

EXCLUSIVE from a #NordStreamSabotage whistleblower:

From: Kim Dotcom Twitter channel May 22, 2023

Link: <https://twitter.com/KimDotcom/status/1660420327325958144>

I am writing to you as a concerned citizen of the world, wishing for a peaceful resolution to the conflict in Ukraine. My identity is not of importance. What matters is the sharing of my story so that the world can understand the truth about the Nord Stream Sabotage, thereby moving forward without lies or inaccuracies.

As many of you may know, a series of clandestine bombings and subsequent underwater gas leaks occurred on the Nord Stream 1 and Nord Stream 2 natural gas pipelines on September 26, 2022.

While there has been much speculation about the nature of this sabotage, I aim to provide additional details and facts that will give a clearer picture.

Before the attacks on September 11, 2001, I started working with contractors at the Johns Hopkins Applied Physics Lab in Maryland. We were working on the Advanced Seal Delivery System (ASDS), a covert mini-submarine designed for the Navy Seals to carry out stealthy clandestine missions. This submarine is transported on the back of nuclear submarines and detaches to execute its missions.

I was chosen to work on this project, and my role was to assist in the programming of the full-sized, temperature-controlled simulator for the submarine on which the Navy Seals would train. The simulator featured screens that displayed a 3D simulation of the ASDS undocking from a nuclear submarine, executing its mission, and then returning to dock.

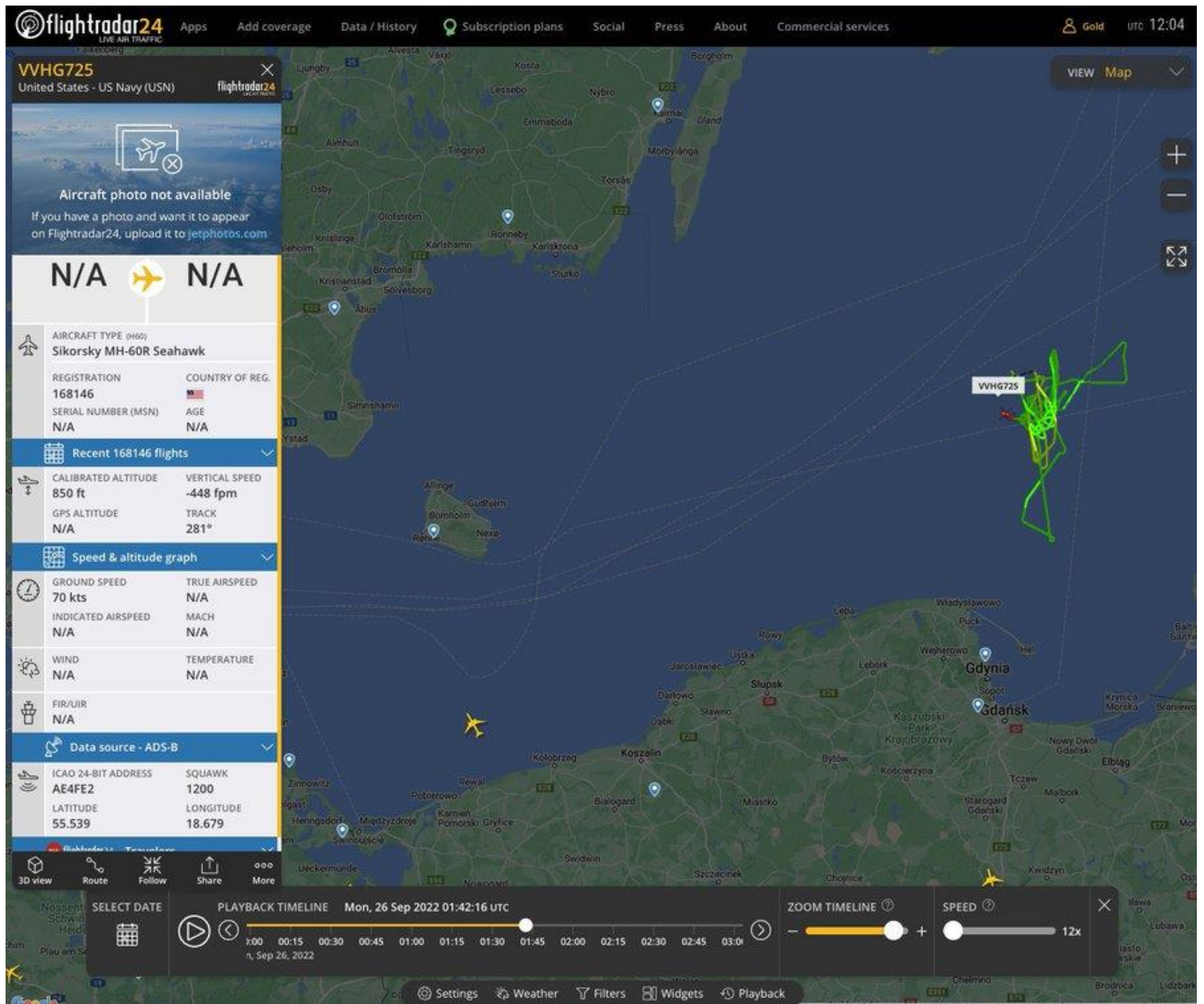
I spent countless hours in the simulator, ensuring everything functioned as specified. I piloted the simulator on simulated missions, just like the Navy Seal pilots would before their actual missions. Even in 2001, we had the ability to program a variety of scenarios, including the sabotaging of pipelines. Although I did not pilot a simulated mission specifically for the Nord Stream pipelines, I did simulate scenarios of covertly sabotaging pipelines. I can confirm that the United States has had this capability for decades, and the ASDS is in the US inventory, fully capable of executing the Nord Stream Sabotage.

