

## Fly the Friendly skies in Air India Vimanas (excerpts)

by **David Hatcher Childress**

(source: *Technology of the Gods - The Incredible Sciences of the Ancients* p 147-209)

Nearly every Hindu and Buddhist in the world - hundreds of millions of people has heard of the ancient flying machines referred to in the Ramayana and other texts as vimanas.

*Vimanas* are mentioned even today in standard Indian literature and media reports. An article called "Flight Path" by the Indian journalist Mukul Sharma appeared in the major newspaper *The Times of India* on April 8, 1999 which talked about vimanas and ancient warfare: according to some interpretations of surviving texts, India's future it seems happened way back in the past. Take the case of the *Yantra Sarvasva*, said to have been written by the sage Maharshi Bhardwaj.

This consists of as many as 40 sections of which one, the *Vaimanika Prakarana* dealing with aeronautics, has 8 chapters, a hundred topics and 500 sutras.

In it Bhardwaj describes *vimana*, or aerial aircrafts, as being of three classes:

1. those that travel from place to place;
2. those that travel from one country to another;
3. those that travel between planets.

Of special concern among these were the military planes whose functions were delineated in some very considerable detail and which read today like something clean out of science fiction.

For instance, they had to be:

Impregnable, unbreakable, non-combustible and indestructible capable of coming to a dead stop in the twinkling of an eye; invisible to enemies; capable of listening to the conversations and sounds in hostile planes; technically proficient to see and record things, persons, incidents and situations going on inside enemy planes; know at every stage the direction of the movement of other aircraft in the vicinity; capable of rendering the enemy crew into a state of suspended animation, intellectual torpor or complete loss of consciousness; capable of destruction; manned by pilots and co-travelers who could adapt in accordance with the climate in which they moved; temperature regulated inside; constructed of very light and heat absorbing metals; provided with mechanisms that could enlarge or reduce images and enhance or diminish sounds.





Notwithstanding the fact that such contraption would resemble a cross between an American state-of-the-art *Stealth Fighter* and a *flying saucer*, does it mean that air and space travel was well known to ancient Indians and airplanes flourished in India when the rest of the world was just learning the rudiments of agriculture?

Aerial battles and chases are common in ancient Hindu literature. What did these airships look like? The ancient *Mahabharata* speaks of a *vimana* as "an aerial chariot with the sides of iron and clad with wings."

The *Ramayana* describes a *vimana* as a double-deck, circular (cylindrical) aircraft with portholes and a dome. It flew with the "speed of the wind", and gave forth a "melodious sound" The ancient Indians themselves wrote entire flight manuals on the care and control of various types of vimanas. The *Samara Sutradhara* is a scientific treatises dealing with every possible facet of air travel in a *vimana*. There are 230 stanzas dealing with construction, take-off, cruising for thousands of miles, normal and forced landings, and even possible collusions with birds!

Would these texts exist (they do) without there being something to actually write about? Traditional historians and archaeologists simply ignore such writings as the imaginative ramblings of a bunch of stoned, ancient writers.

Says Andrew Tomas, " *The Samara Sutradhara, which is a factual type of record, treats air travel from every angle...If this is the science fiction of antiquity, then it is the best that has ever been written.*"

In 1875, the [Vymanika-Shaashtra](#), a fourth century BC text written by Maharshi Bhardwaj, was discovered in a temple in India. The book dealt with the operation of ancient *vimanas* and included information on steering, precautions for long flights, protection of the airships from storms and lightning, and how to switch the drive to solar energy, or some other "free energy" source, possibly some sort of "gravity drive."

*Vimanas* were said to take off vertically or dirigible. Bharadwaj the Wise refers to no less than 70 authorities and 10 experts of air travel in antiquity.

These sources are now lost. *Vimanas* were kept in *Vimana Griha*, or hanger, were said to be propelled by a yellowish-white-liquid, and were used for various purposes. Airships were present all over the world. The plain of [Nazca](#) in Peru is very famous for appearing from the high altitude to be a rather elaborate, if confusing airfield. Some researchers have theorized that this was some sort of *Atlantean* outpost.

