Volume I

Chapter 1-11

November 2017
The Writings of Kenneth M. Price, Jr.

Book I, The Rise and Stall of the Piston Engine

This book begins with a discussion of simple methods that were discovered at the dawn of the petroleum powered piston engine, only to be buried and forgotten because they significantly reduced fuel consumption. It furthermore documents the “evolution” of the gasoline piston engine. In the process The Rise and Stall of the Piston Engine reveals the gasoline engine design was never anything more than a means to consume as much fuel as the pipeline infrastructure could be able to handle. It documents hundreds of better engine designs and fuel types that have deliberately been covered up, often at the expense of the life of the inventors. In the end, the petroleum piston engine’s unexplained rise to the top of automobile propulsion mechanisms is exposed for what it is: a brilliant way to create demand for gasoline.

Book II, Titanic and Hindenburg, Two Tragedies One Plan

The latest evidence surrounding the Titanic and Hindenburg exposes both disasters for what they were: premeditated destructions like the 911 world trade tower demolitions of 2001. These tragic events helped steer all future transportation development toward inferior petroleum powered mechanisms, making both the Titanic and the Hindenburg part of one sinister plan.

Titanic and Hindenburg, Two Tragedies One Plan addresses these tragedies for what they really were; turning points in the evolution of human transportation. The book begins with a discussion of just what the Titanic and Hindenburg inventions represented to the world in terms of efficient sea and air travel. Then it establishes the obvious connection to each other; the fact that both of these were the best inventions of their day and both had the most unexpected fate; total failure.

The truth about what actually caused the Titanic to sink is finally addressed in a scientific and possible criminal matter and at the same time a new starting place, way before the Titanic ever supposedly hit an iceberg, is established. In the case of the Hindenburg, a full review of her performance prior to her supposed failure provided a new starting point for a non-biased analyses as well.

Be prepared to learn things about these incredible human inventions that you never knew about and in the process learn some of the evil machinations of evil corporations and men.
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- Did not strike an object with enough force to alert anyone.
- Sank in an area with abundant traffic.
- Crew never alerted the 3rd Class or crew they were sinking.
- Released all of the lifeboats with 1st and 2nd Class only.
- Allowed 50% of the children on board to perish.
- Was witnessed by another vessel from start to finish.

### Chapter 14: Crew Errors That Transcend Stupidity

- Was preceded 3 days by a vessel which struck the same iceberg.
- Placed a man on watch who was known to have poor eyesight.
- Did not heed many ice warnings right up to the accident.
- Let themselves hit an iceberg at the exact coordinates given.
- Did not see an iceberg even though it was clear and cloudless.
- Turned down requests for binoculars twice.
- Transmitted faulty coordinates that botched their rescue.
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Welcome to the living revision of the stories about the Titanic and Hindenburg.

At the present time, Titanic and Hindenburg, Two Tragedies, One Plan, is only available via the internet and this is for a good reason. Since it is currently not printed into hard-bound pages, it is still possible to make revisions to any and all parts of the story. That is why I refer to the effort as a “living revision”.

It is desired that your fact-checking and input be a part of this effort.

If you are reading this book from a computer, then you have the best bibliography ever devised and available on earth at your fingertips. It’s called google. The process is known as “fact checking”.

As I have researched this book I have utilized the search functions of the internet with curiosity and vigor. After I had the story mostly written, I then edited and endless number of times and fact-checked every possible incorrect statement that I may have made, intentionally or inadvertently with everything out there that was available to reference.

Regarding footnotes: Most of the times, I left a name or link so that you could quickly confirm the information. This is much faster and complete than going down to a library and pulling a text or periodical. This is why there is no official bibliography. My guess is, they don’t get used anymore anyway.
Not many people care about pieces of a ship that are 12,000 feet beneath the ocean. As a result, you probably do not know that the hull of the Titanic was observed from deep diving vessels in 2005 to be in five separate sections. You probably do not know that it has been acknowledged by the New York College of Marine Forensics that the pieces are so far apart on the bottom that they had to have become separated at or near the surface. You probably do not know that two of the sections came from the bilge of the hull where it is constructed of two layers of 1” thick steel plate that are separated by five foot ribs.

But when I learned of this information I knew I had found probable proof of a premeditated crime: in this case, the deliberate demolition of the Titanic. That’s because the only methods I have seen in my lifetime to cut out and remove two layers of steel plate completely from a double-section of steel is with steel cutting torches, laser beam, particle beam, extreme-pressure water or steel cutting explosives. Forget ice.

The new information proves that the Titanic was deliberately sunk to anyone who’s not blind. But you can’t have a crime without a motive. In this case, the crime could have been committed against either the Titanic itself, persons on board the Titanic or the purveyors of the cargo, jewels, gold and currency that was aboard her on the night of April 14, 1912. After I had gathered the necessary data needed to prove to most that the Titanic had been deliberately sunk, however, I could see that few would come to believe such a dramatic revision of a story so long accepted. The iceberg story is fully endorsed, not by just people but by historians and scientists alike.

So, I set about finding a motive. And that led me up to the dawn of a new form of transatlantic travel and to the story of the Hindenburg.
FOREWORD

Never forget that Titanic went down at the dawn of aviation travel. Her publicized failure impacted future developments of transportation mechanisms for decades afterwards. One was the gradual phasing out of steam power because it utilized cheap coal. The other was the premature endorsement of the aviation industry even though it required enormous quantities of processed petroleum fuel that was already monopolized.

You didn’t know these things happened. That’s because we have been taught to look at our transportation mechanisms from one single viewpoint: everything runs on petroleum. But since discovering research from as early as 1850 that revealed engineers had already discovered a better fuel than gasoline, I found myself able to analyze our current transportation mechanisms from a HUMAN CAPABILITY perspective. From that perspective, it is easy to see what really transpired.

Here are some other things you may not have known or forgotten: A few decades after the Titanic went down the great steamship era was waning, but along came ingenious hydrogen-filled airships. From 1928 Graf Zeppelin was flying regular non-stop flights from Germany to Rio de Janeiro. In 1936 Hindenburg joined her adding non-stop flights to Lakehurst, New Jersey.

And so, it stood for a moment in 1937 that the world witnessed a revolutionary transportation mechanism. The anti-gravity floating dirigible was clearly a better alternative to the transatlantic ships and the winged aircraft that she challenged. That was just before she was burned, labeled as a failure and used as the reason to cancel airship designs worldwide.

Both disasters had the effect of steering the public into a transportation system that would require and consume expensive processed petroleum fuels in place of cheaper alternatives. Making these negative trends look positive to the public was the standard mode of operation during the era.

Over the full course of the petroleum-only agenda our international travel mechanisms were switched from ships to planes. This caused our dependence on refined petroleum fuels to grow significantly. Overland travel was similarly impacted when they switched most of the rail traffic to trucks which are 20 times less efficient. Another pincer was the turning up the airspeeds in 1955 as we switched from planes to jets which multiplied the fuel requirements again.

None of these changes in transportation mechanisms were a result of our HUMAN CAPABILITIES. None of them demonstrate the expected mechanisms we would have built considering the progress in engineering, manufacturing, metallurgy and science that was achieved during the era. The public never chose to dismantle their safe fuel-efficient systems for the less efficient ones we got. The public never chose trips to Europe with just a two-week vacation. Such things were chosen for them by a corporatized industry.

If the Titanic and Hindenburg were destroyed because their fuel efficiency was higher than the other transportation mechanisms that were thrust upon humanity, then a premeditated plan to increase world petroleum demand would have served as the motive.
Chapter 1

“They had to phase out steam. There’s something special about steam. Steam offers unlimited options for types of fuel.”

MEMOIRS OF ENGINEERED GIANTS

How do you think the Titanic and Hindenburg should be remembered? Today we have jet planes that fly at 600 knots. That sounds good, but today we have virtually no alternatives for long distance travel. We have come to depend on higher speeds so we can spend a few weeks in Hawaii or Bermuda. That sounds ok, but over the past decades we have been restricted by our jobs to shortened vacation periods.

We need to look up and understand what is going on. We think we have a transportation system that is modern and high tech, but that’s because we don’t know how much fuel it burns or the extent of the toxic compounds it emits. Many would gasp upon learning that one airbus burns upwards of 60,000 gallons on a single transcontinental flight. Look at us after 100 years of this: we are partners to a petroleum-powered transportation system that has no heart.

How dependent are we when the cost of the fuel accounts for 30% of the cost of the fare and it is imported? Why would a nation ever put into operation a system that created a trade imbalance just for the sake of higher speed? We get to live faster but our country gets to implode sooner; it doesn’t make sense above the 3rd grade.

What about this fuel dependence and the fact we are all held hostage to crude prices when we were HUMANLY CAPABLE of building a more fuel-efficient system all along? And why does the government tolerate this corporatized industry we have come to depend on when they have demonstrated zero respect for our health and environment?

The transportation mechanisms we have now: were they built to help raise the average person’s standard of living, or were they built this way for imposing a system that holds every human being in bondage to the oil industry?
Coal and Steam Power

Jump back to 1912 when the world was using coal as a fuel. Coal was scooped out of the ground and used as is. 100 years later we’re using a system that requires processed petroleum fuel which must be refined in refineries, stored in gigantic-sized tanks and transported through endless pipelines. The coal system never required these things.

The coal issue was a larger issue than we ever realized because it was never just a coal system; it was a steam system and steam is an efficient way to harness power from anything that will burn. This means that the power systems we had back then could run on whatever fuels were cheap, abundant and locally available, and the people were never held hostage to world crude prices.

