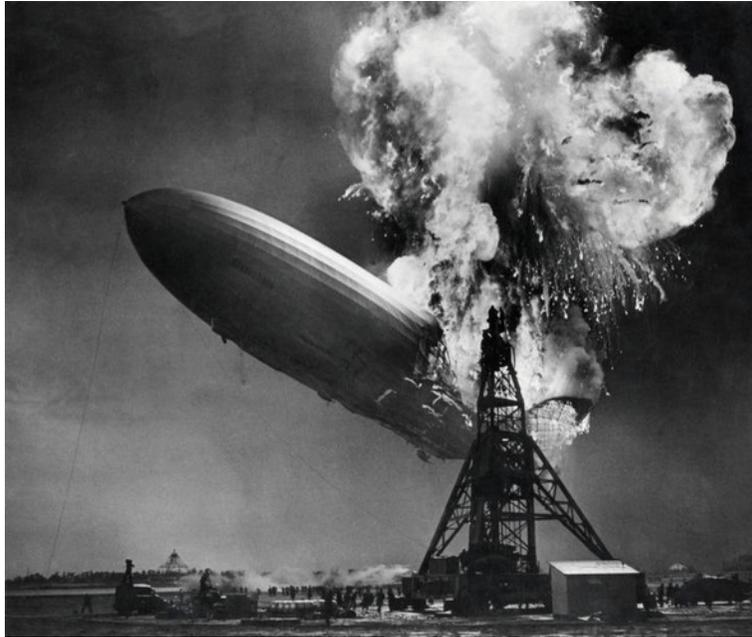


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# THE HINDENBURG WAS SCUTTLED FOR INSURANCE MONEY *or wait, no it wasn't*



*by Miles Mathis*

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This is one of the last major disasters I haven't hit yet. But I find it more interesting than the current fakes like Corona and George Lloyd, which insult my intelligence. These older fakes do, too, but in unwinding them at least I can say that the current scriptwriters aren't setting my table. I refuse to let them determine my gaze. Which is why I generally let my guest writers cover the current events.

This one ties into my papers on [the Titanic](#) and [911](#), and it actually concerns some of the same players. Specifically, you will remember that Lloyds of London was the major insurer of the *Titanic*, and also one of the largest insurers of the Twin Towers. Well, do you want to guess who insured the Hindenburg? That's right, Lloyds. So this paper is about Lloyds of London, not George Lloyd.\*

[The Hindenburg was insured for \\$15 million](#), or about \$285 million in today's dollars. Wikipedia tells us \$80 million in today's dollars, but someone there can't do math. Here is the policy:



Also like the *Titanic* and the airplanes on 9/11, the *Hindenburg* was mysteriously under-booked. There were (allegedly) 36 passengers and 61 crew aboard, though the ship could take more than double that. Strange, since this was the first transatlantic flight of the season. Unbelievably, only 35 of those 97 died. Only 13 passengers died, which means we are supposed to believe 23 survived that fiery crash.

But after studying the *Titanic* and 9/11 death lists, we now know how these things are faked. They hold the number down so that they will have to fake as few deaths as possible. Those said to have been onboard simply weren't. In this case, I believe the *Hindenburg* itself really was destroyed, but no one was aboard. A minimal crew of maybe half a dozen was originally onboard, to bring the *Hindenburg* into position, but they exited somehow before the explosion. All the expensive furnishings were also removed before the scuttling, so the *Hindenburg* was just a shell. Much of the value of the *Hindenburg* was in its expensive furnishings, which at times included things like grand pianos, so the insurers ended up paying for stuff that wasn't even onboard.

How do I know? Because in the film of the crash, we don't see anything inside the zeppelin. When the outer shell burns away almost instantly, we should see an entire hotel inside, with furnishings, bars, huge tables, chairs, sleeping quarters, etc. Instead, we see nothing but air. We also don't see any



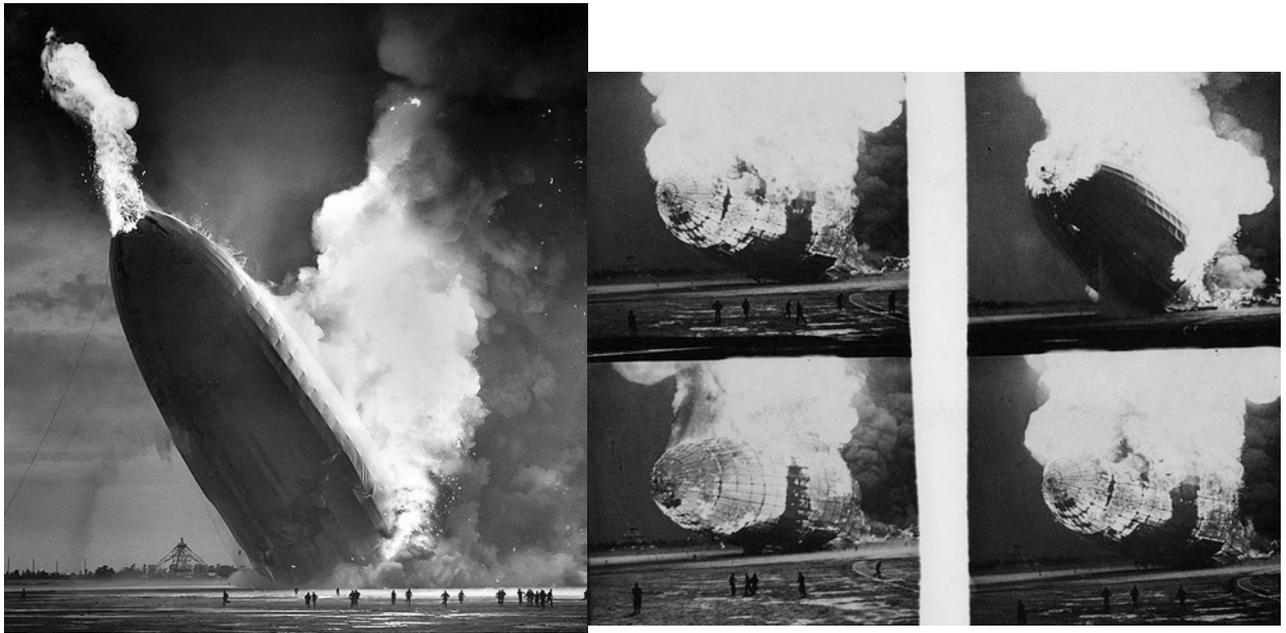
people. We are told many people jumped, but we see none. In the second half of the film, they scan the entire burning hull, and there is nothing inside it. All we see is the twisted aluminum shell. No furnishings, no bodies. No people running from the wreckage, though there should be 62 living people running out, either on fire or not. We do see some teeny tiny people running beneath the crash as it first hits the ground, but it is not clear if they were already on the ground or came from the zeppelin. The film is so dark, it is impossible to tell.