It is worth nothing that *Rama Empire* had its outposts: Easter Island, almost diametrically opposite to [Mohenjo-Daro](#) on the globe, astonishingly developed its own written language, an obscure script lost to the present inhabitants, but found on tablets and other carvings.

This odd script is found in only one other place in the world: *Mohenjo-Daro* and *Harappa*.

## Aerial Warfare in Ancient India

The ancient Indian epics go into considerable detail about aerial warfare over 10,000 years ago.

So much detail that a famous Oxford professor included a chapter on the subject in a book on ancient warfare!. According to the Sanskrit scholar V.R.Ramachandran Dikshitar, the Oxford Professor who wrote "*War in Ancient India in 1944* ", no question can be more interesting in the present circumstances of the world than India's contribution to the science of aeronautics. There are numerous illustrations in our vast *Puranic* and epic literature to show how well and wonderfully the ancient Indians conquered the air.

To glibly characterized everything found in this literature as imaginary and summarily dismiss it as unreal has been the practice of both Western and Eastern scholars until very recently. The very idea indeed was ridiculed and people went so far as to assert that it was physically impossible for man to use flying machines.

But today what with balloons, airplanes and other flying machines, a great change has come over our ideas on the subject."

Says Dr. Dikshitar,



“...the flying *vimana* of *Rama* or *Ravana* was set down as but a dream of the mythographer till airplanes and zeppelins of the present century saw the light of day. The *mohanastra* or the “arrow of unconsciousness” of old was until very recently a creature of legend till we heard the other day of bombs discharging Poisonous gases.

We owe much to the energetic scientists and researchers who plod persistently and carry their torches deep down into the caves and excavations of old and dig out valid testimonials pointing to the misty antiquity of the wonderful creations of humanity.”



Dikshitar mentions that in Vedic literature, in one of the *Brahmanas*, occurs the concept of a ship that sails heavenwards.

“The ship is the *Agniotra* of which the *Ahavaniya* and *Garhapatya* fires represent the two sides bound heavenward, and the steersman is the *Agnihotrin* who offers milk to the three *Agnis*. Again, in the still earlier *Rig Veda Samhita* we read that the *Asvins* conveyed the rescued *Bhujya* safely by means of winged ships. The latter may refer to the aerial navigation in the earliest times.”

Commenting on the famous *vimana* text the *Vimanika Shastra*, he says:

In the recently published *Samarangana Sutradhara* of Bhoja, a whole chapter of about 230 stanzas is devoted to the principles of construction underlying the various flying machines and other engines used for military and other purposes. The various advantages of using machines, especially flying ones, are given elaborately. Special mention is made for their attacking visible as well as invisible objects, of their use at one's will and pleasure, of their uninterrupted movements, of their strength and durability, in short of their capability to do in the air all that is done on earth.

After enumerating and explaining a number of other advantages, the author concludes that even impossible things could be effected through them. Three movements are usually ascribed to these machines, ascending, cruising, thousands of miles in the atmosphere and lastly descending. It is said that in an aerial car one can mount to the *Surya-mandala*, travel throughout the regions of air above the sea and the earth.

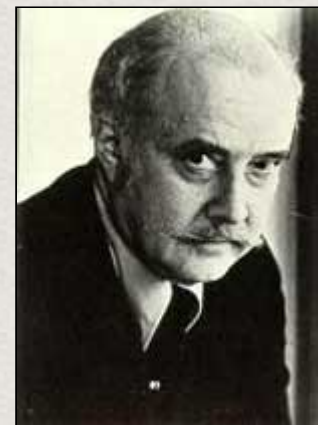
These cars are said to move so fast as to make a noise that could be heard faintly from the ground. Still some writers have expressed a doubt and asked “Was that true?” But the evidence in its favor is overwhelming.

## Has the World Ended Before?

Charles Berlitz, author of several books, including *The Bermuda Triangle*, was the grandson of the founder of the world-famous *Berlitz schools*, wrote:

“If *atomic warfare* were actually used in the distant past and not just imagined, there must still exist some indications of a civilization advanced enough to develop or even to know about atomic power. One does find in some of the ancient writings of India some descriptions of advanced scientific thinking which seemed anachronistic to the age from which they come.