The zenith of coal power arrived in 1912 when the Titanic was launched. She was the second of three Olympic class ships which were built to herald in a new era in steamship passenger travel. It appeared that passenger safety at sea had been mastered and was now even comfortable. Much of it was due to the genius and reliability of steam power. But as you know, the voyage from Ireland to New York didn’t go as planned.

Hydrogen and anti-gravity

The hydrogen issue was also a larger issue than we realized because it was never just a lift system but an efficient fuel system as well. A zenith for the development of hydrogen anti-gravity arrived twenty-five years after Titanic when the Hindenburg was launched. She was the second of two Graf-Zeppelin class ships. Their successful and dual performances during 1936 greatly impressed even the sceptics. Once again it appeared that travel across vast oceans had surely been mastered.
Air travel now included awe-inspiring views from “ships” which floated in the air above the seas. Hydrogen antigravity had been demonstrated to be safe and reliable for nine years. But as you know the voyage from Germany to New Jersey didn’t go as planned.

The era of the Titanic and Hindenburg was an emotional ride between being awe-inspired and being tragically disappointed. Titanic was supposed to have been totally safe. She was not only the largest passenger ship that ever put to sea; she had 16 watertight compartments that put her in a class above every other ship afloat. Her added size allowed her to could carry more passengers making it possible for the first time to provide 3rd Class cabins, kitchens and eating halls.

The Hindenburg was nearly as long as the Titanic. When this gigantic 7 million cubic foot “pointed bomb” cruised majestically and low above the crowds it made for a breath-taking sight, especially with her sister Graf Zeppelin there to bolster them as twins.

The fuel that Hindenburg consumed on a trans-Atlantic flight amounted to less than 25% of her available payload. She crossed the Atlantic 34 times in 1936 with no mishaps and she was a one-off prototype!!

Both the Titanic and Hindenburg were amazing engineering marvels when they made their debuts! The princess ship was powered by two triple-expansion steam engines coupled with one center turbine which ran off the discharge steam from the two piston engines. This revolutionary 3 screw arrangement made the Olympic class vessels the most fuel-efficient steam powered ships of their day. The airship’s revolutionary design utilized diesel engines for her forward propulsion, and since she was equipped with hydrogen-filled “anti-gravity” gas bags that were tucked within a streamlined shape, she was fully lifted at rest. Therefore, the only power necessary to propel her was just that needed to move her forward on a cushion of air. Hindenburg’s design was twenty times more fuel efficient than the best flying machine of her day.

In both trials, we got the opposite of what was expected. Both produced news that smashed our dreams into pieces. In each case the stories that got printed mainly demonstrated mankind’s failure to properly design and operate public transportation mechanisms that were supposed to be built on sound engineering principles garnished with experience.

The Titanic sinking shook the public to the bone, delivering the message that it was still dangerous to cross an ocean even in the modern age. The people didn’t think to notice that this perceived “fear” cleared the way for an even more dangerous form of transportation to come into vogue: winged flying machines that crashed about every other time they took off. The Titanic incident helped these flimsy designs to look reputable in an era when they
were not. The fact was and still is today: crossing the ocean had in fact been made completely safe.

The Hindenburg burning dashed our hopes while at the same time making us fearful of hydrogen. The message delivered was somber; it was still very dangerous to fly even using the most modern design because it could explode from just a small mishap. Then her fiery destruction gave way to photographs and newsreels of an incineration of people and materials. These were exploited in movie houses for decades with the message that hydrogen gas is extremely volatile and non-controllable. Fact: the Hindenburg was safe. A small spark could never have caused her to be set ablaze. She had been brought down by a deliberate act of sabotage.

I should add that such a deliberate act such as firing an incendiary bullet into the frame would have brought down any type of aircraft. Even still this one aviation “failure” cost the world a more efficient form of air transportation and the use of an effective form of anti-gravitation.

And so, without the public ever knowing what was transpiring during the era of the Titanic and Hindenburg, our transatlantic transportation system was methodically steered away from steamship travel and into the form of air travel that we have today. Unfortunately, what the public ended up with for a transportation system is one that requires massive volumes of expensive refined petroleum to make it function.

Remembered as failures from stories that are false.
But now there are many glaring contradictions coming plainly into view. One of them is the fact that all vessels, except military, have gravitated back to super-engineered piston engines. These modernized piston engines have lots of electronic fuel controls, but they can only run on expensive processed petroleum fuels. The engines may be slightly more fuel efficient but the fuel cost itself is much higher. Another contradiction comes into view with the Hindenburg design being discarded for flimsy flying mechanisms that still crash and burn, and yet consume approximately 10 times as much petroleum fuel.

We should give credence to the fact that when the 52,000 ton Titanic steamed across the Atlantic at 22 knots using raw coal as fuel it was a more amazing feat than the re-designs of today, regardless of what time-period it was. All we have done, in both cases, is redesign an already great mechanism into a more complicated one, and unfortunately one that is more dependent on expensive petroleum fuel. Americans have been had.

The destructions of the Titanic and Hindenburg thus became defining moments in the evolution and modernization of the world’s transportation mechanisms. In retrospect,
Titanic’s sinking was perfectly timed to initiate the decline and eventual phase-out of passenger travel by steamship and Hindenburg’s destruction marked the world’s abrupt end of the use of hydrogen as a lifting gas for fuel-efficient air travel.

So how did it come to pass that the Titanic and Hindenburg, both extraordinarily comfortable and fuel efficient means of travel, came to be remembered as engineering failures when the true facts about them document that they were the most fuel-efficient means of transportation in their day? Was their fuel efficiency too high to fit the crude oil industry’s objectives?

We are the ones who live with the transportation mechanisms that we are allowed. We can learn how to drive and fly, and we make the best of it. I am not here to complain but merely to ask who are they who determined for us what types of mechanisms we get to choose from? This is an especially important question today because we are currently being held hostage to the price of crude which is monopolized.

Latest Evidence
Today the entwined roles of the Titanic and the Hindenburg have finally come into plain view through mind-blowing evidence recently discovered. This evidence combined with renewed analysis provides the acid test of the whether their stories are in fact true or not. Both fail it miserably. But this should come as no surprise as the explanations for both tragedies have been from the very beginning based on causes that were not only erroneous but physically impossible to duplicate.

The proper application of science and engineering as it pertains to evidence and knowledge gained since the disasters is of paramount importance. This allows us to finally solve the mysteries of the Titanic. You will soon see the drawings of gigantic chunks of reinforced steel as discovered in 2005 that were somehow torn completely lose from the bottom of her hull.

To solve the mystery of the Hindenburg we have enough scientific evidence to definitively prove that she was not set afire by a spark from lighting or static electricity. Also included is a “smoking gun” report as to who and how she was set ablaze that few people have seen. With this and an understanding of what sank the Titanic, we can finally put to rest what happened to the Hindenburg.

Today, after a review of the performance of these two ingenious human-engineered transports, we can clearly see that it was a corporate agenda, and not an engineering or safety issue that led to the demise of electric powered mass transit systems and steam powered rail locomotives. That we are now almost totally dependent on petroleum-hungry piston engines in our trucks and cars is the result. The demise of the Titanic and Hindenburg were very much a part of this agenda.

Part of this agenda was to find ways to process crude oil and gasses into every imaginable product that could be made. This research led to the classification of numerous petroleum-based fuels, solvents, processing chemicals and feed stocks and investigated their possible
uses within industry, transportation, government municipalities and national defense mechanisms. These products were from the beginning variations of the same thing: crude oil. It is worth noting since the same petroleum products are in use today along with additional ones, even though they are toxic.

You will soon understand why the Titanic and Hindenburg were and are very much a part of the energy situation the world is faced with, and as you can garner from our nation’s 20 trillion-dollar debt, we’ve been massively ripped off. Promises that were made never came true, and it was not because it was the people’s fault. The people designed and the people built, and lives were lost and sacrifices were made. The people deserved the fruits of the Titanic and Hindenburg. Unfortunately, virtually every superior transportation mechanism has been taken away because all the better mechanisms would have resulted in reduced petroleum consumption.
Chapter 2

SETTING THE STAGE FOR MYTHS

“The truth never suffers from an honest examination of the facts.”

To obtain the truth about the Titanic and Hindenburg we must let go of misconceptions. Over many decades both engineering prototypes have been shrouded by false analyses regarding the cause and scope of their “failures”, resulting in overweight misconceptions. In the following example, you will see how a specific misconception was introduced on the first day of the Titanic Disaster Hearings:

Titanic’s Safety Issue verses the Real Issue

In the Senate hearings held after her sinking the act of striking an iceberg was the accepted reason as to why the Titanic had sank. But it was the “lack of lifeboats” issue that was focused upon from the outset, and it was the reason settled upon as to why so many deaths had occurred. A review of the trial proceedings indicates that this “reason” was used as a ploy to make the lack-of-lifeboat issue appear more paramount than the fact the ship had sunk in the first place.

Both the Senate Disaster Hearings and British Board of Trade Hearings Committees should have made more effort to determine how so much destruction to the ship’s hull had occurred. Instead they made a major issue of the lifeboats. This made a minor issue of the vessel’s damage.

If you wanted to skirt around the scientific analyses of the sinking itself, you would want to avoid more discussion about the sinking. Thus, even though the amount of damage the
Titanic had received was catastrophic, they settled on a mild blow with an iceberg after minimal discussion.

The vessel’s damage was treated as a minor issue even though the most important lesson to be learned from the “accident” would have been the cause of the “accident” itself. The main cause of the “accident” was the fact the ship had somehow punctured itself in five places. How that happened was what needed to be learned from the accident. We never did. The fact that both hearing committees latched onto such a preposterous accident/problem scenario more than indicates the proceedings were rehearsed.