Publicly available radar evidence from <http://flightradar24.com> helps shine light on how the Nordstream sabotage was conducted. As exposed by Seymour Hersh, the explosives were planted during the Baltops 22 maritime exercises. Although speculation remains as to the exact method of explosives placement, I believe that the modern Advanced Seal Delivery System (ASDS) was utilized with Navy divers. This mirrors the way I would have conducted the mission in the simulator.

(Thread: 1 of 7)

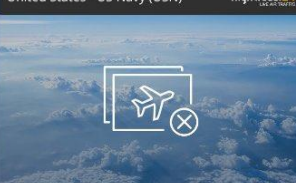
Once the explosives were planted, they would be triggered by sonobuoy. On September 25, at roughly 10:52 pm UTC, a US Navy Sikorsky MH-60R Seahawk appeared on radar in the Baltic Sea, east of Bornholm Island. Radar data indicates that this state-of-the-art helicopter, equipped with sonobuoy, had been hovering for an indeterminate length of time. Within clear range of the explosion, the US Navy Sikorsky is seen on radar loitering before, during, and after the explosion, until approximately 1:43 am UTC when it goes off radar in the Baltic, having hovered for over three hours in darkness. This helicopter was present at the scene of the explosion before, during, and after the event, equipped with sonobuoy capable of triggering the explosion.

(Thread: 2 of 7)



Meanwhile, on September 25, at roughly 11:28 pm UTC, a US Navy Boeing P-8A Poseidon equipped with sonobuoy and with NO CALLSIGN appeared on radar east of the Faroe Islands. This Boeing P-8A Poseidon headed directly to the site of the first Nord Stream explosion near Bornholm Island, reaching an observational point at 1:08 am UTC on September 26, just over one hour after the first explosion at 12:03 am UTC. Important: The P-8A Poseidon took off >BEFORE< the first explosion and was heading to the coordinates where the explosion would occur. (Thread: 3 of 7)

NO CALLSIGN  
United States - US Navy (USN)



N/A N/A

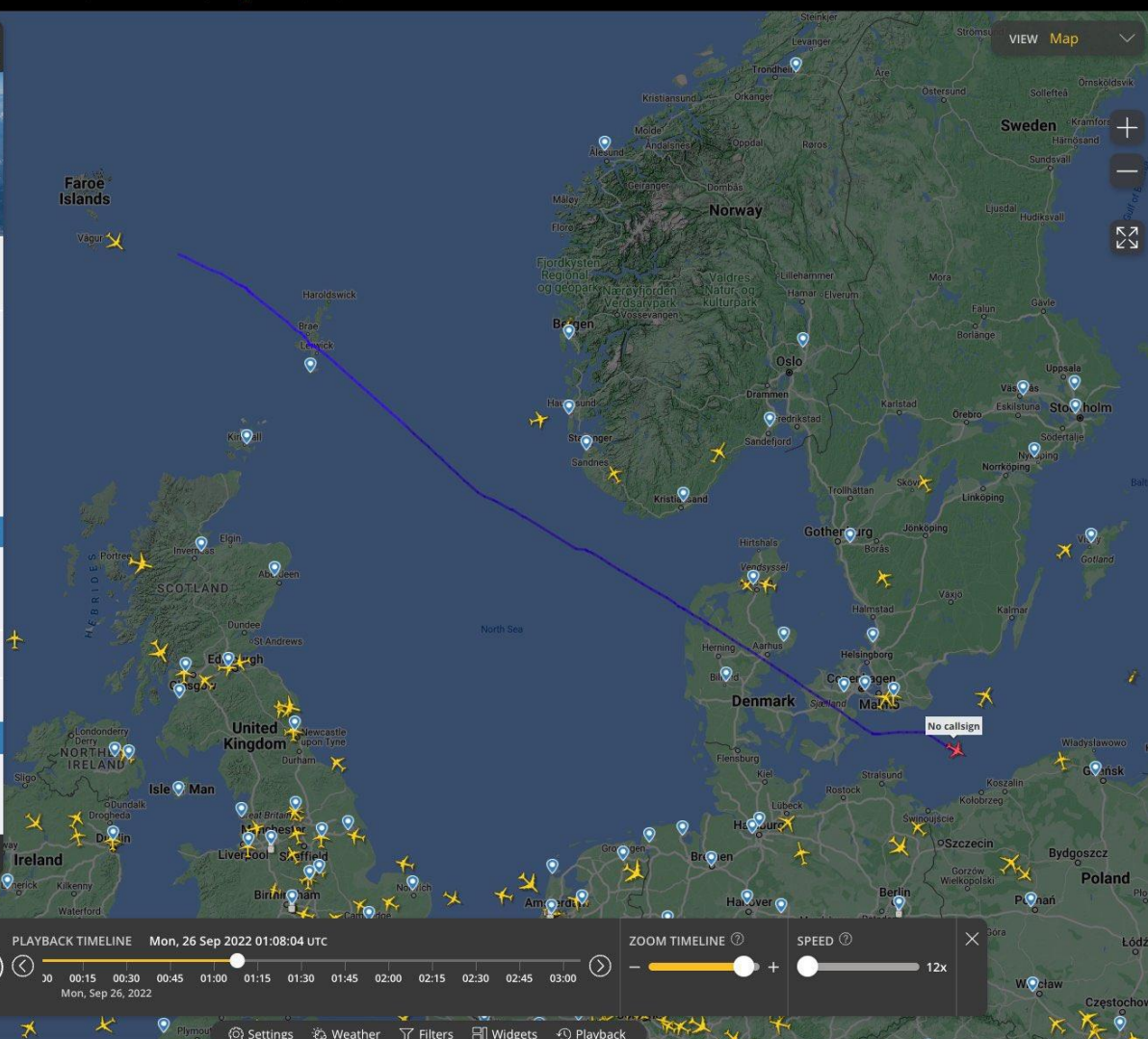
AIRCRAFT TYPE (P8)	
Boeing P-8A Poseidon	
REGISTRATION	COUNTRY OF REG.
N/A	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A
CALIBRATED ALTITUDE	VERTICAL SPEED
31,000 ft	0 fpm
GPS ALTITUDE	TRACK
N/A	122°