The *Jyotish* (400 B. C) echoes the modern concept of the earth's place in the universe, the law of gravity, the kinetic nature of energy, and the theory of cosmic rays and also deals, in specialized but unmistakable vocabulary, with the theory of *atomic rays*. And what was thousands of years before the medieval theologians of Europe argued about the number of angels that could fit on the head of a pin.



Indian philosophers of the *Vaisesika* school were discussing atomic theory, speculating about heat being the cause of molecular change, and calculating the period of time taken by an atom to traverse its own space.

Readers of the *Buddhist pali sutra* and commentaries, who studied them before modern times, were

frequently mystified by reference to the "tying together" of minute component parts of matter; although nowadays it is easy for a model reader to recognize an understandable description of molecular composition."

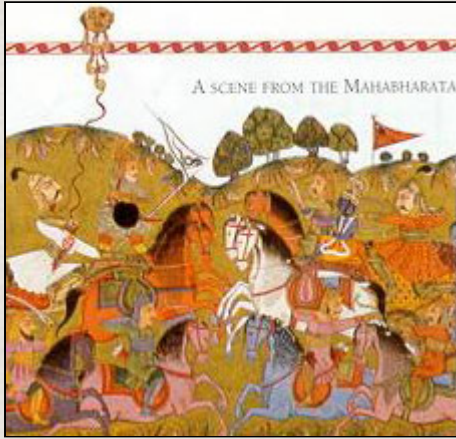
(source: Doomsday 1999 - By Charles Berlitz p. 123-124).

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## Flying machines in old Indian Sanskrit texts

Professor Dr. Dileep Kumar Kanjilal gave a brilliant lecture with this title to the Sixth Congress of the Ancient Astronaut Society in Munich in 1979. Kanjilal is a professor at the *Calcutta Sanskrit College* and therefore a leading scholar in Sanskrit.

But if we follow the history of idolatry in India we come across two important works, the *Kausitaki* and the *Satapatha Brahmana*, dating from before 500 B.C. and telling us about images of the gods.



Text and illustration show forcefully that the gods were originally corporeal beings. But how, and this question must be faced, did these gods reach the earth through the atmosphere?

The *Yajurveda* quite clearly tells of a flying machine, which was used by the *Asvins* (two heavenly twins). The *Vimana* is simply a synonym for flying machine. It occurs in the *Yajurveda*, the *Ramayana*, the *Mahabharata*, the *Bhagavata Purana*, as well as in classical Indian literature.

At least 20 passages in the *Rig Veda* (1028 hymns to the gods) refer exclusively to the flying vehicle of the *Asvins*. This flying machine is represented as three-storeyed, triangular and three-wheeled. It could carry at least three passengers. According to tradition the machine was made of gold, silver and iron, and had two wings. With this flying machine the *Asvins* saved King Bhujyu who was in distress at sea.

Every scholar knows the *Vaimanika Shastra*, a collection of sketches the core of which is attributed to Bharatvaj the Wise around the 4th century B.C.

The writings in the *Vaimanika Shastra* were rediscovered in 1875. The text deals with the size and the most important parts of the various flying machines.

We learn how they steered, what special precautions had to be taken on long flights, how the machines could be protected against violent storms and lightning, how to make a forced landing and even how to switch the drive to solar energy to make the fuel go further. Bharatvaj refers to no fewer than 70 authorities and ten experts of Indian air travel in antiquity!

The description of these machines in old Indian texts are amazingly precise.

The difficulty we are faced with today is basically that the texts mention various metals and alloys which we cannot translate.

We do not know what our ancestors understood by them. In the *Amarangasutradhara* five flying machines were originally built for the gods Brahma, Vishnu, Yama, Kuvera and Indra. Later there were some additions. Four main types of flying *Vimanas* are described: *Rukma*, *Sundara*, *Tripura* and *Sakuna*. The *Rukma* were conical in shape and dyed gold, whereas the *Sundara* were like rockets and had a silver sheen.

The *Tripura* were three-storeyed and the *Sakuna* looked like birds.

There were 113 subdivisions of these four main types that differed only in minor details. The position and



functioning of the solar energy collectors are described in the *Vaimanika Shastra*. It says that eight tubes had to be made of special glass absorbing the sun's ray. A whole series of details are listed, some of which we do not understand. The *Amaranganasutradhara* even explains the drive, the controls and the fuel for the flying machine. It says that quicksilver and 'Rasa' were used. Unfortunately we do not yet know what "Rasa" was.