The result of the hearings supposedly led to stricter safety guidelines at sea. After the sinking of the Titanic new maritime laws were passed that required every ship to carry enough lifeboats for every passenger and crewman aboard. And the public got more life jackets and boats, but as you will see below, this is not the full extent of the safety issue.

Below is a brief list of some of the worst peacetime maritime accidents since the Titanic and they reflect the results of the British Board of Trade’s supposedly stricter safety regulations which were enacted in 1914. Note that even foreign ships were designed and built in European shipyards with the remainder built in Russia, China and Japan, so their standards are comparable.

1914 RMS Empress of Ireland was an ocean liner that sank in the Saint Lawrence River following a collision with the Norwegian freighter SS Storstad. Of the 1,477 people on board, 1,012 died.

1921 SS Hong Moh was a Singaporean passenger ship that was wrecked on the White Rocks off Lamock Island, Swatow, on 3 March 1921 with the loss of about 900 lives.

1927 The steamship Wusung – 900 Japanese workers died when the steamship, bound for Kamchatka, sank off the Kuril Islands. (no picture available)
1939 the prisoner transport ship *Indigirka* ran aground and rolled on its side in shallow water during a blizzard off the Japanese coast. While most of the crew and passengers were rescued three days passed before a rescue of the trapped prisoners in the cargo holds could begin. 672 of the prisoners died.

1949 Chinese steamer Taiping sank after a collision with another vessel en route to Taiwan leading to the deaths of over 1500 passengers and crew combined.

1954 Toya Maru Japanese passenger ferry sank in Typhoon Marie in the Tsugaru Strait between the Japanese islands of Hokkaido and Honshu. 1,153 people aboard were lost.

1966 Heraklion, a car ferry capsized and sank during a storm in the Aegean Sea. An unsecured vehicle damaged the loading door resulting in sea water entering the vessel. The sinking resulted in the death of 234 people out of 281 aboard.

1970 NamYoung a South Korean ferry sank while carrying 338 people, 326 were lost.

1980 the luxury liner Don Juan collided with an oil tanker Tacloban off Tablas Strait in Mindoro and sank 15 minutes later. The vessel had 1,004 passengers, 176 were lost.
1986 Shamia, the double deck river ferry, carrying about 1,000 people, capsized in the Meghna River 135 miles (217 km) south of Dhaka in a storm. An estimated 500-600 people were lost. (no picture)

1987, Dona Paz, the ferry bound for Manila with more than its capacity of unlisted passengers collided with the oil tanker MT Vector in the Tablas Strait, near Marinduque. The resulting fire and sinking left an estimated 4,386 dead which included all but 24 of Doña Paz’s passengers, and all but two of Vector's 13-man crew.

1994 Estonia, the Roll-on/roll-off passenger ferry, sank in heavy seas. An investigation concluded that the failure of the bow visor door allowed water from the Baltic Sea to enter the ship. 852 people were lost; 137 survived.

1996 Bukoba, the overloaded ferry sank on 21 May 1996 on Lake Victoria, Tanzania. It is estimated that 800 people died in the sinking.

As you can see, the value of additional lifeboats has been of little help. That’s because most of the disasters were the result of human error such as ships colliding, rough sea conditions and poor ship designs. And it should be pointed out to the banks and ship builders that these numbers of deaths during the 20th century are shameful. Most are the result of trying to stick to a schedule even when sea conditions are bad, and this is caused by corporations trying to maximize profit which results in a compromise of passenger safety.

The cold truth is modern passenger ships are less safe at sea today than the Titanic was back in 1912. This is because modern passenger ships have less hull-depth underwater and more decks above the water. As a result, if they take on a small amount of water from a
leak, collision, ramming or grounding, they begin to heel very quickly. And once they begin to heel, they can’t deploy any lifeboats from the higher side.

A Look at Recent Performances:

In 2012, the Costa Concordia cruise ship of the latest design suffered a catastrophic failure just from scraping a rock off the coast of Italy and it was only by a stroke of luck that the ship was blown toward shore where she grounded. If she had leaked just a little more water into the hull before she hit solid ground she would have rolled completely over trapping most of the occupants.

The Costa Concordia carried over 4,000 people, domiciled in a top-heavy “luxury hotel” that belonged on shore atop a solid foundation, not out on an open ocean in the wind. Her 13 decks produced a structure with so much wind-age that an electric powered dynamic water-ballast system needed to be in operation always to keep her safely upright. This is just one more thing that can malfunction on these “modernized” cruise ships, and in this case, people’s lives are dependent on it.

The blame was put squarely on the Captain; reason for the accident: the captain had steered the vessel too close to shore allowing it to strike a submerged rock. Nothing was noted about how fast the vessel sank from such a small collision.

In 2014 the Korean Ferry Sewol, another top-heavy passenger carrier, did exactly what the Costa Concordia came within minutes of doing when she heeled over, took on water, then rolled completely upside down. Several hundred people were trapped within Sewol’s upturned hull and died.

In Sewol’s case the explanation for capsize was the captain’s order to turn too sharp. What did you just read? You could put the Titanic hard over at top speed and it would never tip over. What is going on with such a flimsy explanation for such a catastrophic human disaster? Might this have been the result of a problem with the ship’s dynamic water ballast system? Unfortunately,
I was unable to confirm my suspicions as it is nearly impossible to find out any information on the industry’s use of dynamic ballast.

Keep in mind, the Sewol was a ship that had been built in a European shipyard, therefore her performance is comparable to the ships we travel in today as well. It confirms that passengers are still not safe while at sea.

So, this is just a heads up if you’re planning on taking a cruise that you should be aware that if the main power plant on one of these modern cruise ships suffers a fire and shuts down, the vessels are in danger of rolling over if their backup generators are not activated. Therefore, the auxiliary power generation is never applied to the sewage, air-conditioning or refrigeration systems of these cruising behemoths when the main engines are down. Most of the auxiliary power must be directed to the electrically powered dynamic water ballast system.

There have been 79 cruise ship fires during the period of 1999-2011, and according to the article this is a statistic the cruise ship companies don’t want you to know. In most of these instances the fire involved the main engines which shut down the main generators. If this doesn’t scare you, then you have total faith in electronic micro-processors keeping you from drowning.

In stark comparison, the Titanic had a hull that was built like a military battle cruiser, but more importantly, she would not roll over even if she had taken on a significant amount of water. Compared to the flimsy top-heavy cruise ships of today the Titanic was a much safer ship as the records above bare out. This indicates that protecting passenger lives at sea never had anything to do with the number of lifeboats and thus the tragedy of the Titanic did not pave the way for stricter safety standards that insured safety. Instead extra lifeboats became a smokescreen for inferior passenger ship designs. As a result, today we are building the flimsiest sea-going ships of all time and no one seems alarmed at that they are carrying more people than ever before, and, despite the fact there will be few survivors if they roll over!
Hindenburg’s “explosion” issue verses the real issue

The way the story regarding the Hindenburg was presented gave rise to serious misconceptions that were reported by the media as well. The cover-up forces in this case were bolstered by a megasized industry that wanted to keep hydrogen and anti-gravity technology out of the transportation picture. And thusly from the very outset of the Hindenburg burning the major newspapers all had the same spin. The Baltimore News stated: Hindenburg Explodes! 100 Dead! The Philadelphia Press ran: “Hindenburg Blast Kills 35!”

These were such poor descriptions of what transpired, when the Hindenburg was in fact set on fire and burned, that they more than suggest the media used such a poor description deliberately. And the reason for this was because they had been instructed to lead the public off on the wrong track from square one. Hydrogen gas, by itself, can neither burn nor explode. So, from the outset of the statement, “explode”, there should have been at least a few in the media ranks who used words like burned, raged, roared, incinerated, etc. but there were none amongst the major ranks.

From the pictures that were released to the public we can clearly see that the Hindenburg did not explode and at no time was there a blast. A more believable story is dark forces in the petroleum industry, “crudelums”, wanted hydrogen to be labelled as “explosive”, and this was to make the public believe that it is inherently more dangerous than petroleum vapors (the stuff we use today), which it is not. The mislabeling of the cleanest energy on earth was just one nail that was hammered into the eventual coffin that took the airship concept to its current resting place.

The Hindenburg could carry 50 times the payload as a B-17 using the same amount of fuel. That statistic must have scared the oil gooks. Hindenburg could have carried enough fuel to make it half-way around the world without refueling. Today there is only one modern jet passenger aircraft that can fly halfway around the world without refueling and it carries 65,000 gallons or 500,000 lb. of fuel.

Graf Zeppelin and Hindenburg were the most fuel-efficient aircraft ever built up to that time and since. Was this remarkable attribute of the airship another nail in the coffin that was to restrain and entomb the future of air travel? Look at what we have in place of these grand airships today: jet powered fuel hogs that must lift their weight, plus their fuel, 30,000 feet in the air and hold it aloft with horsepower while plowing through the air.
“Modern” Jet travel

It was during the Era of Titanic and Hindenburg that the groundwork was laid to stick the public with expensive air travel for crossing seas and long distances. Because of this chosen mode, today we pay grand fuel homage to the oil industry every time we fly yet we are not any safer than when we traveled 100 years ago. Had we been allowed the continued use and development of airships, moderate-speed aircraft, high-speed electric rail systems and efficient ocean going ships our transportation to foreign lands would have been made safer, more exciting and more efficient. But this is certainly not what happened.