Speed & altitude graph	
GROUND SPEED	TRUE AIRSPEED
446 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A
WIND	TEMPERATURE
N/A	N/A
FIR/UIR	
N/A	

Data source - MLAT	
ICAO 24-BIT ADDRESS	SQUAWK
AE6851	1402
LATITUDE	LONGITUDE
54.78	14.93

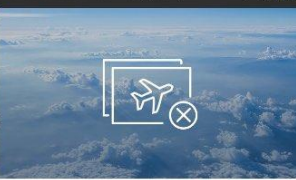
3D view Route Follow Share More

SELECT DATE **PLAYBACK TIMELINE** Mon, 26 Sep 2022 01:08:04 UTC **ZOOM TIMELINE** **SPEED** 12x





NO CALLSIGN United States - US Navy (USN)



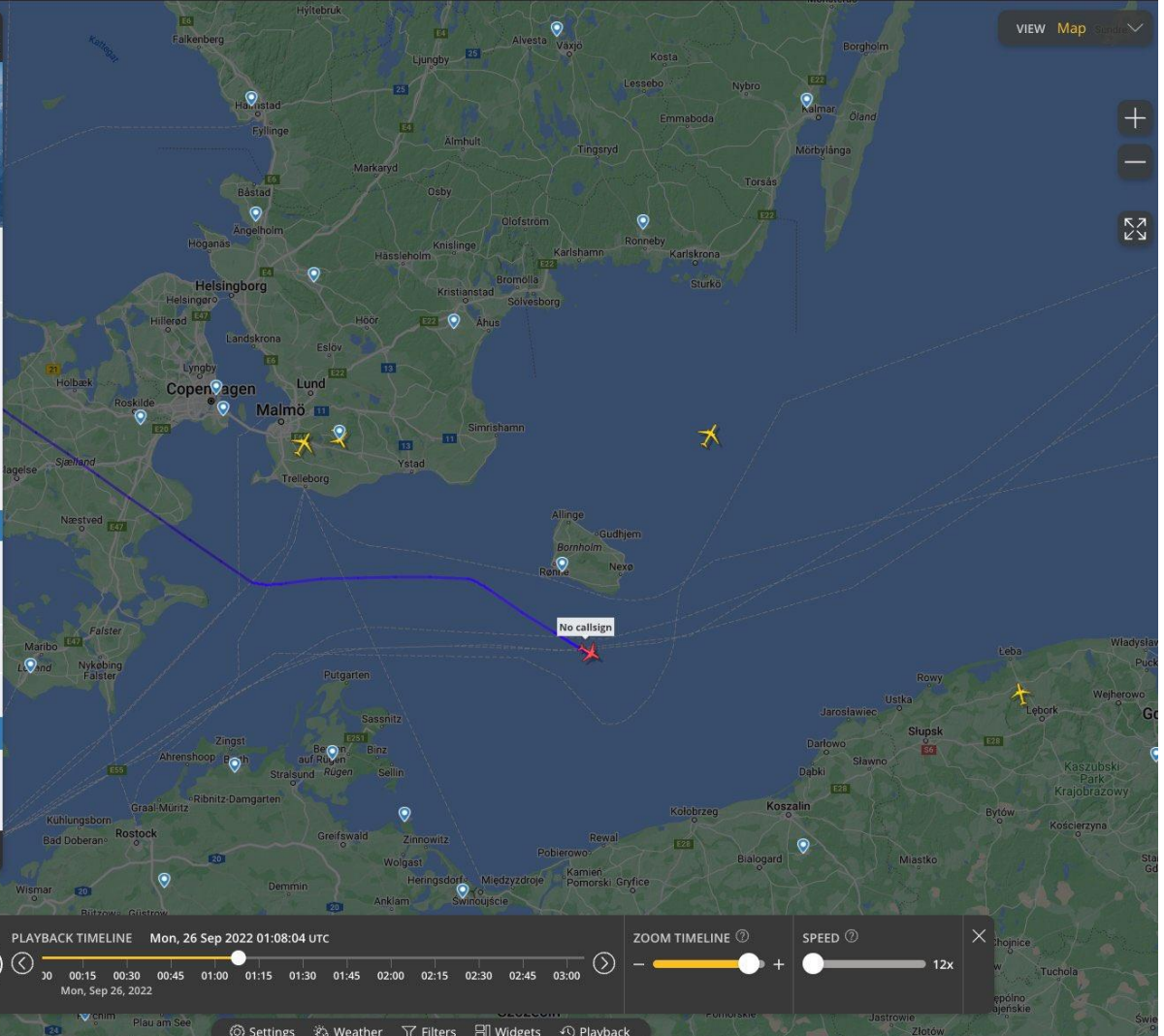