Ten sections deal with uncannily topical themes such as pilot training, flight paths, the individual parts of flying machines, as well as clothing for pilots and passengers, and the food recommended for long flights.

There was much technical detail: the metals used, heat-absorbing metals and their melting point, the propulsion units and various types of flying machines. The information about metals used in construction name three sorts, somala, soundaalika and mourthwika. If they were mixed in the right proportions, the result was 16 kinds of heat-absorbing metals with names like ushnambhara, ushnepaa, raajaamlatrit, etc. which cannot be translated into English.

The texts also explained how to clean metals, the acids such as lemon or apple to be used and the correct mixture, the right oils to work with and the correct temperature for them. Seven types of engine are described with the special functions for which they are suited and the altitudes at which they work best.

The catalogue is not short of data about the size of the machines, which had storey, nor of their suitability for various purposes.

This text is recommended to all who doubt the existence of flying machines in antiquity. The mindless cry that there were no such things would have to fall silent in shame. The ruined sites of *Parhaspur* have been the scene of 'divine' air battles?

Pyramids reminiscent of the Mayan pyramids in the Central American jungles in the center of *Parhaspur*.

In 1979 a book by David W. Davenport, an Englishman born in India, was published in Italy. Its title was *2000 AC Diztruzione Atomica*, Atomic Destruction 2000. BC.



Davenport claimed to have proof that [Mohenjo Daro](#), one of the oldest cities in the history of human civilization, had been destroyed by an atomic bomb.

Davenport shows that the ruined site known as the place of death by archaeologists was not formed by gradual decay. Originally [Mohenjo Daro](#), which is more than 5000 years old, lay on two islands in the Indus.

Within a radius of 1.5 km Davenport demonstrates three different degrees of devastation which spread from the center outwards.

Enormous heat unleashed total destruction at the center. Thousands of lumps, christened 'black stones' by archaeologists, turned out to be fragments of clay vessels which had melted into each other in the extreme heat. The possibility of a volcanic eruption is excluded because there is no hardened lava or volcanic ash in or near *Mohenjo Daro*. Davenport assumed that the brief intensive heat reached 2000 degree C. It made the ceramic vessels melt.

He further says that in the suburbs of [Mohenjo Daro](#) skeletons of people lying flat on the ground, often hand in hand were found, as if the living had been suddenly overcome by an unexpected catastrophe. In spite of the interdisciplinary possibilities, archaeology works solely by traditional methods in *Mohenjo Daro*. They ought to use the former, for it would produce results.

If flying machines and a nuclear explosion as the cause of the ruins are excluded out of hand, there can be no research by enlarged teams with physicists, chemists, metallurgists, etc. As the iron curtain so often falls on sites that are important in the history of mankind, I cannot help feeling that surprising facts endangering existing ways of thinking might and should be discovered.

A nuclear explosion 5000 years ago does not fit into the scenario?

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## Chariots of The Gods

(source: Chariots of The Gods By Erich Von Daniken p. 56 - 60).

**Erich Von Daniken** author of the International Bestseller book, [Chariots of The Gods](#), writes:

" For example, how did the chronicler of the *Mahabharata* know that a weapon capable of punishing a country with a twelve years' drought could exist? And powerful enough to kill the unborn in their mothers womb?

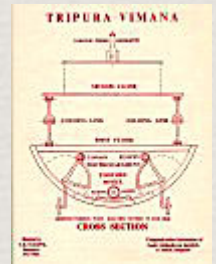
This ancient Indian epic, the *Mahabharata*, is more comprehensive than the Bible, and even at a conservative estimate its original core is at least 5,000 years old. It is well worth reading this epic in the light of the present day knowledge".

We shall not be surprised when we learn in the *Ramayana* that *Vimanas*, i.e. flying machines, navigated at great heights with the aid of quicksilver and a great propulsive wind.

The *Vimanas* could cover vast, distances and could travel forward, upward and downward. Enviably maneuverable space vehicles!.

This quotation comes from the translation by N. Dutt in 1891:

"At Rama's behest the magnificent chariot rose up to a mountain of cloud with a tremendous din..."