Let’s look at Los Angeles International Airport: In 2012 there were roughly 600,000 flights which provided travel for 63,000,000 passengers. If each flight consumed about half the fuel tank capacity, or 25,000 gallons, this would equate to 15,000,000,000 gallons consumed in 2012. That’s 15 billion gallons from just one airport. No wonder the United States has built up such a large trade deficit!

The fuel efficiency of an airliner works out to 12.5 miles per gallon per passenger. Yes, we go fast, but I could be driving a recreational vehicle with five passengers, a lounge, a dinette, a restroom and a kitchen for the same mileage as the airliner. We take the airliner because we have no time. That’s the only reason anyone would ever opt for a type of transportation system that gives us no space!

Today a typical jumbo sized jet completes a continental flight carrying 100,000 lbs. of cargo consuming 30,000 gallons of fuel with a weight of 240,000 lb. This means that 2½ times the weight of the cargo was carried along as dead weight. This dead weight that never reaches its destination is murder to get off the ground and up 30,000 feet up in the air. Therefore, the system is so inefficient.

On transcontinental flights the ratio of fuel weight to cargo rate increases dramatically to account for the extra weights carried. On the longest flights this ratio is between 7:1 and 9:1. Therefore, using this design for long flights makes even less sense as 7 to 9 times the weight of the cargo will be burned just to hold the weight of itself in the air. Not only that, but for each pound of kerosene burned 20 pounds of carbon dioxide are produced.

In stark contrast the Hindenburg could carry 200,000 lb. of cargo at a rate of 200 gal per hour. To cross the Atlantic took approximately 50 hours, equating to 10,000 gallons representing 80,000 lb. Now if the Hindenburg was set up with seats to carry as many passengers as she could haul; how many people would that be: 200,000/200lb. = 1,000 people. This would equate to 10 gallons of fuel per person on a transcontinental flight.
Now let’s try the Jet: 50,000 gallons of fuel divided by 250 passengers equates to 200 gallons of fuel per person on a transcontinental flight which is 20 times more than the Hindenburg consumed in 1936. Clearly the way to move a lot of people or cargo a long distance through the air was by airship. See Chapter 20, Hindenburg verses Piston Aircraft and Piston verses modern Jet aircraft, for more data.

Perhaps the only way we’re going to get out of this mess is to look back and wake up. Transportation has not gotten safer, cheaper or more reliable. We were crossing the oceans in 1912 in third class steerage accommodations that included a cabin and bed. Today dogs and cats get a place to lie down and we don’t.

The fact that we do not have electric bullet trains like Russia, China and France confirms our existing transportation mechanisms are a century behind our present human capabilities. We are now stuck with jet air travel if we travel farther than 500 miles and if we need to travel abroad it is 100% by jet. The truth is our best transportation mechanisms, the Royal Mail Steamers, began to regress from the public spotlight when the Titanic sank. If you don’t believe this, take note that passenger transportation by ship is almost nonexistent today. Today’s cruise ships only take you for a cruise out and back.

If the goal was to increase petroleum consumption then they had to eliminate transportation mechanisms that would move people too cheaply. This did not only involve the Titanic but even more so, the airship.

More on airship “development”
It is easy to see why the crudelums and bankers would have spurned a cargo-carrying design that cut their projected fuel sales down to a fraction. Such floating cargo vessels could have flown cheaply from continent to continent without stopping for fuel, and they would have revolutionized travel and trade worldwide. Thus, from the beginning of airship development numerous plots sprung up for discrediting the airship potential. During the testing of new designs almost every prototype they built suffered a serious accident with an unnecessary loss of life. The accidents were then used by the media to portray the use of hydrogen as perilous. In several of these cases lives were lost because of risky test procedures that should never have been carried out in the first place. Remember, these were all one-offs or prototypes.

Several maiden voyages of airships ended in disaster because they started out in poor weather as if the design had been tested 100 times in the same conditions when in fact it had not. Often the flight crews were inexperienced. As a result, airship development programs of the United States and Great Britain more resembled callous acts of human sacrifice than achievements in aviation.
What’s going on here, I thought to myself? Why was such a revolutionary form of air transportation being handled in such a bumbling fashion? Could it be the crudeulums, the same folks who wanted to continue to expand the world’s consumption of petroleum by any means necessary? Could it have been the same force that was behind the sabotage of steam and electric power?

If somebody was in fact trying to sabotage airship development in the United States and Great Britain, what was their reason? The answer lies in the jet-powered mechanisms we must rely on whenever we go farther than 500 miles from home.

The current worldwide consumption of jet fuel is nearly 80,000,000,000 gallons per year and is sold at a current price of $5.21 per gallon. This equates to over $400,000,000,000 per year in sales. If we saved 90% of this fuel, the world would save $360,000,000,000 per year in petroleum costs. That’s why the uncovering of the truth about the Hindenburg burning is as large a threat to the oil industry as is the truth about the Titanic.

**Fraud within the transportation system itself**

These giants from the past: the steamship and the airship, are hardly remembered today but this is not an indication that the public ever endorsed scrapping them. Nor does it mean the public selected or endorsed the mechanisms that are used today. There was much controversy then and there were many who resisted the phasing out of these types of transportation mechanisms. Those who resisted were simply outnumbered and out funded by the financiers of the international oil empire. Bankster money and corporate greed destroyed coal-powered steamships and trains. Later they destroyed the hydrogen-assisted airships.

The public’s safety at sea since the days of the Titanic has been squandered. Her loss has instead been for the sake of petroleum sales and corporate profits. The supposed “modernized” designs we got stuck with only expose deception within our safety system as it has become documented fact that we the public never got better safety standards at sea. And guess what? The public never got better safety standards in the air either. Planes still use flammable petroleum and manage to incinerate hundreds of people every year in crashes.

When we look closely at what the Titanic and the Hindenburg have been replaced with: petroleum-burning diesel cruise ships, and fuel-hungry planes that drop from the sky the minute they lose power, the insanity of our existing transportation systems is vividly revealed. Such designs are tolerated solely because they consume massive amounts of petroleum to operate. There is no other reason that explains their existence.
Chapter 3

THE FATAL COLLISION NEVER DESCRIBED

The story of the Titanic encompasses many life lessons and her tragic sinking has had a marked effect on the human population. She was an example of scientific achievement lacking in morale guidance. She was an example of new technology being misused by human greed. Or was the main driving force a case of human ingenuity being misguided by money? Was it simply a lesson in how people’s aspirations can be smashed suddenly by tragedy? Put these thoughts aside if you want to really solve the case.

Now look at the official drawings from the New York College of Marine Forensics, which has been published since 2012. These people are simply and curtly put: the “authorities” in the mainstream media and numerous Titanic-related organizations that exist worldwide. Therefore, it is worth reading their revised statements as to her sinking before we go any further.

Note that according to the New York College of Marine Forensics the Titanic did not sink according to any of the previous conclusions. This means that all key parts of the previous Titanic stories have been incorrect up until 2012. Additionally, all the books, movies and magazine articles that have been based on erroneous parameters should be considered as 90% fiction.

The fact is, since 2005 when the two bottom hull pieces were found, the existing theories as to how the Titanic broke apart as she sank were obviously incorrect, but the public was never made aware of this. The public still thinks the 1997 Hollywood movie remake is an
accurate depiction even though it has been ruled to be inaccurate by the New York College of Marine Forensics. And this is true for all the other movie depictions made before it. All documentaries made since 2012 must attempt to explain how five fully-separated hull pieces ended up on the bottom of the Atlantic so far apart. This means they must explain how they all separated at or near the surface!

Let’s go back to the first serious problem with the Titanic story. As the story goes, the largest and most well-built passenger liner ever built went down in just 2 hours and 40 minutes after striking an iceberg in the middle of the North Atlantic Ocean on a clear night with calm seas. These are all accepted facts regarding the current story. If it is true however, this piece of information alone presents another huge enigma in the story and that is: such a large vessel could not sink in such a short amount of time.

From the guidelines of the British Board of Trade of 1894 it stated that a standard steam ship of her day, with fewer watertight compartments than Titanic was equipped, took a minimum of five hours to sink after suffering a major collision. Now if an even more modern vessel like the Titanic sank in 2 2/3 hours instead of five hours that should indicate that she suffered even more massive damage to her hull than a serious collision with another vessel. Yet few onboard the Titanic ever felt the collision even though she was supposedly steaming at 22 plus knots when she supposedly struck an iceberg.

From the testimonies of the United States Senate Investigation Hearings that were published in 1994 I did not find any testimony that described the supposed impact as loud, lurching or serious. In each case, those who testified described the moment of contact with the object they supposedly struck as hardly noticeable. How did they ever get this story to fly?

Unfortunately, the press sold out the public on this issue by not questioning the many implausible and abnormal statements made during the hearings. As a result, during both the hearings held in the United States and later in Great Britain, there was not one person, crew, officer or survivor testify that they had heard or felt anything more than an ambiguous rumble, grinding sound or vibration. As the court hearings proceeded, witnesses were further allowed to describe the collision in a post tense, such as “the jolt must have wakened me up!”
In the other cases, where the person was admittedly awake and alert at the precise moment of 11:40 PM of the night of April 14th, they were only able to state, that if they felt it at all, they barely felt it. This is all they were willing or able to describe from a collision with a solid object the size of a mountain top that had claimed 1,523 lives! Further testimony from the sailing crew officers revealed that people in the Third-Class section did not have any idea that there had been a collision. They did not know there was a problem with the ship until the very last moment when it was too late.

Without a doubt, if more people who researched the Titanic tragedy in the past had started their investigation by reading the transcripts of the Senate Investigative hearings held shortly after the accident, they would have solved the matter long ago.