N/A  N/A

AIRCRAFT TYPE (PR)	
Boeing P-8A Poseidon	
REGISTRATION	COUNTRY OF REG.
N/A	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A
CALIBRATED ALTITUDE	VERTICAL SPEED
31,000 ft	0 fpm
GPS ALTITUDE	TRACK
N/A	122°

Speed & altitude graph	
GROUND SPEED	TRUE AIRSPEED
446 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A
WIND	TEMPERATURE
N/A	N/A
FIR/UIR	
N/A	

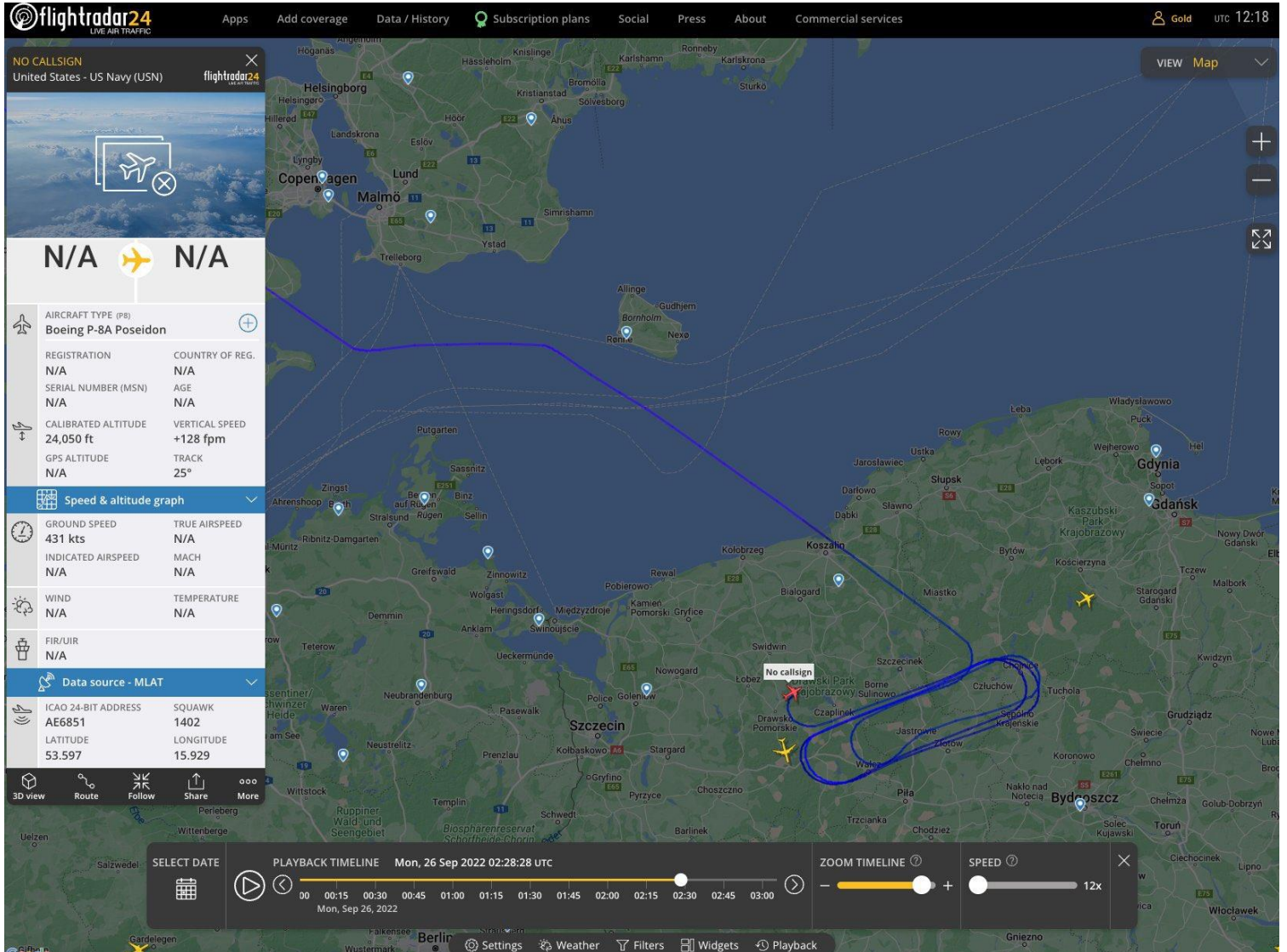
Data source - MLAT	
ICAO 24-BIT ADDRESS	SQUAWK
AE6851	1402
LATITUDE	LONGITUDE
54.779	14.93

