Polish Navy Staff. It is important to know that the "Wave Flying Vehicle" develops a traveling speed equal to jet aircraft, flying 2 - 4 meters above water surface. With the use of satellite navigation and fixed fixed rate, it can efficiently carry passengers and goods several times more than the largest passenger aircraft. No need to know the special landing pads and the entire airport service infrastructure, can land even on the beach. The "flying vehicle" is unsinkable and the passengers travel comfortably on a luxury ship, with much cheaper tickets, and the flight takes place at the same time as a jet plane with the clearance of customers and is fully secure. In the future, "Wave Vehicle" may have a photon plasma jet drive, see - www.klawiterapia.com/bazamat;

Real ecological and climatic causes of threats to any existence on earth versus rational prophylaxis.

Ferdynand Barbasiewicz, author of the analysis and forecast, please disseminate, Poland, translation into English.

My book *Eden XXI Wieku [Eden of the 21st Century]* deals with the necessary repair of ecological and Climatic negligence, especially detoxification of cultivable soil, management of unsalted water from rivers and what results from this cleaning the air. **HOW TO ACHIEVE THIS?** We have to urgently restore the lost bacterial flora in the cultivable soil, which was the greatest natural feeding base for all the plants grown by man and the largest though lost water retention from precipitations. Performance of multiple, approximately one million, small from 1 to 7 ha retention of unsalted water from precipitations and thaws, especially in case of small rivers, even when located on hills, where usually the soil is class V and VI. It will be possible to shift the water from small retention reservoirs on hills to other regions situated even 30-50 km away, where there are no threats to flood and drought prevention, under the ground by means of PVC pipes and making use of the gravity. The proposed system of water management will ensure relatively permanent stability of the anti-flood level in larger rivers. For urgent restoration of the lost moist vaporisation in the stratospheric circulation in the northern latitudes. Planet EARTH also requires urgent construction of effective "bypasses", integrated LARGE PVC pipes for efficient transport of excess unsalted water to the regions where we observe progressing and recurring droughts. Water from rivers does not have to flow to seas or oceans, c.f. the Nile in Africa, where the salted water backwater from the Mediterranean reaches up to 150 km into the mainland from the mouth of the river.

It is worth knowing that in a calendar year all the African rivers supply the oceans with unsalted water, which can flood the zones affected by drought in savanna regions scattered over 7 million square kilometres to the height of one metre. All the water collected from high levels of small river tributaries as well as from the sea and ocean mouths should be directed to numerous small retention. Small retention can be built with not very high expenditure by making use of the favourable configuration of areas, for example of Poland or

African savanna etc. – a rope shovel, c.f. the website: www.klawiterapia.com/ekoenerg. We will in this way cause in the seas and oceans temporarily essential space for water from the melting glaciers of the Arctic, Greenland and high mountains of the northern latitudes. On a connected vessel basis we will cause overflowing of land from the melting glaciers to slow down. It is worth knowing that we will also store huge amounts of water in vapour drops and ice crystals in the air of the resumed moist stratospheric northern circulation, which refers to the reconstruction of the glaciers of the Arctic, Greenland and on high mountains. It is the only way in the prophylaxis of maintaining any existence on planet EARTH. Please, remember that water from high levels in rivers has purity degree III and after being stored in multiple small retention will quickly get oxidised and naturally utilise biologically unwanted impurities. In 1953 in the former USSR a plan was conceived to direct to the drying Caspian Sea one of the western rivers flowing to the Arctic Ocean, however, the scientists gave it up in fear of the threat to the balance of planet EARTH. It is worth knowing that there are more and more frequent temperature anomalies, when in Poland in winter the temperature is minus 20°C whereas in Spitsbergen in Svalbard archipelago the temperature reaches 2-3°C above zero. This abnormal state is evidence of the fact that dry and hot air partly cooled without vapour drops in the stratospheric northern circulation more and more frequently attacks the polar zone in the north. My proposal for reconstruction of the world's management of unsalted water from rivers does not threaten the balance of EARTH as like in connected vessels its loss in the sea and ocean mouths will be made up for by salted sea/ocean water from the melting glaciers. The described program of management of the unsalted water from rivers will permanently make the basic condition for existential safety of man and the NATURE. EARTH has only approximately 1% of unsalted water. It is caused by deeper and deeper mining of various fossils, raw materials, coal, oil, gas, deep water. Larger and larger bricking of grounds through a variety of construction, homesteads, roads, complete loss of bacterial flora in cultivable soil, etc. results in reduction in subsoil water. Cultivable soil without bacterial flora has lost its percolating capacity. Mines, numerous water intakes and any bricking severely decreases water percolation from precipitations and thaws. There is progressing more rapid flowing of rivers into seas, extreme floods. Dangerous, progressing lowering in the level of ground water, subsoil water, exploitation hollows and natural but decreasing vaporisation cause any crops (grass, grains, vegetables, bushes and orchards) to have hydrotropic roots only approximately 3 metres long.