The story gets worse; The Real Lifeboats Issue

Here is another key piece of truth regarding what really happened to the passengers aboard the Titanic who did not make it aboard a lifeboat. The story given was hoaxed from the beginning thanks to newspaper stories exclaiming that Titanic’s women and children had been put aboard lifeboats first. But this in fact was not what happened.

As passengers were taken aboard the rescue vessel Carpathia, Captain Arthur Henry Rostron made sure that accurate counts of every lifeboat and occupant rescued from the Titanic were conducted and recorded. Such details, available to us today, allow us to illuminate the lifeboat issues concerning Titanic’s sinking and they reveal that there were 156 women and children who never got into a lifeboat. And yet the story was and still is just as the papers reported: “Women and children first was the order on Titanic”.

Captain Rostron’s records reveal that women and children were not put aboard the lifeboats first but rather 1st and 2nd Class of every gender and age were put aboard lifeboats first. In fact, most of the 3rd Class Passengers and Crew of the Titanic were never even allowed to come up on deck before all the lifeboats were loaded by Titanic’s sailing crew and launched. And they never bothered to sound a general alarm!

No general alarm?

As I read through a copy of the U.S. Senate Investigative Hearings on the Titanic which was compiled and put into print by author Tom Kuntz in 1994 I unexpectedly witnessed a dark side in Senator William Smith’s questions. It was during his interrogation of Titanic’s Second Officer, Charles Lightoller, when much conversation took place concerning the number of lifeboats, types of passengers, who went into them, loading capacity of lifeboats verses floating capacity, etc. Then there was more conversation about women and children, and the fact that none of the lifeboats were being filled to capacity as they were being lowered away into the ocean.

As the testimony continued there were many positive comments made by Lightoller about how the passengers were kept calm so as not to cause any kind of disorderly conduct. And then a bomb-drop occurred. 1st Officer Lightoller had gotten to the part about the way the
3rd Class passengers were so quiet because there had not been any alarms sounded. Right there, he admitted that no alarm of any kind was ever sounded.

An alarm bell would have alerted the Third-Class passengers, who were locked below, that they were in danger. This was a dark moment for the officers in that courtroom who had survived the Titanic sinking. But look what happened next: At this point in the questioning Senator Smith chose to go to a different subject. I’ll get to that more in a moment. What he should have said is:

WHAT!!!! You mean these people never even had a chance to jump over the side and maybe grab a piece of wreckage!!!! You mean that you put orderliness above helpless people’s lives, people who would be carried down beneath the dark waves trapped in their cabins below, not knowing what had even happened!!!! You put women and children through such terror and rescued full grown men instead?

But he didn’t say this at all. The admission of the total abandonment of 1,523 people below decks was a revelation that should have rocked the entire courtroom into a stunned silence followed by rage. But it was at this very moment, that Senator Smith diverted the subject matter with this next question:

“After this impact, did you hear any explosion of any kind?”

And in doing this he deliberately diverted the attention from helpless passengers, who were abandoned and left to sink, to the subject of an impact and possible explosion with an iceberg. I have never seen clearer evidence of a scripted, predetermined investigation.

The court-room accepted story of the demise of the Titanic, when analyzed, requires us to accept that on the night of April 14, 1912, all the Sailing Crew Officers of the Titanic, unanimously deemed that the lives of the lower-class people were not even worthy of an alarm bell sounding before the ship went down. These are the facts from the testimony and these are the actions that were subsequently sanctioned by the court. Now hold on for this! The reason such a complete abandonment of the passengers was accepted by the court was thusly explained: “The officers of the sailing crew of Titanic did not sound an alarm bell because they were worried the 3rd Class passengers might begin to act disorderly.”

A general alarm would have awakened the sleeping 3rd Class sections. None of the Officers of the sailing crew ever activated one yet their actions were subsequently accepted by both congressional disaster committees in the United States and England. Such an incredible admission should have been heard around the world but it was never heard. The disaster hearings merely covered up the real cause of the sinking of the Titanic.

Normally some of the men would involuntarily have tried to help some of the hapless women and children but in this case, no one helped. This was a glaring violation of sea training and normal protocol. It was accepted because it had to be accepted; no other explanation makes sense.

I invite you to read “The Titanic Disaster Hearings” by Tom Kuntz. This is where researchers trying to solve the mysteries of the Titanic should focus their work - not on rivets, metallurgy and over-confidence. How had it been possible that all the trained
professional officers of the Titanic would go along in unison, even though what each
decided to do was to commit an immoral act and abandon 1,523 hapless women, children
and crewmen who were trapped below?

From the above discussion, we know the events happened because of much more than
coincidence. This and the unwillingness of any surviving officer to describe a crashing
blow or sound of any significance revealed that: If the ship struck an iceberg at all, it just
barely did so. This leaves us with the most likely explanation for the failure of any witness
to describe a serious impact with an iceberg: there wasn’t a serious impact.

When such acts are non-existent, meaning they never happened, planted witnesses are
instructed not to attempt to accurately describe them. That is because multiple people can’t
describe the same thing the same way if they never saw it. And that is the reason during
the hearings that witnesses produced non-quantitative answers to all questions pertaining
to an “impact”. Any attempt at a detailed description by any of the “witnesses” would have
led to a conflict of details. Therefore, they left out the facts, the courts accepted ambiguous
answers and a whitewash was performed that changed history.

An impossible scenario; 300 feet of damage below the waterline

One particular Titanic anomaly that has been whitewashed to a brillian shine is the case
of the 300-foot-long gash. Not one Titanic historian disputes the
fact that to sink the
Titanic by striking her
starboard bow into an iceberg it would have had to occur at just the right angle such that
five of her sixteen watertight compartments were punctured. For this to occur the Titanic
would have had to receive damage along 300 ft. of her hull beginning near the bow.

Secondly, to let in water at a fast-enough rate to sink her in 160 minutes the width of the
gash would have needed to be ¾ inch. This would make the total area of the ¾ inch long
gash equate to a total surface area of 20 square ft. This number came from an earlier
analysis of the Titanic’s sinking - that this was the minimum sized hole in her hull that
would sink her in 160 minutes.

Thirdly, since five compartments supposedly flooded at the same time then five compartments each needed to receive a minimum size hole of 4 square feet. This sounds
like a most unlikely scenario but you need to hang on for more!

Nobody has ever answered the question as to how the ship could have stayed in crashing
contact with another floating object for 300 linear feet. If the Titanic was traveling at 20
knots and the gash is 300 feet long, then her hull would have needed to stay in contact with the iceberg for 8.8 seconds.

Hang on! It is physically impossible for two floating objects to remain firmly pushing against each other without the pressure between them lessening when they are both floating freely in a bath of water. As far as we know, the Titanic was not on a set of rails, neither was the iceberg grounded to the bottom of the ocean.

The notion that these two floating objects could maintain pressure between themselves, during a glancing blow, for eight plus seconds of time, is right up there with Oswald using a bolt action rifle, with a scope, to aim and fire 3 times in 7 seconds, with perfect aim even though he was a poor marksman. But this is the only alternative. If five compartments were not ruptured, then the bow of the Titanic would never have filled with enough water to settle low enough below the tops of the forward watertight doors, and she would have remained afloat.

The troubling aspects of the “damage to 300 feet of steel” continue: Titanic’s Fourth Officer, Joseph Groves Boxhall, testified that he was walking on the deck at the time, but the incident did not even interrupt his walk. Hang on, what does he ask us to indulge? A steel ship received a 300-foot-long gash across ½” thick steel plate without himself being jarred or hearing the sound of 300 feet of ½ inch plate steel screeching and scraping? It would have turned the vessel’s hull into a gigantic, very badly tuned cello.

Onward with the iceberg story
From the very opening of the Titanic “iceberg” story there are innumerable problems. First the ship had 15 watertight doors providing 16 watertight sections which made her nearly impossible to sink, yet she went down in record-breaking time. Second was the near-impossible-to-believe immoral performance of the officers, most of who had survived. Thirdly was a courtroom full of professional lawyers who chose to act ignorant of the British Admiralty law, Constitutional law and Common law.

Well, it wasn’t easy to cover all the paradoxes of this case. For example, the odds of a brand-new ocean liner, on her maiden (trial) voyage, with four watchmen on duty at the time, hitting an iceberg, on a clear night that causes her to sink are virtually zero. Yet where were the reporters and investigators who would normally have been on the lookout for a baloney story to cover an insurance scam? The courtroom’s act of simply excusing the liner company from negligence should have been picked up by dozens of legal firms.
serving their deceased clients. And if they were really deceased, why weren’t wrongful death suits filed by the rich heirs who had lost loved ones? Why did they allow this investigation to proceed forward based on such an improbable possibility? For more information on this subject see Chapter 19 under the heading The Shameful U.S. Senate Hearings.

Some of the trial members could have also looked over the ship’s drawings that discussed the engineering stresses that Titanic was designed to withstand. These design parameters included: able to withstand stresses of being supported by one large wave at mid-ships and/or two large waves supporting her at the bow and stern, while at the same time being subjected to twisting, and while underway at 25 knots into possible storms with 100 foot swells. But they proceeded with the story that an iceberg had sent the Titanic to the bottom, faster than four naval torpedoes could have (they would have only damaged 4 compartments). And today, for the most part, we have all come to believe an impossible story as though it is fact. It’s time to expose this false story for what it is.