We cannot help noticing that not only is a flying object mentioned again but also that the chronicler talks of a tremendous din.

Here is another passage from the *Mahabharata*:

"Bhisma flew with his *Vimana* on an enormous ray which was as brilliant as the sun and made a noise like the thunder of a storm."  
( C.Roy 1899)

Even imagination needs something to start off. How can the chronicler give descriptions that presuppose at least some idea of rockets and the knowledge that such a vehicle can ride on a ray and cause a terrifying thunder?.

Certain numerical data in the *Mahabharata* are so precise that one gets the impression that the author was writing from first-hand knowledge. Full of repulsion, he describes a weapon that could kill all warriors who wore metal on their bodies. If the warriors learned about the effect of this weapon in time, they tore off all the metal equipment they were wearing, jumped into a river, and washed everything they were wearing, and everything they had come in contact with very thoroughly.

Not without reason, as the author explains, for the weapons made the hair and nails fall out. Everything living, he bemoaned, became pale and weak.

The Mahabharata says:

"Time is the seed of the Universe."

In the *Samarangana Sutradhara* whole chapters are devoted to describing airships whose tails spout fire and quicksilver.

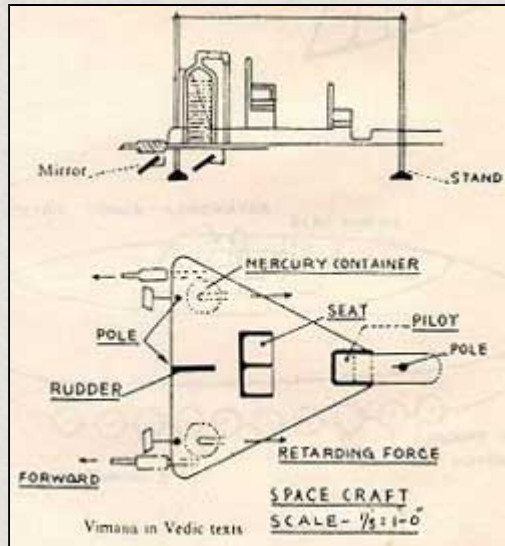
A passage from the *Mahabharata* is bound to make us think:



"It was as if the elements had been unleashed. The sun spun round. Scorched by the incandescent heat of the weapon, the world reeled in fever. Elephants were set on fire by the heat and ran to and fro in a frenzy to seek protection from the terrible violence.

The water boiled, the animals died, the enemy was mown down and the raging of the blaze made the trees collapse in rows as in a forest fire. The elephants made a fearful trumpeting and sank dead to the ground over a vast area.

Horses and war chariots were burnt up and the scene looked like the aftermath of a conflagration. Thousands of chariots were destroyed, then deep silence descended on the sea. The winds, began to blow and the earth grew bright. It was a terrible sight to see.



The corpses of the fallen were mutilated by the terrible heat so that they no longer looked like human beings. Never before have we seen such a ghastly weapon and never before have we heard of such a weapon.  
(C. Roy 1889).

For more on *Mahabharata*, refer to chapter on Hindu Scriptures, *War in Ancient India and Yantras*.

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## Vymaanika Shaastra Aeronautics of Maharshi Bharadwaaja

by **G. R. Josyer**  
(excerpts)

"The pilot is one who knows the secrets"  
Rahasyagnyodhikaaree - Sutra 2

### Bodhaanada

Scientists say that there are 32 secrets of the working of the *Vimana*.

A pilot should acquaint himself thoroughly with them before he can be deemed competent to handle the airplane. He must know the structure of the aeroplane, know the means of its take off and ascent to the sky, know how to drive it and how to halt it when necessary, how to maneuver it and make it perform spectacular feats in the sky without crashing.