Which leads to our next question. Why were they trying to land in the half-dark? This was supposed to be 7:25pm on May 6. Why land so late in the day? Wouldn't you want to land a zeppelin during the day, when you could see what you were doing? Do you want to be trying to dock a huge zeppelin at a mooring mast when it almost dark? Actually, sunset in New Jersey on May 6 occurs at about 8pm, so they should have still been 35 minutes *before* sunset. If you know anything about this, you know it doesn't get dark until long after sunset, usually more than an hour afterwards. The internet tells us 70 to 100 minutes after sunset, which is more than 1.5 hours. So ask yourself why the film of the Hindenburg crash is so dark. Does it look like it was filmed 35 minutes before sunset? Not to me. It looks like it was filmed at dawn or dusk, more like 30 minutes *after* sunset. But they wanted the film to be dark so that you couldn't easily tell it wasn't the Hindenburg.

Another problem is that, like the Zapruder film, the Hindenburg film has been cut. We are missing the most important section: where the fire starts. Instead, we cut straight from a broad view of the ground to the Hindenburg nose-up and already half on fire. I also notice that after the cut the sky is mysteriously twice as dark. In the run-up, it is daytime, with a light sky. But after the cut it suddenly looks like dusk. The sky is very dark. This indicates the film was pieced together and faked.

Another problem is the mooring mast you see in the picture under title. That was added later, because [it isn't in the Pathé film](#). We see the broad view of the plain as the Hindenburg slowly arrives, and there is no mast there. Nor is it there after the cut, when we see the explosion and fire. The mast is not in one frame of the film. There are mooring masts behind the Hindenburg, in the distance (min. 1:50), but not one where it is landing (min 2:40).

It also isn't in other pictures of the event.



Where is the mooring mast? It just disappeared. I think they added it later to try to explain why the Hindenburg exploded. You are supposed to think it collided with the mast, puncturing it like a balloon and causing the explosion. But that isn't the story anyway.

There are some other things you should know. Since they only carried 70 passengers and were so slow, the zeppelins were not profitable. Like the Twin Towers, they were big money losers. Tickets were very expensive, so only the wealthy could afford them. But the wealthy didn't like wasting so much time in the air. After the initial thrill, the wealthy abandoned the zeppelins as yesterday's news. Also, the company that owned the zeppelins, Luftschiffbau, had been mostly bought out by that time by Lufthansa AG, the airline company. Of course the airlines saw zeppelins as competition and wanted to get rid of them. Think of the way the tire companies felt about trolley lines in Los Angeles and San Francisco. Same thing here: the competition bought them out and then destroyed them on purpose. They knew the crash of the Hindenburg would be enough to get rid of zeppelins forever, since no wealthy person would ever get on one again—which is precisely what happened.

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I thought I had pretty much figured this one out, but then I realized there was a whole other level down the rabbit hole. To see what that is, you have to know a couple more important things. One, the studio that filmed this, Pathé, was actually a Hollywood studio owned by Joseph Kennedy. . . yes, JFK's father, who also owned RKO studios. Pathé was originally French, but it worked heavily in the US as well, especially in Hollywood. Its American arm had opened in 1904, and Kennedy had bought it in 1927. Also, its American headquarters was in Fort Lee, New Jersey, just up the road from where the Hindenburg crashed. Also of interest is that Pathé had gone bankrupt less than two years earlier, in 1935. This despite admitting making 100 million francs in profit from 1930-1935. Doesn't add up. The head of the company, Bernard Natan, was indicted for fraud, and part of the charges were he had hidden his Jewish roots by changing his name. As if that were illegal. No one else in the film business in France was Jewish? We are supposed to believe that despite being a millionaire, he was thrown in jail by the French authorities in 1940, who then took him out of prison in 1942 and "delivered him" to the Nazis, who sent him to Auschwitz. He conveniently died within a month. No possibility that story is true. I will not pull it apart here, but just notice how it is a part of this mystery. Why does it tie in? It ties in because Pathé was in need of money, and would happily be a part of any fraud to get that money. Of course that is always true of these film people, but it was especially true in the 1930s.

