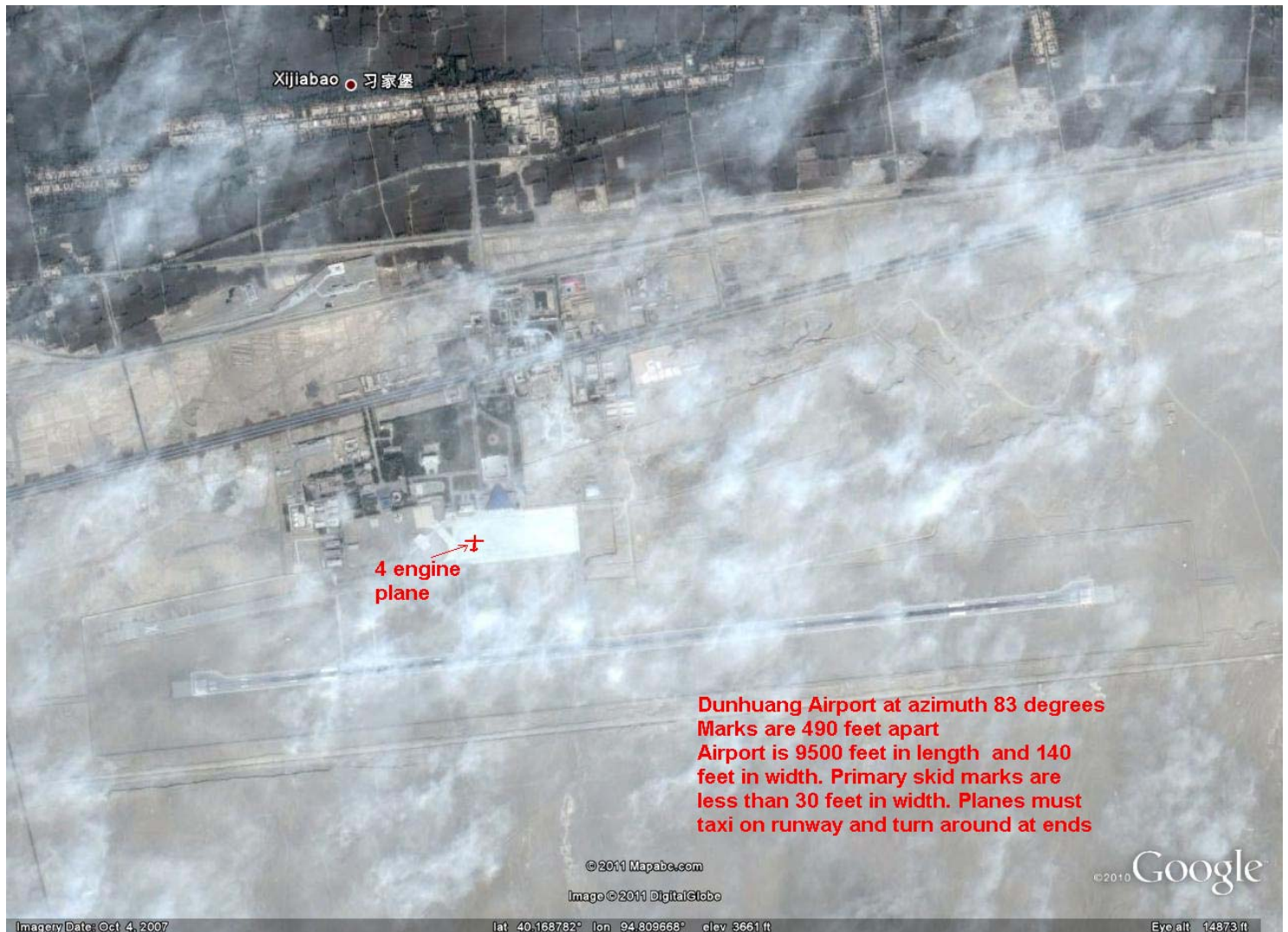


Mysterious Marks Near Dunhuang, China

There is some mysterious marks which some call airports near the ancient city of Dunhuang in Gansu Province, I believe. I will provide solid evidence that these are nothing like an airport that I have ever heard of and I am a retired engineering manager and a pilot.