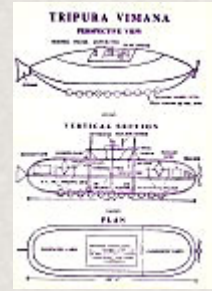
Those secrets are given in "Rahashya Lahari" and other works by Lalla and other masters, are described thus:

"The pilot should have had training in maantrica and taantrica, kritaka and antaraalaka, goodha or hidden, drishya and adrishya or seen and unseen, paroksha and aparoksha, contraction and expansion, changing shape, look frightening, look pleasing, become luminous or enveloped in darkness, deluge or pralaya, vimukha, taara, stun by thunderstorm din, jump, move zig-zag like serpent, chaapala, face all sides, hear distant sounds, take pictures, know enemy maneuver, know direction of enemy approach, stabdhaka or paralyze, and karshana or exercise magnetic pull"

These 32 secrets the pilot should learn from competent preceptors and only such a person is fit to be entrusted with an airplane, and not others.

Some of these secrets are:

1. Goodha: As explained in 'Vaayutatva-Prakarana', by harnessing the powers, Yaasaa, Viyaasaa, Prayaasaa in the 8th atmospheric layer covering the earth, to attract the dark content of the solar ray, and use it to hide the *Vimana* from the enemy.
2. Drishya: By collision of the electric power and wind power in the atmosphere, a glow is created, whose reflection is to be caught in the Vishwa-Kriya-drapana or mirror at the front of the *Vimana*, and by its manipulation produce a Maaya-Vimana or camouflaged *Vimana*.
3. Vimukha: As mentioned in "Rig-hridaya", by projecting the force of Kubera, Vimukha and Vyshawaanara poison powder through the third tube of the roudree mirror and turning the switch of the air mechanism, produce wholesale insensibility and coma.
4. Roopaakarshana: By means of the photographic *yantra* in the *Vimana* to obtain a television view of things inside an enemy's plane.
5. Stabdhak: By projecting apasmaara poison fume smoke through the tube on the north side on the *Vimana*, and discharging it with stambhana yantra, people in enemy planes will be made unconscious.
6. Chaapla: On sighting an enemy plane, by turning the switch in the force center in the middle section of the *Vimana*, a 4087 revolutions an hour atmospheric wave speed will be generated, and shake up the enemy plane.
7. Parashabda Graahaka: As explained in the "Sowdaaminee Kalaa: or science of electronics, by means of the sound capturing yantra in the *Vimana*, to hear the talks and sound in enemy planes flying in the sky.



According to Shownaka, the regions of the sky are 5, named,

- Rekhaapathaha
- Mandala
- Kakshaya
- Shakti
- Kendra

In these 5 atmospheric regions, there are 5,19,800 air ways traversed by *Vimanas* of the *Seven Lokas* or worlds, known as,

- Bhooloka
- Bhuvarka
- Suvarloka
- Maholoka
- Janoloka
- Tapoloka
- Satyaloka

*Dhundinaatha* and "Valalmeeki Ganita" state that *Rekha* has 7,03,00,800 air routes.

- Mandala has 20,08,00200 air routes
- Kakshya has 2,09,00,300 air routes
- Shakti has 10,01,300 air routes
- Kendra has 30,08,200 air routes

It discusses what kind of food to eat, clothing to wear, metals for *vimanas*, purification of metals, deals with mirrors and lenses which are required to be installed in the *vimanas*, mechanical contrivances or *yantras* and protecting and different types of *vimanas*.

(source: Vyamaanika Shaastra Aeronautics of Maharshi Bharadwaaja  
By G. R. Josyer International Academy of Sanskrit Research 1973).

**Stealth bomber from Shastra**



A glass-like material based on technology found in an ancient Sanskrit text that could ultimately be used in a stealth bomber (the material cannot be detected by radar) has been developed by a research scholar of Benaras Hindu University.

Prof M A Lakshmithathachar, Director of the *Academy of Sanskrit Research in Melkote*, near Mandya, told *Deccan Herald* that tests conducted with the material showed radars could not detect it. "The unique material cannot be traced by radar and so a plane coated with it cannot be detected using radar," he said.

The academy had been commissioned by the *Aeronautical Research Development Board*, New Delhi, to take up a one-year study, 'Non-conventional approach to Aeronautics,' on the basis of an old text, *Vaimanika Shastra*, authored by Bharadwaj. Though the period to which Bharadwaj belonged to is not very clear, Prof Lakshmithathachar noted, the manuscripts might be more 1,000 years old. The project aims at deciphering the Bharadwaj's concepts in aviation.