The Titanic from a criminal perspective

The reconstructed wreck site of Titanic’s stern as it exists today. Can you believe the damage! Heavy iron parts, that never move once they land, are strewn far from the hull where they shouldn’t be. Courtesy: Ken Marshall, Reddit

The truth about the Titanic is on the threshold of a breakthrough since her anomalies today are even more preposterous than they were back then. All the logic you have learned about so far must be ignored by the press or the story is doomed. And the fact that so many factions are involved implicates major media, the press, Hollywood, big banks and the criminal organization that demolished the Titanic in the original charade.
There have been many who approached solving the mysteries of the accident from an engineering perspective, and, there have been many who approached its innumerable, unexplainable incidents and conflicts from a human-error perspective. Considering the latest pieces of information that have become available to us it is time to investigate and solve the tragedy from a criminal perspective. This means finding the persons responsible for the intentional destruction of the Titanic.

In the mind of a normal human the concept of a planned destruction of an ocean liner that included the deliberate drowning of over 1,520 innocent humans is too revolting to be considered. However, consider that there were about 266 killed in the Battleship Maine explosion and about 1,250 killed aboard the Lusitania explosion, and that these are similar numbers to those lost aboard the Titanic. Both events have been researched to yield that they were in fact false flag operations to give the United States a reason to go to war. If it were proven that the Titanic was deliberately sunk that would mean that Titanic’s 3rd Class passengers were “selected” as ones that were “necessary” to be lost such that the newspapers would get the necessary attention of the free world.

If the Titanic was destroyed for a false flag scenario, what was the hoped-for reaction? Was it to create a numbing effect regarding human lives lost making it easier for young men to sign up for war? Was it to create trauma in the minds of people who were thinking about immigrating? These are some of the true repercussions of her tragic loss that coincided with her timing. Remember though, it was the dawn of the aviation industry and the cruelums had big plans for aviation fuel.

No skeletons have been found at the wreck of Titanic
You may be wondering why I inserted this topic at this juncture of the story. This material has only recently come to light and it relates to the findings of the Ballard Expedition of 1985 and all deep-water dives that have been performed since. The findings are so extraordinary that after reading them I am no longer positively sure that the missing 1162 persons went down with the Titanic. If the ship never needed to hit an iceberg to be lost, why should having people turn up missing mean that they must actually drown?

The fact is, none of the dives to the wreck of the Titanic have ever spotted or recovered any human bones. The closest thing to the confirmation of a human body having gone down with the Titanic is a set of pants and some decomposed rubber boots photographed lying on top of the mud. It is believed that there are human bones underneath the soft layers of silt, but none have been dug up to date.

Photograph of the only human remains discovered so far; a boot and some clothing lying on the sand covered with silt. There’s so little here that it looks like it was staged!
Here’s the official statement according to Wiki:

“The bodies of the passengers and crew once also lay in the debris field, but have since been entirely consumed by sea creatures, leaving only their shoes lying together in the mud. None have been dug up to date”;

Oh, none have been dug up to date? I guess that must mean they haven’t yet done much digging yet. How much digging have they done? Let’s look, again according to Wikipedia. Note: this may be the most important information in this book.

25 July to 10 September 1987, an expedition mounted by a consortium of American investors made 32 dives to Titanic using the submersible Nautilus. Controversially, they salvaged and brought ashore more than 1,800 objects.

A joint Russian-Canadian-American expedition took place in 1991 using a research vessel plus two MIR submersibles with a crew of 130 scientists and engineers carried out 17 dives, spending over 140 hours at the bottom, shooting 40,000 feet of IMAX film.

IFREMER and RMS Titanic Inc. returned to the wreck in June 1993. Over the course of fifteen days made fifteen dives and recovered another 800 artefacts.

In 1993, 1994, 1996, 1998 and 2000, RMS Titanic Inc. carried out an intensive series of dives that led to the recovery of over 4,000 items in the first two expeditions alone.

The 1996 expedition controversially attempted to raise a section of Titanic itself, a second, successful attempt to lift the fragment was carried out in 1998. The so-called "Big Piece" is on display at the Luxor Las Vegas hotel and casino.

The 2000 expedition by RMS Titanic Inc. carried out 28 dives during which over 800 artefacts were recovered, including the ship’s engine telegraphs, perfume vials and watertight door gears.

In 2003 and 2004, the US National Oceanic and Atmospheric Administration carried out two expeditions to Titanic. The stern section was specifically targeted for analysis. The second expedition saw the return of Robert Ballard whose expedition spent 11 days on the wreck, carrying out high-resolution mapping using video and stereoscopic still images.

2005 saw two expeditions to the Titanic. James Cameron returned for the third and last time to film Last Mysteries of the Titanic. The other expedition (Chatterton and Kohler) found previously unseen pieces of wreckage that led to the documentary Titanic's Final Moments: Missing Pieces.

RMS Titanic Inc. mounted further expeditions to Titanic in 2004 and 2010, when the first comprehensive map of the entire debris field was produced. Two autonomous underwater vehicles – torpedo-shaped robots – repeatedly ran backwards and forwards across the 3 by 5-mile debris field, taking sonar scans and over 130,000 high-resolution images.

Well, now considering all the excavations listed above, it appears that the statement “none have been dug up yet” is a bit misleading since it was made AFTER these expeditions have taken place. It does seem there’s been more than enough digging to have uncovered some bones that should be lying just beneath a layer of silt. In addition, they have performed sonar scans which would have located skeletons hidden beneath the “mud” even if no skeletons had been uncovered.
At this point it seems likely that they already dug up human bones and didn’t tell the public, or there are no bones to dig up. That leaves two possibilities:

1. The bones have been completely consumed by sea creatures.
2. There never were any bones to dig up.

The subject of bone deterioration and preservation at a depth of 12,500 feet is very extensive and dependent on variables such as rate of silt deposition, etc. This makes the statement, “entirely consumed by sea creatures” impossible for me to validate simply because I do not possess the necessary expertise. However, Hank Ballard stated after they had discovered Titanic’s wreckage that someday they would find bodies that were still locked inside steel compartments such as the engine room. It is doubtful that any sea creatures had access to the bodies there.

It is pertinent to note that many organic materials like paper and cloth have been brought up and are even now on display at the Luxor replica hotel in Las Vegas. The existence of these organic artifacts in such good condition today indicates that the microbes down there did not consume everything that was organic.

It is even more pertinent that just by knowing what they have recovered that we also know these divers went into various compartments of the ship and opened virtually every box that looked like it contained something of value. And judging by the amount of excavation and the fact that no bones, teeth, fillings, wrist watches, diamond rings, etc. have been admitted to being found, I no longer believe the story that over 1,000 people went down with the Titanic.

And there is a new document published in the Vintage News, dated Feb 2017 that of the 330 bodies recovered by the vessel McKay-Bennett, 140 were tossed back into the sea. Adding to this the four to six bodies supposedly buried at sea from the Carpathia left an original figure of 1,160-1,162 unaccounted for. Now we know the true figures for the number of unaccounted bodies is in actuality 1,300 to 1,302.

This could reveal another sinister scheme

This could more than open the case of the Titanic. Now only 330 people had to drown for the current Titanic story to be told as it exists. The public only had to be told the missing 1,162 were drowned. The lower-class people could have been removed from the ship and transported back across the Atlantic to any number of places in Africa where they could have been sold via the international slave market.

We’ve already got death; kidnapping of innocent souls would yet still make matters even worse. Now we need to investigate the international slave market that was in effect at the time for some clues as to where these 1,162 people may have gone missing. The following was taken from Wiki:

“A notorious slave market for captured Russian and Persian slaves was centred in the Khanate of Khiva from the 17th to the 19th century. During the first half of the 19th
century alone, some one million Persians, as well as an unknown number of Russians, were enslaved and transported to Central Asian khanates. When the Russian troops took Khiva in 1898 there were 29,300 Persian slaves, captured by Turkoman raiders. According of Josef Wolff (Report of 1843–1845) the population of the Khanate of Bukhara was 1,200,000, of whom 200,000 were Persian slaves. At the beginning of the 20th century Chechens and Ingush kept Russian captives as slaves or in slave-like conditions in the mountains of the northern Caucasus.”

It is not my intent to pick on Russia as though it is the most likely place where slavery existed at the time of the Titanic. This is just one example of places where it would be possible to disappear 1,162 witnesses and capitalize on whatever profit could be made in the process. As you can see, anyone familiar with international trade would have been able to find a market for the missing Titanic passengers and crew. Perhaps some of them got free and wrote accounts of their misadventure, which no one believed.

**A reboot of the path to truth**

If you are still reading this then you are a more open-minded person regarding what happened to the Titanic than most. So, for you, this is a better place to begin an honest investigation of what really happened to her. Let’s start with a new beginning.

This time your beginning is April 17th, 1912 and you have just picked up a newspaper and learned that the Titanic sank three days ago because of an iceberg collision 3 days ago with more than 1,500 people aboard. This is the way they snuck in this tragic number of deaths to you and common city folk at the time of the Titanic sinking.

Oh, you had heard earlier in the week that the Titanic had struck an iceberg. Then you had heard the ship was being towed, that all the passengers were safe. Now three days have gone by and you find out she sank days ago with 1,523 people aboard.

Now, what are you thinking might have caused the ship to sink? But you’re not thinking because the ship has already been underwater for days! The iceberg ruse has thus taken roost in your mind.

If you were being more reasonable you would have thought that the most likely causes of a large sturdy ship totally disappearing in 2 hours and 40 minutes out on the open ocean would have been due to mishaps like these:

1. Rammed or T-boned by another ship.
2. Torpedoed by a submarine or foreign naval vessel.
3. Struck a naval mine which exploded.
4. Titanic was hidden to collect on insurance and/or the value of the cargo that was lost.
5. The vessel had been stolen by pirates or another rogue country.