The above image is of the actual airport at the City of Dunhuang and shows the runway is almost due east and west and marked with standard airport markings used around the world. The lines are about 490 feet apart and go past a landing aircraft every couple seconds.

If one goes to Google earth and enters the latitude and longitude provided on the bottom of the first image, you can move the cursor around and see that the marks are not built up in elevation as an airport would be. Road graders and compactors are needed to pack a soil field sufficiently to safely take the extreme pressure that landing gears make at times. Any yielding of the dirt would cause the plane to spin out of control. Airports must have thick, steel reinforced concrete to prevent damage from the occasional hard landing one can expect occasionally when crosswinds cause the entire weight to focus on one wheel. Of course, there are no support buildings or taxiways to parking areas.

One may also see that common truck and military tank traffic have made tracks out across a number of the marks and therefore it cannot be paved or a prepared surface. If the marks were graded and compacted, they would be nearly perfectly level lengthwise and side to side. When tracing the contour with GE they still show the general contour of the area around them. One indicates a swoop downward of some 9 feet of elevation within a few hundred feet. This would definitely not work well for an airport. And the airport at Dunhuang City is 9500 feet in

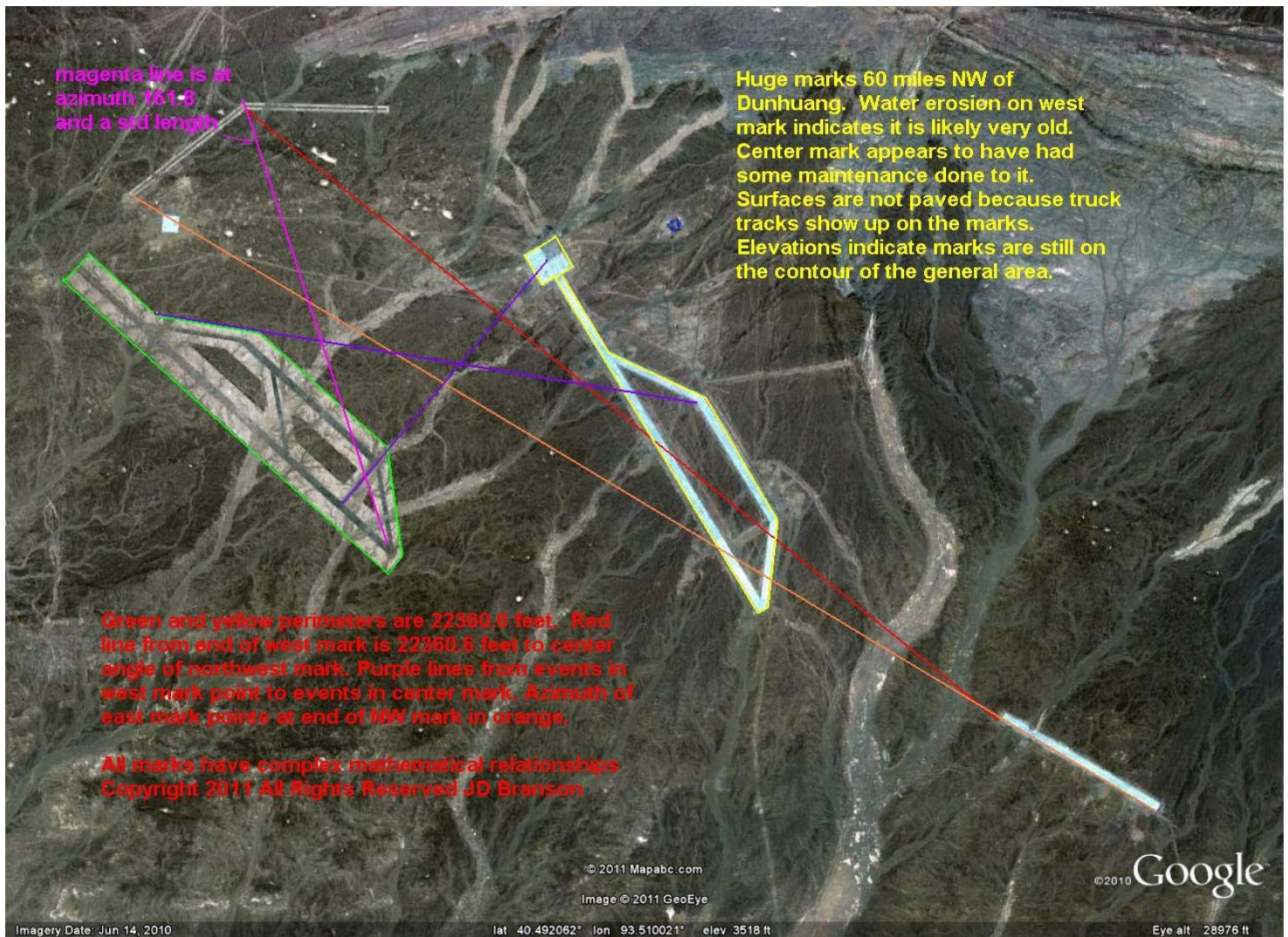
length and only 140 feet wide. The east mark is only a little over 4000 feet and that length would only be suitable to a very small, light-weight aircraft. One of the marks is over 817 feet wide.