However, Prof Lakshmithathachar was quick to add that a collaborative effort from scholars of Sanskrit, physics, mathematics and aeronautics is needed to understand Bharadwaj's shastra.

The country's interest in aviation can be traced back over 2,000 years to the mythological era and the epic Ramayana tells of a supersonic-type plane, the Pushpak Vimana, which could fly at the speed of thought.

"The shastra has interesting information on vimanas (airplanes), different types of metals and alloys, a spectrometer and even flying gear," the professor said.

The shastra also outlines the metallurgical method to prepare an alloy very light and strong which could withstand high pressure.

He said, Prof Dongre of BHU had brought out a research paper Amshubondhini after studying *Vaimanika Shastra* and developed the material. "There have been sporadic efforts to develop aeronautics in the country's history. There has never been a holistic approach to it. *Vaimanika Shastra* throws up many interesting details that can benefit Indian aviation program," the director added.

Prof Lakshmithathachar rubbished the tendency among certain scholars to discount such ancient Sanskrit texts and said,

"Why would our scholars want to cheat future generations? Unless it was important, nothing was written in the old days. The fact that there exists manuscripts indicates the significance."

The academy has also embarked on other projects including '*Indian concept of Cosmology*' with Indian Space Research Organization, '*Iron & Steel in Ancient India - A Historical Perspective*' with the Steel Authority of India Limited, and '*Tools & Technology of Ancient India*.'

(source: Stealth bomber from shastra - deccan herald November 2, 02)

## Did You know? Oppenheimer and Atom bomb in modern times

Only seven years after the first successful atom bomb blast in New Mexico, Dr. **Robert Oppenheimer** (1904-1967) Scientist, philosopher, bohemian, and radical. A theoretical physicist and the Supervising Scientist of the Manhattan Project, who was familiar with ancient Sanskrit literature, was giving a lecture at Rochester University.

During the question and answer period a student asked a question to which Oppenheimer gave a strangely qualified answer:



Student: Was the bomb exploded at Alamogordo during the *Manhattan Project* the first one to be detonated?

Dr. Oppenheimer: "Well -- yes. In modern times, of course."



**Charles Berlitz** goes on to quote a number of passages from the *Mahabharata* that describe the impact of a weapon that I suspect must be the brahmastra, although he neither names the weapon nor cites those sections of the text from which his quotations are drawn (he lists *Protap Chandra Roy's* translation of 1889 in his bibliography):

...a single projectile Charged with all the power of the Universe.  
An incandescent column of smoke and flame As bright as ten  
thousand Suns Rose in all its splendor.....it was an unknown  
weapon, An iron thunderbolt, A gigantic messenger of death,  
Which reduced to ashes. The Entire race of the Vrishnis and the  
Andhakas....the corpses were so burned As to be  
unrecognizable. Their hair and nails fell out; Pottery broke  
without apparent cause, And the birds turned white. After a  
few hours all foodstuffs were infected.....To escape from this fire.  
The soldiers threw themselves in streams to wash themselves  
and their equipment...

One is reminded of the yet unknown final effect of a super-bomb when we read in the *Ramayana* of a projectile:

...So powerful that it could destroy  
The earth in an instant -  
A great soaring sound in smoke and flames...  
And on it sits Death...  
(source: Doomsday 1999 - By Charles Berlitz p. 118-122)

## The Discovery of Dwaraka

Discovered in 1981, the well-fortified township of *Dwaraka* extended more than half a mile from the shore and was built in six sectors along the banks of a river before it became submerged.

The findings are of immense cultural and religious importance to India.

Among the objects unearthed that proved *Dwarka's* connection with the *Mahabharata* epic was a sea engraved with the image of a three-headed animal. The epic mentions such a seal given to the citizens of *Dwarka* as a proof of identity when the city was threatened by King Jarasandha of the powerful *Magadh kingdom* (now Bihar).



The foundation of boulders on which the city's walls were erected proves that the land was reclaimed from the sea about 3,600 years ago. The epic has references to such reclamation activity at *Dwarka*. Seven islands mentioned in it were also discovered submerged in the Arabian Sea.

Why is that the rediscovery of *Dwaraka* has not attracted the same degree of attention in the West, as that of ancient *Troy* by Heinrich Schliemann?

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