But since three days have gone by with the notion of the Titanic having struck an iceberg, you have accepted the iceberg and your brain has been partly disabled without you even knowing it.
My guess is that if an iceberg had not been pre-selected then it would not have even been on the list that you came up with. And so, it is apparent why the courtroom didn’t give people much time to rationalize. Therefore, the iceberg scenario was latched onto at the beginning and thus none of the more plausible theories were considered. Remember, even though the current iceberg story “facts” are still accepted by the majority, it does not make them true.

But you know the public have been misled because you know that by far the biggest story of all about the Titanic is the fact that 156 women and children never had a chance to get near a lifeboat. Women and children were not rescued first. If they had questioned this glaring contradiction, we would have had a chance at getting the truth from the start, and perhaps they would have found some of the 1,162-missing people.

**Truth doesn’t come via TV**

In December of 2015 the History Channel in conjunction with National Geographic aired a special about recent discoveries made to the wreck of the Titanic. You can watch this special on YouTube and it is well worth it.

Right off the bat the Titanic investigative scientists and oceanographers are all in total agreement that the Titanic sank from hitting an iceberg. They devote an entire show to finding and mapping all the pieces that came loose from the Titanic as she split into pieces and sank. It’s boring until toward the end the narrator explains how the severed forward section of Titanic’s hull went into a spin as it was sinking. And here they speed up the film to make it look like the Titanic’s forward hull is spinning so fast that large steel parts of her deck and superstructure are thrown off by the centrifugal forces. A 500-foot-long ship’s hull spinning around as if water has no resistance; I have never had such a good laugh in my life!

In another recent History Channel presentation, the “expert” starts out by first asking the audience, in a deeply concerned tone, “How could such a massive ship have received so much damage?” And then he says, “Well, of course we know that the Titanic hit an iceberg and sank.”

Notice how they always start with the iceberg and for good reason! They must define and present at the beginning of the program both the Titanic and the iceberg as though they are both pillars of truth. Then they go on to act like they are performing an honest investigation. This solidifies it in our minds as if the iceberg story really happened. As a result, most skip past this point without even questioning it. So before we settle on an iceberg or a collision of any kind we need to do a quick recap. First, we consider the fact the British Board and Trade had deemed and written into their own maritime safety laws that it was virtually impossible for a ship the size of the Titanic to sink in under 5 hours. Thus, from the very outset with the knowledge that the Titanic had sunk in just 2 2/3 hours, the investigation should have considered the most probable causes. These would have included ramming, explosives, shelling and/or torpedoing as the previous chart showed.
As she was such a large ship with so many compartments, the probability of her sinking within a week or month from striking an iceberg was practically zero. Then we have, on top of this, another oddity: that nobody aboard could positively lay claim to nor accurately describe any real collision.

A ship sinking fast would indicate that catastrophic damage had occurred. According to the official record, the Titanic did in fact sink very fast. Yet none of the passengers felt a collision they could describe nor did any in 3rd Class hear or feel anything that disturbed them. How could such catastrophic damage to her hull have occurred without it being noticed?

So here is such a major flaw in the current iceberg story that in our investigation we won’t even bother with it. We will assume that the Titanic did not sink from striking an iceberg. That means the Titanic probably did not strike anything. In that case, just what would it take to sink the Titanic in $2 \frac{2}{3}$ hours?

If you were a marine demolition expert, and Titanic’s watertight doors were locked down in place, what a gigantic job it would be to sink the Titanic! To sink the ship in 160 minutes requires at least a 20-foot square hole. Since we need to puncture five compartments, we need to blow open at least five holes that are each 4 square feet minimum. Only then will the vessel sink. The job is beginning to look like a lot more work than you expected.

Now you must rig explosives in five squares 2 ft. by 2 ft. or 8 linear feet per hole times 5 holes times 2 layers equals 80 linear feet of charge. This equates to 5,200 lb. of high-density explosive which is more than double what you had first expected. This is the bare minimum amount of explosive charge that would be required to sink the Titanic in $2 \frac{2}{3}$ hours.
It is easy to see how incredibly difficult it would be to sink this ship, even with the use of explosives strategically placed and designed for a specific job, in such a short amount of time. Thus, consider how unlikely, if not impossible it would have been to inflict such damage with perfect precision via a random smack with an iceberg. This is further discussed in Chapter 9, *The Unsinkable Titanic*.

Now the story has come apart at the seams. If the Titanic really sank because of hitting an iceberg she would have had to puncture each of the forward five watertight compartments with a hole of 4 square feet or larger. How could this have happened five times in five different sections?

Many who have written beforehand about the Titanic and went along with the storyline may become enraged with my accusations. Such accusations would invariably lead to defamation suits being filed against me. But we must not forget that anyone who knew about such a plan beforehand is guilty of the premeditated kidnapping and murder of over 1,520 people.

Well folks, maybe it’s time to consider that these are the exact reasons why the mysteries of the Titanic have been scripted, covered up, propagandized and exploited for over 100 years.
CHAPTER 4

THE SCARIEST SPARK NEVER SEEN

"I don't understand it. It must have been an infernal machine."
Captain Ernst August Lehmann (12 May 1886 – 7 May 1937)

The Hindenburg was a marvel of engineering. She floated free from gravity and thus additional weight did not degrade fuel consumption as with all other aircraft of her time and since. And she was equipped with diesel engines which are nearly twice as fuel efficient. But we’ve been taught over and over that she suffered from one major drawback: and that was that she was filled with hydrogen instead of helium.

You may be surprised to know that Hydrogen gas was always a part of the Hindenburg’s refueling process since some Hydrogen needed to be vented off during each flight to descend back down. During an Atlantic crossing, as she consumed approximately 50,000 lb. of diesel fuel, she would become lighter and thus tend to rise higher and higher into the air. Thus, to make up for burned fuel weight corrective gas balancing had to be performed.

To summarize this aspect: if an airship was using Helium instead of Hydrogen, then each time the airship landed it would need to be re-topped with expensive and very hard to find Helium. But if the airship uses Hydrogen it is very inexpensive because it is easy to make using chemical or electronic processes and these processes can be augmented with solar power. For these reasons, no other simple technology can touch the lifting power of hydrogen. It yields the highest lift and is cheap to make.

Note the people standing near and under the burning Hindenburg, and that all of the heat and combustion is going straight up. No liquid fuels have fallen to the ground incinerating everyone.
What is most noteworthy about using Hydrogen in place of Helium is the fact that Hydrogen can be combusted as a fuel for the ship’s engines whereas Helium is an inert gas and cannot. Since the Hindenburg would have extra Hydrogen gas during each of her descents she was originally designed to be equipped with a fifth engine that was fueled with this otherwise-vented hydrogen. Unfortunately, they were never allowed to add the fifth engine which would have made the Hindenburg even more fuel efficient than she was.

The concept of using Hydrogen for fuel was possibly the major reason the Hindenburg had to be destroyed. And it should be noted that the use of Hydrogen for fueling piston engines had already been tested in earlier zeppelin designs where it performed successfully.

The use of high octane gasoline, used to power the aircraft of WWI, was the fuel-of-choice to power all the aviation aircraft during WWII as well. That was the plan from the onset because as you will learn shortly, the expected windfall profits from the sale of aviation fuel was in the billions. The savings in petroleum using anti-gravity designs like the Hindenburg would have been 90% or more. It is now obvious why the oil industry didn’t want the use of hydrogen as a lifting gas nor as a fuel to become a trend of any kind.

A storm begins to brew

The Graf Zeppelin had already revolutionized travel worldwide in 1928 when she was making regularly scheduled nonstop flights from Germany to Rio de Janeiro. This schedule continued without any mishaps until she was taken out of service in 1937.

The Hindenburg was the perfection of the Graf Zeppelin. Like the Titanic, she was the finest passenger vehicle ever built up to her time. The lucky passengers who rode aboard traveled over the Atlantic Ocean free of the dangers of storms and seasickness.

Unfortunately for the Hindenburg and the world, a storm of a different kind began to form between the United States and Germany. It began when the United States publicly announced that they would not supply helium to fill the German’s new airship. Everyone knows the story: The supposed reckless German engineers went ahead and used...
hydrogen anyway. They had been using it successfully for decades, but never mind that fact. This was an opportunity for the newspaper pundits to paint hydrogen as unstable, explosive and dangerous to use. Thus, by the time the Hindenburg went into service the public was primed for a possible explosion and later, when this identical scenario was delivered to them via the public-address recording, pictures and newsreels, it stuck like tar.

When the Hindenburg went down in flames her true accomplishments went down in a fizzle. That was thanks to a press that was quick and decisive in their labeling hydrogen as the cause of the disaster. Now one of the most valuable and unique elements on the planet had been discredited. Now the airship design was destroyed.

What should have happened after the accident was an apprehension of the murderers who caused Hindenburg’s destruction, and then a dozen more built to replace her. Unfortunately, shortly thereafter the Hindenburg “disaster” was used as the sole and final reason to discontinue the use of rigid framed dirigibles and, more importantly, hydrogen itself.

The problem with this outcome is that what transpired is just what the oil industry wanted to have transpire. A normal business model would have seen many airships forthcoming to capture the passenger market. When it came to crossing an ocean, the Hindenburg and Graf Zeppelin turned two stomach-churning weeks at sea into a three-day adventure never to be forgotten. They were the preferred and most highly touted means of getting abroad. Demand and desire for airship travel was mushrooming and there was no other flying design that could cross an ocean. But we now know why it never matured.