Also curious is that Pathé wasn't the only one there filming that day. There were three other film crews, making four total. The others were Movietone News (Fox), News of the Day (Hearst), and Paramount. International News was also there with a still photographer, as was the Associated Press. Apparently *Life Magazine* and the *New York Daily News* also had photographers there, though we are told their people were private individuals who just happened to be there. Right. *WLS* Chicago also had a reporter there to do a live voice-over. That's convenient. He was Herbert Morrison, "Oh the humanity". Although supposed to be recorded live, as an eyewitness, the tape was not aired until the next day. That is another red flag. Morrison tells us the Hindenburg collided with the mooring mast, but that conflicts with the film. So they decided to drop that storyline later. Nothing about it currently at Wikipedia.

If there were four film crews there that day, why do we have footage from only one, and that one cut?

Herbert Morrison looks like a spook for many reasons. One, why did Chicago assign someone to this New Jersey event? Two, nothing is known of Morrison before or after this event. He is a ghost. Three, his name. Morrison we know about, see Jim Morrison and his father the admiral. But Herbert is also a big peerage name, in fact even bigger. The Herberts were Dukes of Beaufort, though they have since been replaced by the Seyfrieds.

So everyone in the world seemed to know something was going to happen that day. We are told all these film crews were onhand because this was the first transatlantic zeppelin flight of the year. But note that "of the year". This was not the first transatlantic flight of a zeppelin, so it was no novelty. The previous year, the Hindenburg had made 17 transatlantic flights, ten of them to the US, so there was no reason to have a live voice reporter from Chicago and every major national news crew in the country at this landing in Lakehurst.

The second thing you need to notice in the films is that most of the guys running around on the ground beneath the Hindenburg are in US Navy uniforms. That is because the crash site of the Hindenburg

was Lakehurst Air Field in New Jersey, which was the United States' main dirigible field, where all its own airships were stored and flown. So there were several Hindenburg look-alikes in large hangers on that field. Are you seeing where I am going?

When I wrote above that it looked like the Hindenburg really was destroyed, a little voice in the back of my head chirped, but I didn't listen to it. I should have, since it was reminding me that none of the other fakes we have looked at were run like that. The *Titanic* wasn't really destroyed. The 911 planes weren't really destroyed. Of course I wrote that because I could see that a real zeppelin was being destroyed in the films. There is no way they could fake that in 1937. Plus we could see the rubble, and it also looked very convincing.

Realizing that, I finally thought to look more closely at the actual airship in the films. In the opening sequence, we do see the Hindenburg, since we see its number painted on the side and all the other telltale signs, including the swastikas on the tail fins. But as it turns out, the film is pieced together. Once we get to the shots from Lakehurst (min 1:22), suddenly we quit seeing the zeppelin from the side. Instead, we see it coming straight at us, and we can no longer see the markings on the side. Or we see it from below. The first time I saw it coming at us, I did think to myself that the zeppelin looked too short. But I explained it away as a function of angle and perspective. But when I returned a second time looking for a switch, it was easy to see. The airship we see after that point isn't the Hindenburg.

How do I know? Because the Hindenburg not only had the number D-LZ129 painted on the side, it had its name painted in red toward the front, also about halfway up.

**Hindenburg**

Those letters were six feet tall on the bow.

Between those two markings, it also had three circles chained together, like the Olympic symbol, but with three circles instead of five. Plus, it had a visible viewing deck about halfway between the name and the circles, but lower down. Meaning, a bank of windows so the passengers could see out.



If we study the film, we don't see any of that, including in the crash sequence. There is no viewing deck, no name, nothing. So that isn't the Hindenburg. It is just a US substitute, one that resembles the Hindenburg in color and size.

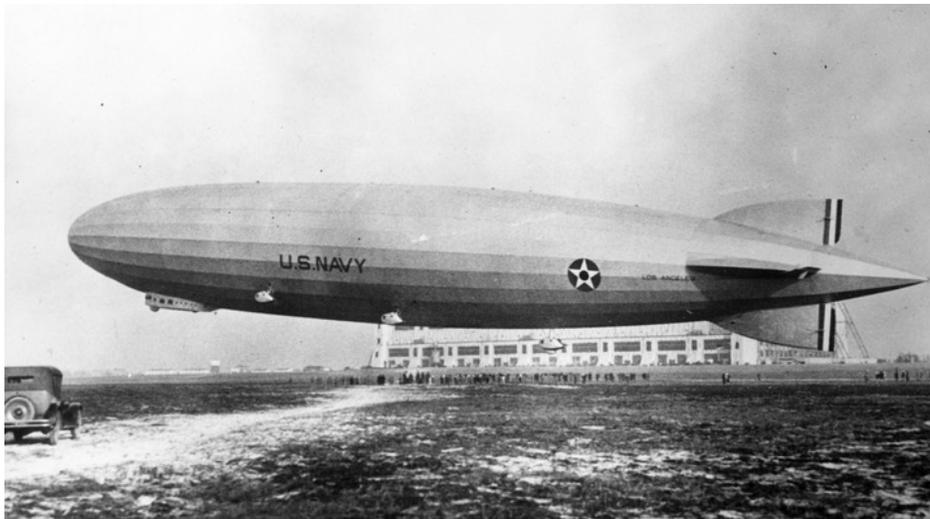
If you study the film closely, you will see that after min. 1:22, we never see the number on the side, the name, the swastikas on the tail fins, or the viewing deck. Those things are always out of frame or simply not there. In the crash sequence, we only see the top half of the zeppelin, to keep the tail fins out of picture.

Also note the mooring mast in the last picture. That is how big it is and how the zeppelin moors to it. So why does it look about three times larger in the picture under title, the one they always lead with? I will be told it is a flying moor, to keep the airship off the ground, but those are only about twice as tall as the lower ones. Not three times as tall.