3D view Route Follow Share More



SELECT DATE **PLAYBACK TIMELINE** Mon, 26 Sep 2022 01:08:04 UTC **ZOOM TIMELINE** **SPEED** 12x

At this juncture, the Poseidon had completed the first part of its mission, confirming the detonation of the explosives. It then flew over land near Miastko and rendezvoused with a US Air Force Boeing KC-135R Stratotanker for in-air refueling at 1:20 am UTC on September 26. The Poseidon circled with the Stratotanker until 2:28 am UTC, after which it was ready to complete the second part of its mission. It returned to the first explosion site for observation at 2:42 am UTC. It then made a tight loop at a low altitude, around 24,000 ft, directly above the explosion site for optimal observation. Afterward, it descended to a very low altitude of 7,275 ft in tight loops until it disappeared from radar at roughly 3:05 am UTC. At this point, the Poseidon likely dropped a sonobuoy to initiate the countdown for the second wave of explosions, which would occur approximately 14 hours later. (Thread: 4 of 7)





**BART12**  
United States - US Air Force (USAF)



**HHN** **N/A**  
FRANKFURT  
CEST (UTC +02:00)

ACTUAL **2:00 AM** ESTIMATED

AIRCRAFT TYPE (K3SR)  
**Boeing KC-135R Stratotanker**  
REGISTRATION **57-1483** COUNTRY OF REG.   
SERIAL NUMBER (MSN) **17554** AGE (OCT 1958) **64 years**

Recent 57-1483 flights

CALIBRATED ALTITUDE **25,000 ft** VERTICAL SPEED **0 fpm**  
 GPS ALTITUDE **N/A** TRACK **93°**

Speed & altitude graph

GROUND SPEED **352 kts** TRUE AIRSPEED **420 kts**  
INDICATED AIRSPEED **N/A** MACH **N/A**

WIND **N/A** TEMPERATURE **N/A**

FIR/UIR **N/A**

Data source - MLAT

ICAO 24-BIT ADDRESS **AE0267** SQUAWK **0764**  
 LATITUDE **53.1838** LONGITUDE **16.2768**

3D view Route Follow Share More

SELECT DATE

PLAYBACK TIMELINE **Mon, 26 Sep 2022 02:31:10 UTC**

00:15 00:30 00:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 0

Mon, Sep 26, 2022

Settings Weather Filters Widgets Playback



NO CALLSIGN  
United States - US Navy (USN)



N/A  N/A

AIRCRAFT TYPE (PR) **Boeing P-8A Poseidon**

REGISTRATION	COUNTRY OF REG.
N/A	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A
CALIBRATED ALTITUDE	VERTICAL SPEED
24,050 ft	0 fpm
GPS ALTITUDE	TRACK
N/A	12°