Water erosion on the western marks indicates that this desert area was once quite a bit moister and the marks were already there during heavy rains or snow runoff. Even the darker colored areas which one might be tempted to think are paved, show signs of serious erosion and numerous tracks from tanks and trucks.

But the best indication of age is the ancient great wall built across the corner of the west major mark. These walls have a distinct signature due to the way they were constructed from grass and soil gathered from both sides of the wall. You can see in the image below that even the white section of the mark was scraped and stacked up. This section of the wall was rebuilt and a short-cut taken and that is why they intersection at such an acute angle.



One can see the natural soils in the area provide the source of the two colors used in the pattern. The bluish color seems to be deeper under the natural grey color and the white is a higher level which is why the tracks are white on grey. Note that all tank and truck traffic leaves tracks that last forever. If the “airport” had been constructed by ancient or modern methods, the access equipment tracks would still show.



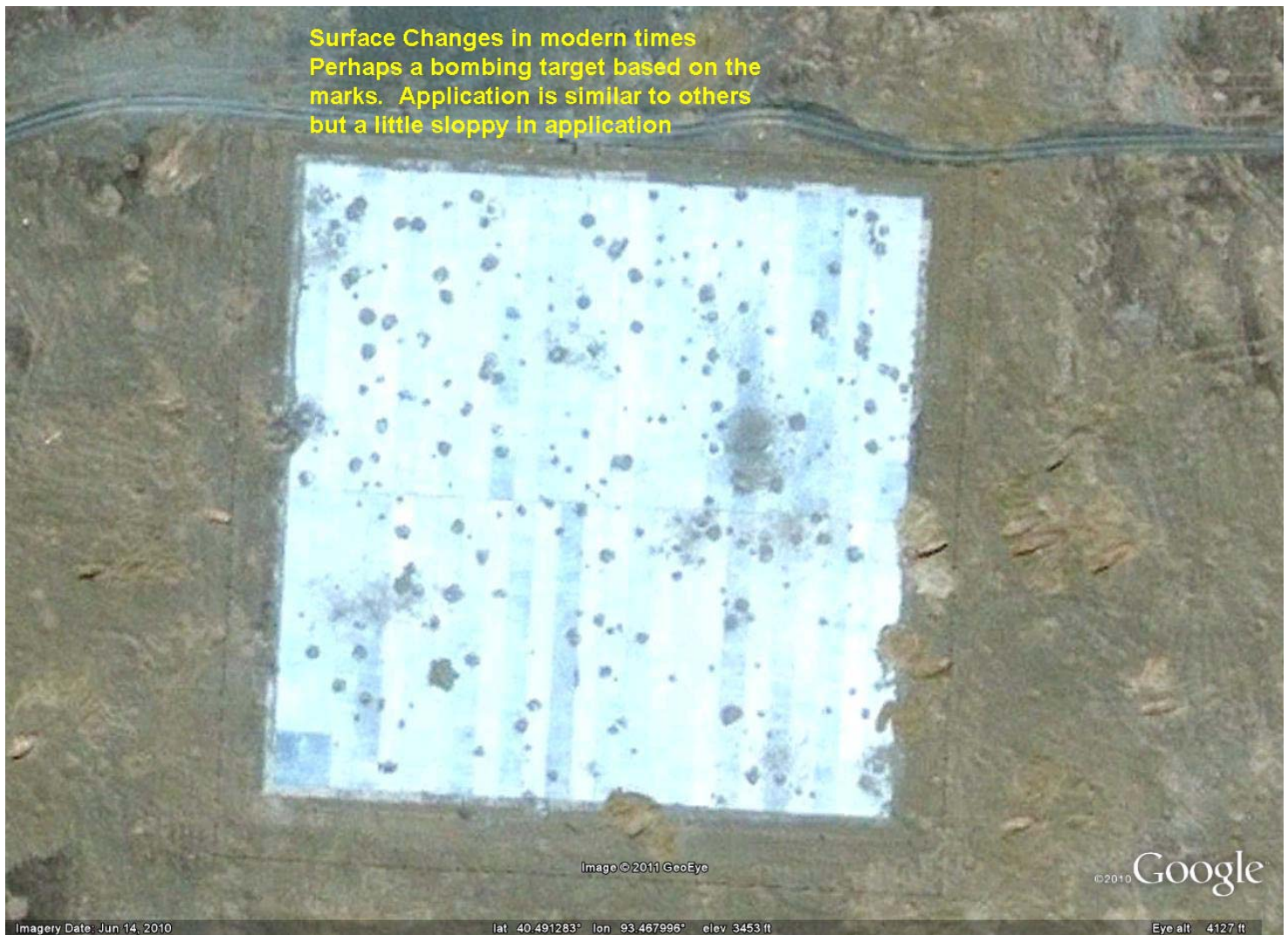
There are some simple considerations to prove the designs are inter-related. The left mark has the perimeter traced in green and the center likewise in yellow. Both of these perimeters are 22360.6 feet in length, plus or minus a few feet. The red line connecting the SW corner of the east mark with the center angle of the NW mark is also this same length, which most people will realize is the square root of 5 = 2.236068. This is also the source number for the sacred number of phi (1.618033989) used repeatedly in natural events.

The magenta line bisects the NW mark and points right at the sharp corner in the west mark and are at an azimuth of 161.8 degrees. It is also a precise length.

Then I have also shown using orange that the right mark points at the left end of the northwest angle mark. The distance is $4000 \times \pi = 12,566.37$ plus or minus a few feet. Then too I have marked in purple some lines indicating the left mark is probably pointing at events in the center mark. All these events cannot be accidental. But there are far too many mathematical relationships being developed using AutoCAD and MathCAD software to describe now and they will be dealt with later.

The two eastern marks and a square shown below seem to have modern refinishing of the surface, perhaps designed to be more visible for bombing as they contain potholes which could be from bombing. It is not clear why they chose to do the marking in a fashion similar to bar coding systems, but that is what is clearly there. The bar code type marking is quite precise on the two longer marks, but this one appears to be done in a sloppier manner and is out of character with the other marks.

Surface Changes in modern times
Perhaps a bombing target based on the
marks. Application is similar to others
but a little sloppy in application



The purpose of this article is to remain simple and not bore people with complex mathematics. The marks below are just east and west of the huge marks above. They are not of similar scales.



Pattern left is just east of the huge marks and has a clear border though not marked.

Patterns below are just west of huge marks.