Yes, the US was in on this conjob. Apparently they had in their hangers an old dirigible that resembled the Hindenburg, one they were willing to torch for this movie. The Germans probably gave them a cut of the insurance money.



As you see, the US had airships almost indistinguishable from the Hindenburg in size and color. That is the *Shenandoah*, pictured at Lakehurst. It was built in 1922, so in 1937 it would have been 15 years old, ready for mothballs. We are told it was destroyed in 1925, but maybe it was, maybe it wasn't. We are told a lot of things. Plus, the US had lots of other similar airships.



That's the *Los Angeles*, built in 1923. But it was built in Germany and given to the US as part of war reparations, we are told. I can't make sense of that, since the war had ended five years earlier. Why would Germany still be building airships for us in 1923 as part of war reparations? As usual, this story is just lies within lies.

Note that neither the *Shenandoah* nor the *Los Angeles* have viewing decks. They didn't need them, since they weren't built to shuttle the very wealthy, who wanted to see the view.

On the way out, let's look at the alleged casualties. We are told the last survivor, Werner G. Doehner, died **November 8, 2019**. Hmmmm. That's aces and eights, Chai. He was allegedly **eight** at the time. Also notice his funny name, where the first and last names rhyme. It is the German equivalent of Harry Carrey. According to his story, his mother threw him and his older brother out of the ship while it was on fire. Funny that we don't see that. His father and sister allegedly died in the crash. But remember, these were very rich Germans. His father was head of Beick Felix Pharmaceuticals, now just Felix. So best guess is he profited from the crash in some way, perhaps being invested in Lloyds but shielded as a major player.

The captain of the Hindenburg was Ernst Lehmann, and he wasn't just the captain. He had been Vice President of Goodyear Zeppelin since 1923. That company was part of a joint project with Luftschiffbau Zeppelin, so Lehmann was curiously with the American arm. As it turns out, Goodyear actually owned 2/3rds of the partnership. This partnership continued even after the rise of the Nazis, and Lehmann was a Nazi. Meaning—since [the Nazis were a fake construction](#)—Lehmann was a fake. Lehmann is the one who delivered the *Los Angeles* to the US in 1923. He had previously filed to become a US citizen, so we may assume that is what he did in 1937, under an assumed name. For more evidence of that, we find his 2-year-old son allegedly died a few weeks earlier, so my guess is he wanted to take this son with him. So he had to fake his death as well. I could find nothing on his wife.

We should pause on Goodyear. Remember, above I compared the demise of the zeppelins to the demise of the trolleys. I said that not knowing that Goodyear actually owned these zeppelins in the US. So we have that link as well: Goodyear was also the company that put the trolleys out of business.

The other captain was Max Pruss, and he survived. He had flown 171 times over the Atlantic, but this was his first time as captain of the Hindenburg. That's convenient for the story. Coincidentally, Pruss was also a ranking crewman on the *Los Angeles* when it was delivered to the US in 1923. He was also a Nazi. Meaning, in this case, he was just an actor. And this time we have easy proof of that. We are told that he was so badly burned he was given last rites, and that his face was disfigured for the rest of his life. However, he was only 45 at the time of the crash, and we have many pictures of him older than that. Yes, there are also a couple of him looking burned, but they look fake.



That's an obvious paste, and isn't convincing at all. We have other pictures sold as burn victims from the Hindenburg, but they either look like pastes or are impossible to confirm as being from the Hindenburg. They could be real burn victims from anywhere, anywhen. Just so you know, Pruss' nose was allegedly burned completely off. We are told he wore a fake one. That guy above looks bad, but not *that* bad. That doesn't look like a plastic nose. That photo also doesn't match other pics of him burned.

[**Added June 4:** If we look at the list of dead and survivors, we are struck by the fact the crew outnumbers the passengers by 61 to 36. We find 17 engine mechanics, an engineering officer, and a chief engineer onboard. Ask yourself this: do or did passenger airplanes ever require 19 mechanics onboard? When you fly to Paris, are there 19 engine mechanics onboard, just in case an engine fails? No. The Hindenburg only had four smallish (850hp) engines, which you can see on the sides. They were propeller, not jet, of course. They normally required little or no adjustment during flight, though one mechanic would be useful for troubleshooting in the early years. In a previous flight to Rio, one of the engines had given them trouble, but even then it couldn't be repaired in-flight. So they had at least 18 more engine mechanics onboard than was necessary. We also find three electricians, which is at least two too many. Also five cooks. Five cooks for 36 passengers? Also eight stewards/messboys. Again, that is one for every four passengers. Also four radio operators. Since they only had one radio onboard, I wouldn't think they would need four guys to operate it. Also six navigators/helmsman. So, four too many. Four riggers. Not sure what rigging needed to be done in-flight.