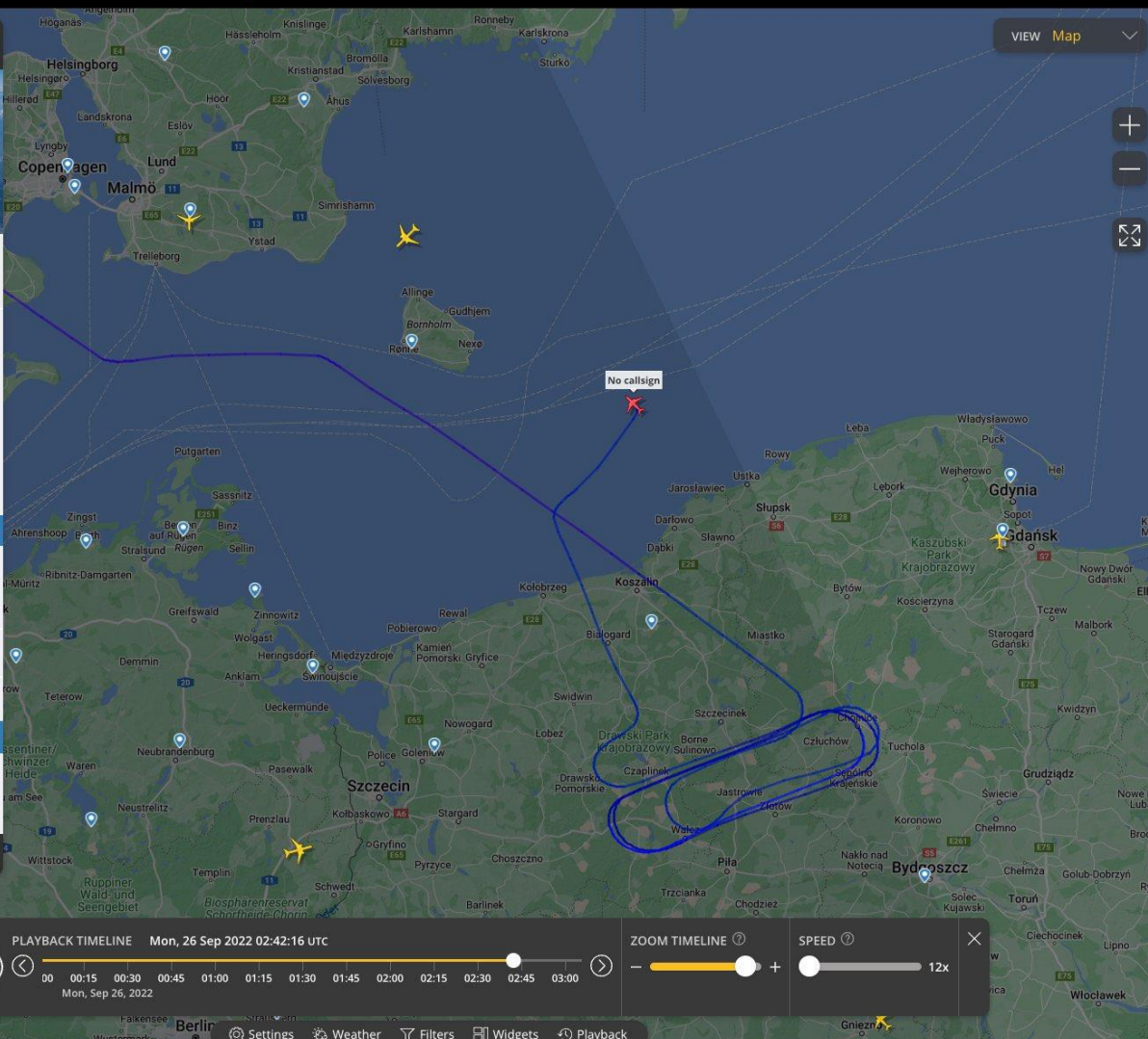
Speed & altitude graph

GROUND SPEED	TRUE AIRSPEED
353 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A
WIND	TEMPERATURE
N/A	N/A
FIR/UIR	
N/A	

Data source - MLAT

ICAO 24-BIT ADDRESS	SQUAWK
AE6851	1402
LATITUDE	LONGITUDE
54.861	16.175

3D view Route Follow Share More



SELECT DATE **PLAYBACK TIMELINE** Mon, 26 Sep 2022 02:42:16 UTC **ZOOM TIMELINE** **SPEED** 12x

00 00:15 00:30 00:45 01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00



NO CALLSIGN  
United States - US Navy (USN)



N/A  N/A

AIRCRAFT TYPE (P#)	
Boeing P-8A Poseidon	
REGISTRATION	COUNTRY OF REG.
N/A	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A
CALIBRATED ALTITUDE	VERTICAL SPEED
7,275 ft	-1,472 fpm
GPS ALTITUDE	TRACK
N/A	269°

Speed & altitude graph

GROUND SPEED	TRUE AIRSPEED
446 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A
WIND	TEMPERATURE
N/A	N/A
FIR/UIR	
N/A	