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Other marks in Dunhuang Area

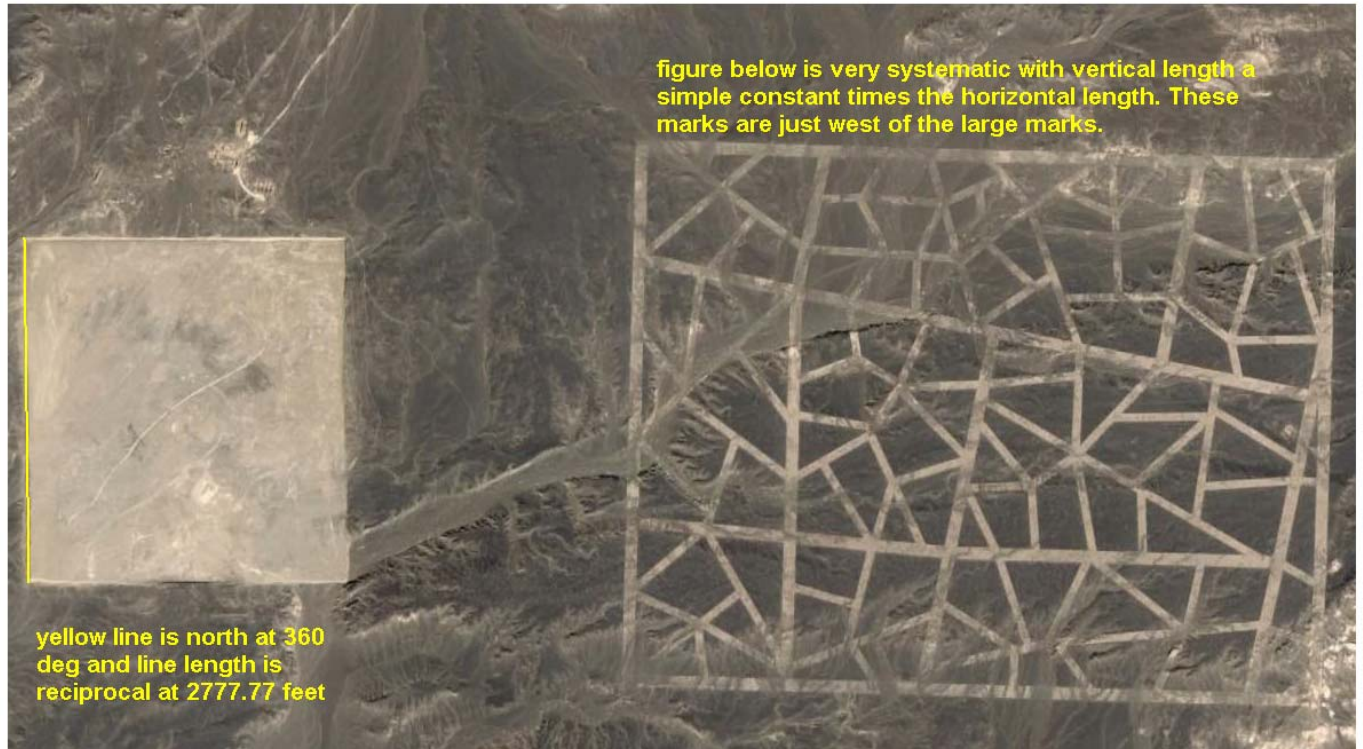


figure below is very systematic with vertical length a simple constant times the horizontal length. These marks are just west of the large marks.

yellow line is north at 360 deg and line length is reciprocal at 2777.77 feet

These marks could contain an encyclopedia of data if one breaks the coding. The near square in the bottom left is not only oriented true north at an azimuth of 360 degrees (also zero) but the length is 2777.77 feet which is the reciprocal of 36 times 10,000. This seems likely some type of signal to provide methodologies for more complex solutions.

The strange pattern at the bottom right is 1420.4 x 4 feet in width which is the hydrogen neutral frequency very prevalent in the universe and the frequency we use to search for life in outer space. The height is 4400 feet and 440 cycles per second is the middle "A" note on the piano and the foundation for musical tuning. It is hard for me to believe that some military people would choose these numbers for some type of bombing pattern.

One might wonder why I am using feet instead of meters, and the answer is simple.....it works. There could be other systems in metric units, but I have not discovered them yet. The pattern on the bottom right is yielding some mind boggling relationships.

I am not trying to indicate that these patterns are necessarily derived from anything like ancient aliens or even abnormal human abilities like savants. I am just trying to provide insight into the design. I fully expect that the ultimate solutions will provide convincing evidence as to what type of intelligence put them there.

JD Branson