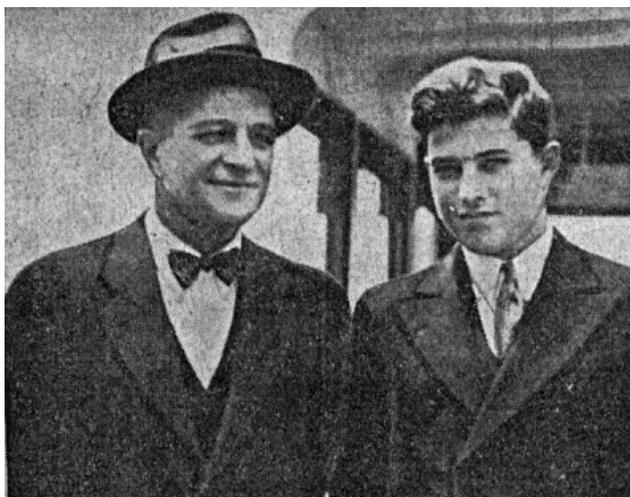
Remember, it takes a crew of only six to fly you cross-country now, and maybe four more to go transatlantic. So why would this zeppelin require 61? How many does it take to fly the Goodyear blimp now? Onboard, I would guess a handful. If we put a hotel inside, then, yes, we add cooks, waiters, and stewards. For 36 people living for three days, add ten people, say. Giving us not 61, but under 20. So this list of crew is padded out 200%, so that they can create a lot of ghosts.

The biggest red flags on the passenger death list are John and Emma Pannes. John was manager of the Hamburg-America Steamship Line, so he was a total insider. He handled the bookings and paperwork for the Hindenburg flights to Lakehurst, so he is one of the ones that was in control of this story from the beginning. The couple had just sailed to Germany a few weeks earlier in April, on the steamship Bremen. So faking their deaths was fabulously easy. They simply claimed to have flown back when they didn't. So look for them in Germany.

Hamburg-America was the world's largest shipping company at the time, so as their US manager, John Pannes was a very big wig. As a head of the largest shipping company, he was thereby. . . Phoenician navy. This company later merged with North German Lloyd to become Hapag-Lloyd. Amusingly, if you notice that Lloyd and wonder if it links us to Lloyds of London or Lloyds Register, they have an answer for you: "In the 19<sup>th</sup> century, Lloyd was a general term for a shipping company." If you believe that, you need stupidity insurance. The correct and hidden answer is that "Lloyd" is a general term for the Phoenician navy. Kind of like Apple is a general term for Intelligence.

Not only does Hamburg-America link us to Lloyds of London, it also links us to the *Titanic* fake. Its ship the *Amerika* was the first one to warn the *Titanic* of icebergs. Which is rich since there were no icebergs. The *Imperator* was also one of their ships, and [I have shown you](#) it was the most likely candidate for the repainted *Titanic*.

Anyway, take a look at this monstrous fake of Pannes with his son:



Can you believe they have the nerve [to still publish that](#)? Both heads were pasted in the wrong place by some half-blind technician! Makes me want to slide John's head to the left and his son's to the right, how about you?

Another passenger was also a ranking employee at Hamburg-America. George Grant was assistant manager in the London office of their passenger booking agent. It is admitted that his uncle was George Parker Bidder, the famous civil engineer who designed the Victoria docks in London. He was also one of the founders of the Electric Telegraph Company and built railways in Denmark and India. These Bidders are in the peerage, though George himself is scrubbed. His granddaughter Rosemary is there, where she links us to the Pinches and the Woods, Barons Holderness and Earls of Halifax. This then links us to the Onslows, Fortescus, Courtenays, and Gardners. The Barons Gardner then link us to the *Titanic* hoax. What they don't tell you is that Bidder's great grandson married. . . a Lloyd. Yes, she was the daughter of Canon Robert Lloyd, linking us to the Lloyds of the British peerage. This also links us to the Booths, [including Alfred Booth, 1<sup>st</sup> baronet](#). It also links us to the Booths of the US, including John Wilkes Booth, and also to Benjamin Franklin Butler, US Attorney General under Andrew Jackson.

Also see famous British engineer William Lloyd, who was one of George Parker Bidder's chief engineers. We may assume they were relatives.

Does this link us to Lloyd's of London? Almost certainly. Edward Lloyd who founded Lloyd's is scrubbed, but he is very likely to be of the Lloyds of Wales, specifically [Llys faen](#). They soon became the baronets Lloyd. They were previously Tudors (see Robert Fychan ap Tudur), and they married Owens. Since I have shown you in previous papers that the Tudors are really Stanleys, the Lloyds are as well. The 1<sup>st</sup> baronet Lloyd was Secretary of War after the American Revolution. He married a Howard, of the Dukes of Norfolk. This also connected them to the Yonges, including the 4<sup>th</sup> baronet, who had been Secretary of War in the 1730s. His son was Master of the Mint. At the time of the Hindenburg fake, the 5<sup>th</sup> baronet was Edward Lloyd-Mostyn, also the Baron Mostyn. He was married to a Clements of those Earls. Remember, there is a Clemens on the Hindenburg list. This also links us to the Kings; Scotts, Earls of Clomnell; and Nevilles, Earls of Abergavenny.

At the time of the Hindenburg fake, the 1<sup>st</sup> Baron Lloyd was privy counsel. His parents were cousins and he was also a Lindsay. His son, 25 at the time, was Welsh Guards.

Which brings us to survivor Margaret Graves Mather, who allegedly befriended the Pannes on the flight, then wrote about them in *Harpers* afterwards. How tidy. She was born October 11, aces and eights. Her father was the famous Frank Jewett Mather, and yes, Jew-ett implies exactly what you think it does. And yes, Mather links them back to Cotton Mather of the [Salem Witch hoaxes](#) and forward to Marshall Mathers III, aka Eminem. In fact, if you go back in a straight paternal line, you come to Timothy Mather, brother of Increase Mather and uncle of Cotton Mather. They were also Webbs, Remicks, Freemans, Colliers, Vosses, Peppers, Rogers, DeWolfes, Clarks, Lays, Athertons, Rudds, and Pembertons. Frank was an archaeology professor at Princeton and also wrote for the *New York Post*. He was later an editor at *The Nation*. So you see, Margaret provided a big link to the media here. Her page at [FacesoftheHindenburg](#) is full of obvious numerology. As just one more example, we are told she had to pay an extra \$33 because her luggage was overweight. And we needed to be told that why? Only to get that 33 in there. I encourage you to read her account of the crash, which doesn't match the film at all.