Data source - MLAT

ICAO 24-BIT ADDRESS	SQUAWK
AE6851	1402
LATITUDE	LONGITUDE
55.1285	17.1297

- 3D view
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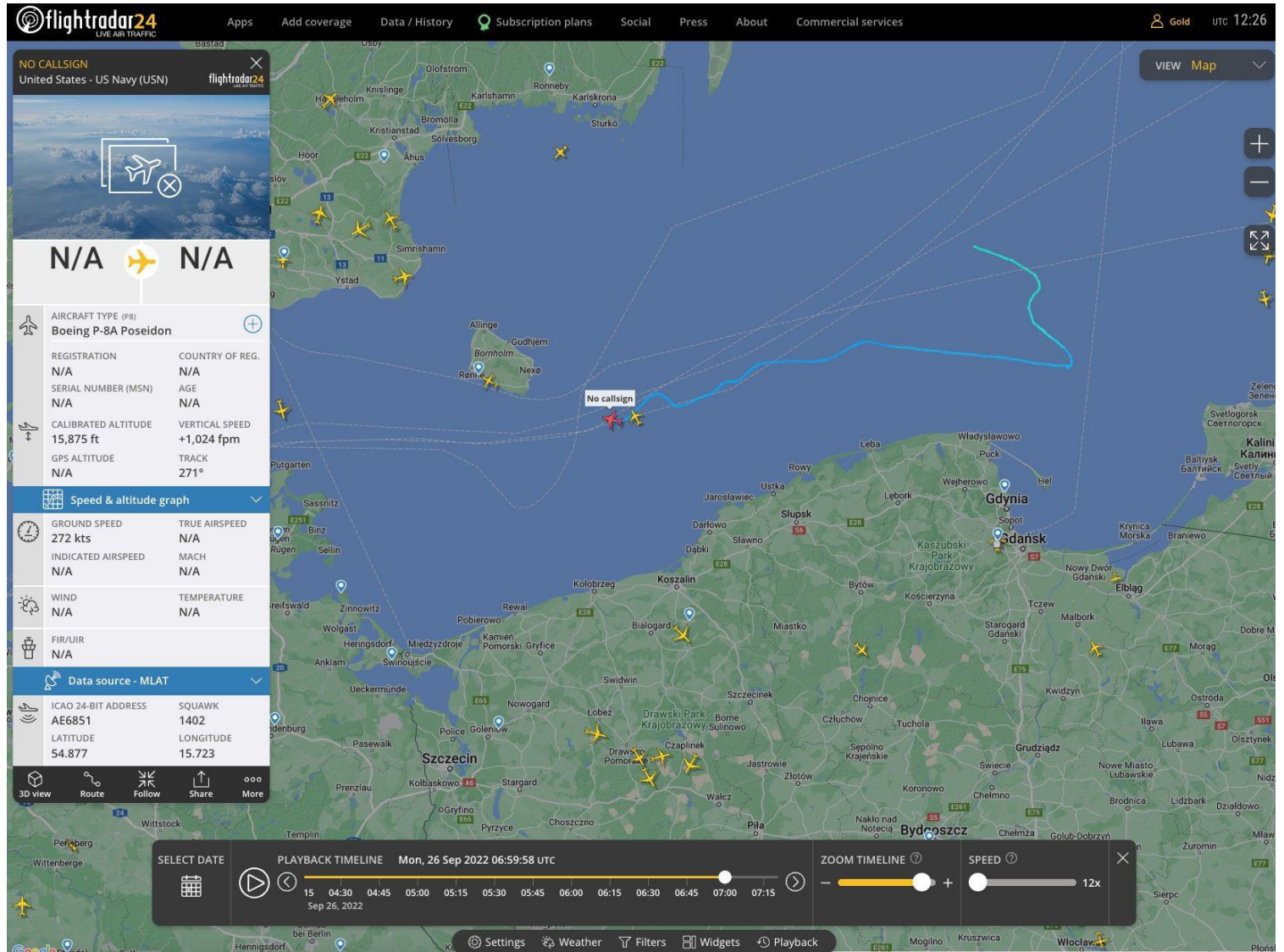
SELECT DATE **PLAYBACK TIMELINE** Mon, 26 Sep 2022 03:05:28 UTC

01:00 01:15 01:30 01:45 02:00 02:15 02:30 02:45 03:00 03:15 03:30 03:45


ZOOM TIMELINE **SPEED** 12x




The same US Navy Boeing P-8A Poseidon with no callsign reappeared on radar at 6:22 am UTC on September 26, east of Bornholm Island. It flew to the site of the first explosion for a second look at 7:00 am UTC, then flew back and disappeared from radar at roughly 9:04 am UTC east of the Faroe Islands. (Thread: 5 of 7)



NO CALLSIGN  
United States - US Navy (USN) **flightradar24**  
LIVE AIR TRAFFIC



**N/A**  **N/A**

AIRCRAFT TYPE (P/B)  
**Boeing P-8A Poseidon**

REGISTRATION	COUNTRY OF REG.
N/A	N/A
SERIAL NUMBER (MSN)	AGE
N/A	N/A
CALIBRATED ALTITUDE	VERTICAL SPEED
34,025 ft	-64 fpm
GPS ALTITUDE	TRACK
N/A	300°