Currently, due to severely decreasing water vaporisation in the northern hemisphere dried and strongly heated air, often without ice crystals in the stratospheric circulation results in melting of glaciers in the Arctic, Greenland and on high mountains. I do not know the future response of the part of an enormous family of various water creatures living under the ice of the Arctic, where thanks to EARTH's geothermic heat protecting glaciers from overcooling there is still nutrition eldorado for a number of creatures living in the oceans. I believe that once the Arctic Ocean glaciers have melted, the geothermia will stop heating the water and multiple species will not have the feeding base. And even the Bering Sea, from which trawler crews bring attractive seafood for people, will witness disappearance of many species.

On the other hand, in the Antarctic, on Patagonia side there are more and more glaciers. EARTH's geothermic heat under giant Antarctic glaciers is 10 m deep per one centigrade from the sea level. It causes distinct heating and flooding of the Antarctic glaciers from the underneath, from the land base. The described progressing threats will also adversely affect the permanent ocean currents.

Because of the ozone hole of the area three times as large as the Antarctic continent, which circulates more and more evidently over the southern hemisphere characterised by fewer lands and more oceans, what happens is larger vaporisation of ocean water in the stratospheric southern circulation.

The above mentioned physical process caused by man poses a threat of flooding lowly located islands and mainland inhabited by approximately 50% of the humankind. Thus, in not very distant future it can even pose a threat of uncontrollable pole reversal on EARTH in the south in the direction of Patagonia whereas in the north in the direction of Yakutia. It is also worth knowing that inevitable pole reversal will initially activate adjustment of the balance of earth with ocean water, which may cause some lands to find themselves under water and new lands to become visible in other places from more shallow areas of the oceans. Subsequently, further balance of EARTH's revolutions enforced by the laws of physics will be adjusted by movements of tectonic plates. It will cause numerous earthquakes. EARTH's enforced centrifugal movements will lead to very frequent tsunamis, unprecedented in activity. The greatest volcanic

eruptions in the history of our civilisation will result in the emissions of gases and ashes to poison the air to the disaster level for any existence on EARTH. Observing some traces of water activity on quite high mountains many millions years ago, it should be assumed that there could have been pole reversals on Earth owing to volcanic eruptions. As we know in the early neolith a part of contemporary Europe was covered with permanent glaciers.

Currently, the main reason for the exodus of the population from hotter and hotter areas is the rise in temperature and shortage of water. As well as this, attempts are made to take control of the raw materials, which are inspired and sponsored by multinational concerns of the former countries of early colonial exploitation. The contemporary neo-colonial policy in hidden condominiums causes pre-planned geopolitical and military conflicts in organisationally neglected and damaged poor communities of their former colonies. It all brings about the well-known existential drama of the inhabitants of neo-colonial regions of the tropic areas. – More can be found in e-book *Eden XXI Wieku [Eden of the 21st century]*.

May these catastrophic objective information regarding predicted climate change be disseminated. So that the world's population will be aware of the inevitable threats. And the state authorities and rich multinational concerns will seriously treat the described dangers and employ the above mentioned methods of sustainable prevention of inevitable consequences as the utmost concern about existential security of any existence on planet EARTH. We all live on the existentially endangered planet EARTH, from which no one, even the very rich, has anywhere to escape but ... with their riches they can restore the natural process of the reconstructed water management in the NATURE.

Best regards and may the wise and powerful reflect on it urgently and pragmatically. Ferdynand Barbasiewicz, the author and inhabitant of the threatened planet earth, concerned about the generations to come.

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