**The crash, however, never came. The forward part of the ship, including the passenger section, settled so gently to the ground that Miss Mather never even noticed the impact. She was suddenly aware of two or three rescuers looking into the wreckage of the dining salon, calling "Come out, lady!" Stunned, Miss Mather looked around and realized that they were on the ground. As she got up she dazedly hunted about her for her handbag until one of the nearby rescuers called out "Aren't you coming?" She was led gently out of the wreckage via the gangway stairs in the belly of the ship – the same way she'd entered the ship in Frankfurt a few days before – and was then taken to a nearby car.**

Yes, it actually says that. I didn't make it up as a joke, though someone apparently did.

Just about all the passengers are like this, being transparent as thinnest glass. Let's do one more for fun, just throwing a dart at the list. We come up with. . . George Hirschfeld. The last name tells us all we need to know, doesn't it? He's Jewish, from a family of cotton brokers and bankers in Bremen. His mother's maiden name is scrubbed, but she may be a Rothschild. These Hirschfelds were related to the Rothschilds at that time, see for instance Max Hirschfeld, b. 1889, who married Florence Rothschild. Bremen is also critical here, since it is a Hanseatic port, the main cotton port of Germany. Hanseatic means "convoy", and the convoy was of course the Phoenician navy. The Hanseatic League was formed in the 12<sup>th</sup> century after Henry the Lion unified the Baltic in those years. Henry was descended through his mother from the Carolingians, proving he was Phoenician navy in that line. He was also descended from the house of Wessex in England, which had been linked to Russian Phoenician lines for a thousand years. He was also descended from the Burgundians, ditto. More recently, Henry was descended from Bela I of Hungary, of the Arpad dynasty, who hails back to Elod. But of course Bela is most interesting if we take him *forward* a couple of generations, since his granddaughter was Empress Irene, wife of John II Komnenos. She died in 1134, making her a contemporary close cousin of Henry the Lion. Looks like they were second cousins twice removed. So, once again we see it was one big family, and the Hanseatic League was just a northern arm of the Byzantine Empire, with Phoenician cousins battling for supremacy. Same as now.]

[**Added June 7:** Thought I should do a few more passengers, since some of them are doozies. We'll start with [Colonel Fritz Erdmann](#), who had just been appointed Chief of the new Special Intelligence division of the Luftwaffe (Air Force). So he was a top spook. With him were his Intel staff Major Hans-Hugo Witt and Lieutenant Claus Hinkelbein. Strangely, these three are not listed as crew. We are told they were observers, but they are not listed as observers. So they are partially hidden even to this day. This is because they allegedly posed as passengers, wearing civilian clothing. Yes, three of

36 passengers were actually Intel officers, which brings the real passenger list down to 33. Curiously, this Fritz Erdmann is heavily scrubbed. They want you to think nothing is known of him, including his parents and his home town. This is probably because he was related to Wolfgang Erdmann, a crypto-Jewish Nazi Lieutenant General (3-star) in WWII. Erdmann allegedly committed suicide in custody in 1946, but that was another fake. These Erdmanns were from Thuringia and were related to the Zoellners and Vogelsbergs. Also see Hans Otto Erdmann, Lt. Colonel in 1944 involved in the fake assassination attempt on Hitler. He was controlled opposition in the 20 July Plot, and was supposedly hanged on September 4. It never happened. They now sell him as a member of the German Resistance, which is a joke. The Erdmanns hail back to German royalty, specifically the Hohenzollerns of the 17<sup>th</sup> century. See Erdmann August, margrave, whose grandfather was Duke Albert Frederick of Prussia. Through his grandmother he was descended from Anne of Bohemia, who was a Jagiellon. Also see Erdmann II, Count von Promnitz-Pless, who was privy counsellor to Augustus II the Strong. Erdmann's mother was the Princess von Sachsen-Weissenfeld. That links us forward to Goldman-Sachs as well as the Saxe-Coburg-Gothas—the Windsors.

As for the Hohenzollerns, Kaiser Wilhelm was a Hohenzollern. Since he was also a grandson of Queen Victoria, you see how it goes. The Hohenzollerns had been Margraves and Princes of Brandenburg for centuries before that. For instance, here is Joachim Frederick, looking very Jewish in about 1600:



Also note that Zoellner comes from Hohen-Zollern. Hohen just means “high”. The Zollerns go back to the year 1020, before which they are scrubbed. We aren't told where the name Zollern comes from, but we can guess it is Phoenician, and that these people came from the East.

Duke Albert's grandfather was also Duke of Prussia, and he was Grandmaster of the Teutonic Knights.



What do you know? Another cross-eyed inbred aristo-Jew. He was also involved in the creation of Protestantism, being the first ruler to adopt it as the religion of his realm. That portrait is by Lucas Cranach, one of the greatest artists of his age. Now, just ask yourself this: if you looked like that, would you pay a lot of money to get your portrait painted, so that your moronic face could be saved for posterity? If you were of these families, would you save these portraits for centuries and proudly display them in the encyclopedias, or would you burn them or hide them?