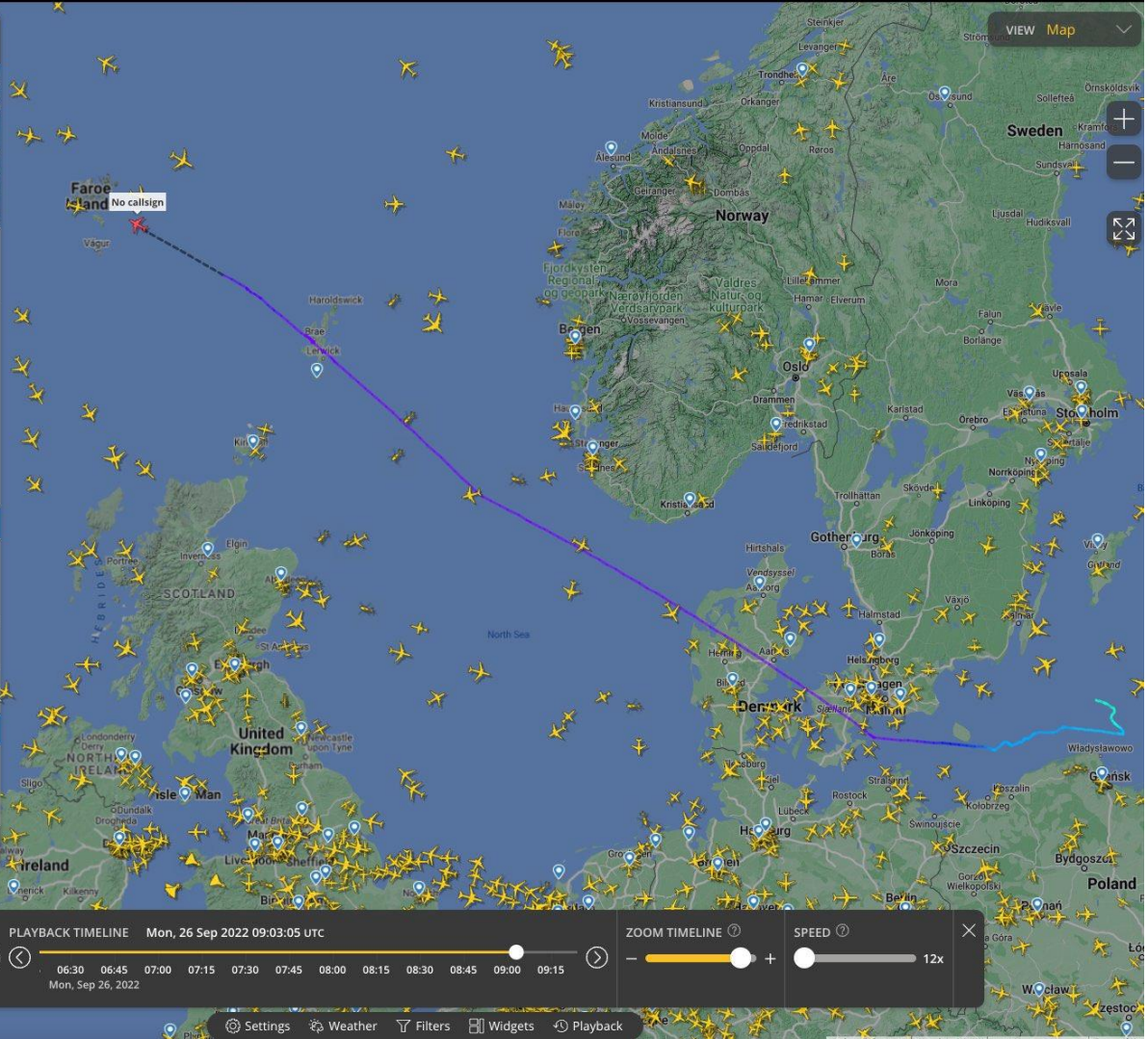
Speed & altitude graph

GROUND SPEED	TRUE AIRSPEED
367 kts	N/A
INDICATED AIRSPEED	MACH
N/A	N/A
WIND	TEMPERATURE
N/A	N/A
FIR/UIR	
N/A	

Data source - Estimation

ICAO 24-BIT ADDRESS	SQUAWK
AE6851	3537
LATITUDE	LONGITUDE
61.75	-5.76

3D view Route Follow Share More



SELECT DATE **PLAYBACK TIMELINE** Mon, 26 Sep 2022 09:03:05 UTC

06:30 06:45 07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15

Mon, Sep 26, 2022

**ZOOM TIMELINE** **SPEED** 12x



After the second wave of explosions at 5:03 pm UTC on September 26, the original US Navy Sikorsky MH-60R Seahawk reappeared on radar in the Baltic at roughly 6:42 pm UTC. It then hovered for over two hours until approximately 8:50 pm UTC, at which point it went off radar. During this time, it had an observational view of the aftermath of the second wave of explosions. (Thread: 6 of 7)

The screenshot displays the Flightradar24 interface for flight VHKG725. The aircraft is identified as a Sikorsky MH-60R Seahawk, registered as 168146, with a country of registration of the United States. The aircraft's status is shown as "N/A" for photo and registration details. The flight path is visible on the map, showing a track over the Baltic Sea and the coast of Poland. The playback timeline at the bottom indicates the flight was recorded on Monday, September 26, 2022, at 20:49:59 UTC. The speed is set to 12x.

Category	Value
AIRCRAFT TYPE (I460)	Sikorsky MH-60R Seahawk
REGISTRATION	168146
COUNTRY OF REG.	United States
SERIAL NUMBER (MSN)	N/A
AGE	N/A
RECENT FLIGHTS	Recent 168146 flights
CALIBRATED ALTITUDE	1,250 ft
VERTICAL SPEED	-1,088 fpm
GPS ALTITUDE	N/A
TRACK	244°
GROUND SPEED	131 kts
TRUE AIRSPEED	N/A
INDICATED AIRSPEED	N/A
MACH	N/A
WIND	N/A
TEMPERATURE	N/A
FIR/UIR	N/A
ICAO 24-BIT ADDRESS	AE4FE2
SQUAWK	1200
LATITUDE	55.3568
LONGITUDE	18.6623

How the US blew up the Nordstream pipelines (Radar Evidence). I urge the public to review the publicly available radar data for themselves and witness the events as they unfolded, as it is easily verifiable. - ASDS Engineer

Youtube link: [https://www.youtube.com/watch?v=iG71NGXr4vU&ab\\_channel=revisionfour](https://www.youtube.com/watch?v=iG71NGXr4vU&ab_channel=revisionfour)

**Title: How the US blew up the Nord Stream pipelines (Radar Evidence)**

Channel: [revisionfour](#)