But let's move on. Also of interest is that the author of the blogspot that comes up first on a search for Hindenburg information, FacesoftheHindenburg, is a guy named Patrick Russell. We have seen the Russells in many recent papers, including my paper on Bertrand Russell, since the Russells were and are dukes and earls in the British peerage. Strangely, Russell doesn't admit Colonel Erdmann had just been promoted to head of Special Intelligence. We have to get that information from Findagrave. Russell makes sure to mention Michael Mooney's 1972 book, which promoted the idea these officers were onboard to foil a saboteur, but that is just misdirection. Russell points your attention to it, as theory number two, to keep your eyes off the correct answer: these officers were never onboard. Russell also repeats the planted story that Erdmann brought his wife onboard for a last-minute goodbye and kiss, seeming to show he had foreknowledge of his death. Again, this is just theater to keep your eyes off the truth.

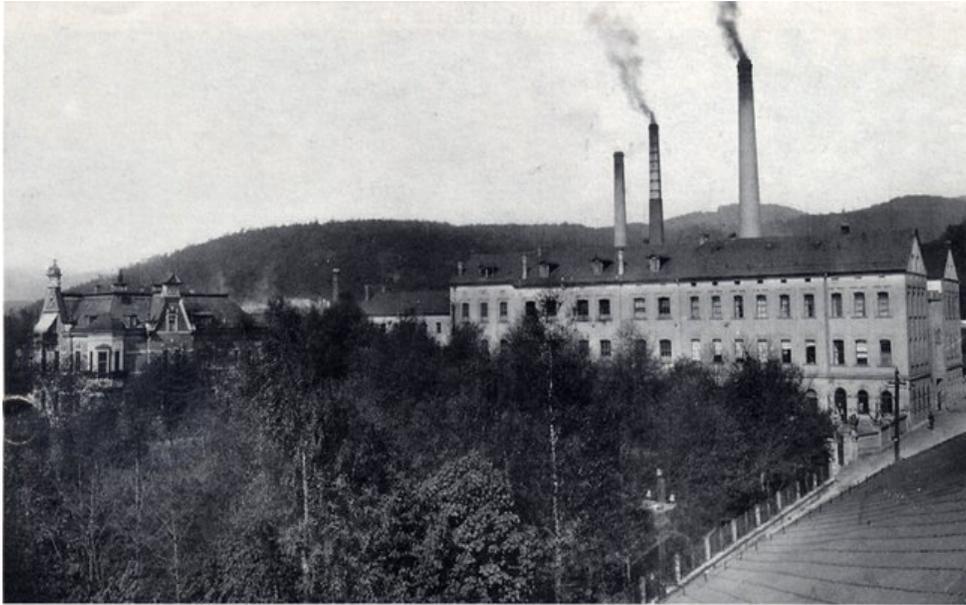


Next we come to passengers Leonard and Gertrud Adelt, also Jewish. Are you seeing the usual pattern here? They were both journalists and both survived, which is tidy. Leonard was a friend of Captain Ernst Lehmann. Also a personal friend of Stefan Zweig, which is a huge red flag. Adelt wrote about Zweig for the *Neue Freie Presse* in Munich, until Zweig fled to England in 1936. You will remember Zweig as one of the premier men of manufactured opposition for the Nazis. Zweig was from very wealthy Jewish bankers and textile magnates, and was a close friend and protege of Theodor Herzl, the founder of Zionism. Although Zweig worked for the Ministry of War, he was instructed to fake being a pacifist. He fled to Brazil in 1940 and faked his death there, like the rest of the Nazis. Gertrud worked for *Film and Frau* and wrote about movie stars. So finding them allegedly on the Hindenburg is another towering red flag. Here they are being led from the wreck:



Do you really think anyone stepped off the Hindenburg looking like that?

Even the stewards onboard the Hindenburg are ridiculously transparent. See for example Severin Klein, whose grandfather was Severin Keller, founder of the huge hatmaker *Hutfabrik Keller*. Jewish of course.



That is one of his factories, and his posh villa nextdoor. Klein's younger brother took over that business, which prospered until 1978, but we are supposed to believe Severin became a waiter and then a steward? Who would believe such a thing?

Next let's hit passenger Edward Douglas. Already, his name may link him to the Douglasses of the peerage, though he is too well scrubbed to prove that. But even without that, he has red flags all over him. He was Director of European Operations for one of the largest advertising firms in the world, McCann-Erikson, [a known Intelligence front](#). Although he was allegedly from New Jersey, he worked in their Frankfurt office, which means he spoke German. In his bio at Findagrave, they admit the Germans thought he was a spy, working for the Dept. of Naval Intelligence. He came out of the Navy. But this is just the attempt to create more intrigue and more deadends. Obviously, Douglas was not a spy, though he *was* an agent. There was no reason to spy on the Nazis, since they were creations of worldwide Intelligence to start with. Douglas was simply chosen to be part of this play, after which I assume he went deeper into Intelligence under an alias. As more indication of this, we may assume Lufthansa was another client of McCann, which means Douglas was another event insider. It now looks like everyone allegedly onboard was 1) Jewish, 2) related, 3) closely connected to Hindenburg ownership. Therefore, we see another way that there were no real passengers on the airship. Even if they had been on the airship, they would not be passengers, they would be crew. You would expect passengers to be private parties unrelated to the airship owners. But we are seeing that everyone here was an employee of some sort.

Next we come to Nelson Morris, who pretty much outs himself:



Looking like a cross between Groucho Marx and Jim Croce, he is obviously Jewish. He was the wealthiest person on the Hindenburg, being of the huge meat-packing company of Chicago that became Armour. In 1937, not only was he a top executive at Armour, he was also a graduate of Harvard, a pilot, and a colonel. We are told he was severely burned in the crash and are shown this picture:



In which he obviously cannot be identified. Looks horrific, except that we find him two months later looking like this:



Russell at FaceoftheHindenburg tells us to notice the white cotton glove Morris is wearing to protect his hand, but I don't see that. I see a guy stuffing a handkerchief in his pocket. I also don't see any scarring on his face.

These Morrises were really Beisingers, Jews from Baden-Wurtemberg. Nelson's grandfather was Moritz Beisinger, and besides founding the meat-packing company, he was also director of the First National Bank of Chicago. His daughter Augusta married Abram **Rothschild**, head of the Rothschild store in Chicago, in Goldblatt's building, 333 South State Street. His son married the daughter of Gustavus **Swift**, also a huge meatpacking mogul in Chicago. His other daughter married a **Schwab**. His first son Ira married Constance, daughter of Victor Henry Rothschild. Constance's sister married Solomon **Guggenheim**, again linking us to the *Titanic* fake.

So, just in case you missed it, our Nelson Morris' aunt and uncle were both Rothschilds. Nelson's first cousin Ira Victor Morris wrote the book *Flowers of Hiroshima*, selling that fake. Another first cousin, Muriel **Gardiner**, was a major spook, marrying Joseph Buttinger, leader of the Austrian Revolutionary Socialists. He was supposedly an anti-fascist, but of course he was just controlling the opposition. They admit Buttinger was later a spook, since he was a bigwig in the International Rescue Committee, now admitted to be a CIA front. Buttinger and his wife Muriel also subsidized the "socialist" magazine *Dissent*, another CIA front. Wikipedia pretty much buries Muriel's first husband, and don't link him out, but he was British artist Julian Gardiner. My guess is that he links us to the Gardiner who wrote the book on the *Titanic*.

And we find another possible link with Muriel's stepfather Francis **Neilson**, famous British actor, director, and MP. He took his grandmother's maiden name Neilson, and his mother was a Hume. His daughter Isabel married the Prince von Saxe-Weimar-Eisenach. This also links us directly to the kings of Wurttemberg, including the kings of the Netherlands and of Russia. The name Neilson is interesting because the navigator of the Hindenburg is given as Christian Nielsen. I suspect they just changed the spelling of his name.

Notice that the Wurttembergs just came up twice in quick succession. This indicates the Beisingers/Morrisis were related to the royal lines of Wurttemberg.

Passenger Burtis J. Dolan was also a wealthy executive, traveling with Morris, so he falls with him. Dolan was also Army, being at least a major. His family was from New York, which probably links him to the Dolans of the peerage, who were related to the Pagets, Vanderbilts, Paynes and Whitneys. See Marie Dolan, who married Sydney Augustus Paget in 1906. She was the daughter-in-law of General Paget and the granddaughter of Field Marshall Paget, 1<sup>st</sup> Marquess of Anglesey. He also links us to the Churchills and Villiers. In the US, the link to the Whitneys and Paynes is equally important, since it immediately links us to William Whitney, Secretary of the Navy. It also links us to Cornelius Vanderbilt Whitney, who was in 1937 director of the Guarantee Trust Company and a colonel in the Air Force. You see how those things might play in here. Guarantee Trust was of course an insurance company as well as a bank. It later merged with JPMorganChase.]

On the way out, I want to tell you about something I tripped over in this research. I had searched on "Rothschild Galveston" to see if I could link Hirschfeld's mother to the Rothschilds. Didn't have any immediate luck with that, but I did get sent to [this 2018 article](#) at *Veteran's Today* by Gordon Duff, where we seeing him spinning furiously, as usual. He is obviously trying to surround my previous research with noise, mainly by pushing you toward Sephardic Jews instead of Ashkenazis. He is trying to convince you Ashkenazis are Khazarians, and that Sephardic Jews think they are fake. Funny, since that is strictly opposite what the Jewish authors of *When Scotland was Jewish* are telling us. They are also misdirecting, but with a different feint. They want us to believe the Scottish rulers are Sephardic, and that Sephardic Jews are only Jews by marriage, not blood, and therefore not really Jews. Which also makes no sense. Anyway, you can read Duff's article if you like, unwinding it using what you have learned from me. Or not.

\*The first time I heard the name George Lloyd, I thought of Lloyd George, or David Lloyd George, former Prime Minister of the UK. I wouldn't be surprised if that is where his name came from. David Lloyd George died an Earl, but we are supposed to believe he was born a poor Welshman. His mother is scrubbed in the genealogies, but she was a Lloyd, indicating they are hiding that she was of the Lloyd Barons. They descend from Sampson Lloyd of Bingley Hall, Birmingham, and the Priory, Warwickshire, and were bankers. Among them were Llewellyns and Owens, indicating they were Welsh. They had previously been baronets, and were related to the Barons Howard, the Baronets Yonge, the Earls Mostyn, and the Owens of Plas Isa. At that time the Lloyds lived at Llys-faen, Wales. The 1<sup>st</sup> Baronet was Secretary of War at the time of George Washington. The Lloyds were also Governors of Maryland and members of the Continental Congress. At the time of Lloyd George's term, his cousin Llewellyn Lloyd-Mostyn was St. John of Jerusalem, and married a Nevill, of the Earls of Abergavenny. This also linked Lloyd George to the Scotts, Earls of Clonmell, and the Grevilles, Earl of Warwick, and through them to the Manners, Hamiltons, and Leveson-Gores, all dukes. But I guess we are supposed to believe he didn't know that.

PS: I know it is George Floyd, not Lloyd, but I wanted to work a brief outing of this this creep Lloyd George in here.