It had nothing to do with her design or safety. Entrepreneurs and engineers would have resumed development of this remarkable new form of long distance travel if they could have. Unfortunately, in the investigation of the Hindenburg following the public burning, all logic was thrown out while an unprovable electrical theory was put in its place. The official explanation given for the Hindenburg burning has never been proven or demonstrated to this day.

The Hindenburg investigation; another cover-up like Titanic

For reasons discussed, during Hindenburg’s last flight in May 1937 the Germans were more than expecting that an act of sabotage would be attempted. As a result, they had three Nazi secret service men aboard to stop it from happening. This information confirms that the most likely cause of an explosion aboard the Hindenburg would have been caused by a politically motivated group, and there were several of these groups who were known to be against the movements of the Nazi Party.

Yet after the accident in New Jersey the investigations held by the FBI concerning Hindenburg’s destruction centered mostly on scientific causes. They made only a weak attempt to consider a possible act of sabotage, and when they did this they stated that the
only possible perpetrators of Hindenburg’s sabotage would have been caused by persons who had planted a timed bomb that was supposed to have gone off after she had offloaded her passengers in Lakehurst. They went on to state that Hindenburg’s bomber would have still been aboard only because the Hindenburg was 7 hours late upon arriving for docking. This meant that the FBI’s investigation for possible saboteurs was limited to the victims and survivors of Hindenburg’s last flight and as you might expect, they were not able to come up with any serious suspects from this short list.

The choice by the media and the FBI to not investigate people and groups that had political motivations to destroy the Hindenburg is absurd when the aircraft’s use at political rallies to bolster Germany’s technical might and war capabilities was in full swing. Thus, when the FBI went on to support and accept a near impossible theory in place of a likely bomb scenario a whitewash investigation was confirmed. It ruled that static electricity had caused a spark even though no camera had seen and none of the photographers had documented such a thing ever occurred.

Meanwhile in Germany the Third Reich held their investigation. Unfortunately, in another charade of justice, they came up with a theory that a spark of electricity had gone up one of the mooring lines when it had supposedly gotten wet during the process of dumping water ballast. *Hint: Even if there was a potential electric charge between earth, (neg) and Hindenburg, (pos) a dry hemp rope that was wet in places would not conduct electricity.*

No person or camera had ever “seen” a spark of any kind in all her previous dockings. This should strike a note of oddity in that it was such overkill for a transatlantic event that had already happened 10 times the previous year at this same airfield! The existing story thus requires that three improbable events had to happen at the same time for this to be possible. 1. There had to be a hole in a hydrogen gas bag. 2. There had to be a hole in the outer fabric. 3. The electrical charge that went up the rope had to “spark” at the same point where the outer hole was.

Why would such flimsy explanations be placed above the consideration of an explosive device due to sabotage? The only way such drivel could have been reported is if such drivel was part of a master script.

**The Biggest Missed Shot of the Century**

On the evening of Hindenburg’s arrival into Lakehurst, New Jersey on May 6, 1937 there were 22 professional news photographers on hand to film her arrival. This should strike a note of oddity in that it was such overkill for a transatlantic event that had already happened 10 times the previous year at this same airfield! In addition, Hindenburg had already
completed 34 transatlantic crossings without any incidents. So why would this typical New Jersey airship landing call for 22 separate still and newsreel photographers?

First let’s review the infamous broadcast. Everybody knows what supposedly happened from the footage and, from the recording of the public “broadcast” by Herbert Morison. Did you know that this “broadcast” was made to look like it had been transmitted via live radio during the event as it was being filmed? But it was not a broadcast; it was an announcement over a public-address system that was recorded. During this recording, Morison made the infamous remark, “it burst into flames” and broke down with emotion as he went on to describe the Hindenburg burning and people running for safety.

Wikipedia confidently states “they had no equipment to transmit live, so they made a recording.” This recording that Morison made at the Lakehurst event was later spliced into newsreel footage of the Hindenburg burning as though it had been live. If it had been live then it would have been time-sequenced with actual movie footage. And if it had been time sequenced with the event then the statement “it burst into flames” could have been accurately compared with the actual event itself. But it was spliced in: therefore, no time-line analysis of the event is possible. This means it could have been altered to a great degree, and this is what I don’t like about the accepted story.

But it gets worse. From here on, the media-constructed story of the Hindenburg “explosion” takes on a Keystone Cops theme. This became apparent later when it was realized that not one of the 17 professional still photographers or one of the 5 newsreel photographers got a picture of the beginning of the fire that led to the "explosion"! This complete void of seconds of precious time, by every professional photographer there on the scene to document the event, asks us to believe that each one of them failed to take any pictures at the key moment they were supposed to. If this is true, then the Hindenburg burning represents the most extraordinary "missed-the-shot" photographic blunder of all time.

They want us to believe it was the cameramen who failed us, but it was the newspapers who failed us when they scripted together a story that was not documented by the actual films and pictures of the event. Newsreel cameras would have captured every flaming second of the ship’s destruction, and the newspapers that printed the story should have demanded it. Why not this time?
To this day not one frame has ever been released of what happened within the timeframe of when the fire began to several seconds after it had burned. So, we never saw what triggered the most infamous fire in history but lucky for us there were oodles of frames of the white fire above the airship that we have all seen over and over. And when you study the picture you can see that a portion of Hindenburg’s outer covering has already been burning for several seconds. This was long after the real action took place that started the fire. No Pulitzer Prize forthcoming so far.

And low and behold there was more than enough footage devoted to the poor souls who were trying to get away from the burning wreckage. They managed to film passengers on fire, walking toward the camera just as they had in the early Hollywood horror films. One of the walking corpses fell to the ground still burning. It was movie-making at its finest.

When later questioned as to why none of the photographers had produced any footage of the beginning of the accident an official statement was released which stated:

“Since these photographers were all acting like the trained professionals that they were, each of them reacted instinctively in the same manner.”

Oh really? Or is the truth that never in a million years could you get 22 people to react identically to the same event, or, have them all miss the main moment of the show. We’re supposed to believe these professionals who were hired to film her docking were all looking down when the Hindenburg started burning. Right! Not one of them was looking up at the pylon that she was docking to!

To this day, the public has never seen the footage of the Hindenburg “explosion”. Of course, they haven’t; the Hindenburg never exploded. No such footage of an explosion has ever existed. The footage that once existed is likely that of a tiny white-hot fire near the rear end of Hindenburg where an incendiary shell had been fired into her. This was carefully edited out so they could pick up the story where the Hindenburg was more fully ablaze and patch the word “exploded” into the scene. And since the audio transcript used the words “it burst into flames”, this was spliced into the newsreel at the point where the inferno reached upward a hundred feet.

It turns out that the expression Morrison used was just ambiguous enough to fit the moment when the Hindenburg was set on fire, and it later fit the story when the media put the word “exploded” into print. These guys are “good” at what they do.

Why the story is overblown

Did you know that hydrogen gas, by itself, cannot even burn, much less explode? Don’t try discussing this fact with a friend as they will look at you strangely, as if you just never got the news about the Hindenburg. But it is positively true: hydrogen gas does not burn-- unless it is mixed with oxygen.

The combustion reaction for Hydrogen is written $2\text{H}_2 + \text{O}_2 = 2\text{H}_2\text{O} + $ Heat. The reaction
produces water and heat. This is the way Hydrogen combusts anywhere on earth or in the atmosphere. The only way the Hindenburg could have “exploded” is if it had been allowed to leak oxygen into one of her gas bags. But these gas filled bags were always under positive pressure, not the other way around.

Now let’s get down to scientific fact: According to Wikipedia, the safe oxygen level of a tank filled with hydrogen gas such that combustion is impossible is 5% or less. This is an established safety standard for the industrial cleaning of a hydrogen tank. The industry knows from experience that when flushing out a hydrogen filled tank that for it to be safe from any possible fire that they must flush it with pure nitrogen. This is the only way that they can get the oxygen level below 5%. If they flush it with air which contains oxygen and nitrogen, then approximately 20% of the gas mixture in the tank will be oxygen, and there is the possibility for a fire.

However, the important thing to note is that once the oxygen level in the hydrogen tank is below 5% there is no chance of an explosion. Let’s apply this knowledge to the Hindenburg.

<table>
<thead>
<tr>
<th>Total hydrogen gas volume:</th>
<th>7,000,000 cubic feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of gas cells:</td>
<td>14</td>
</tr>
<tr>
<td>Amount of gas/cell:</td>
<td>500,000 cubic feet</td>
</tr>
<tr>
<td>Amount of oxygen req. for combustion:</td>
<td>5% or 25,000 cubic feet</td>
</tr>
<tr>
<td>Amount of air required for combustion:</td>
<td>25% or 125,000 cubic feet</td>
</tr>
</tbody>
</table>

The data above clearly show that for any one of the gas cells within Hindenburg to explode they would have had to leak inward an amount of air equal to 125,000 cubic feet. Safety tests on hydrogen gas have clearly shown that this is the minimum amount of oxygen that would have been needed to be inside the cell for it to combust. This is a huge amount of air and it would have had to go upstream to get inside a gas cell. So, there was no explosion on the evening of May 6, 1937 of a hydrogen filled gas cell, period.

Now of course it is possible to cause an explosion within a hydrogen gas cell using gun powder and an electronic fuse. For example, a gunpowder bomb could have been used to create an explosion within a gas cell, and that is because gunpowder contains oxygen in solid form as an oxide. Thus, gunpowder does not need air to burn, and will thus explode if it is triggered. However, this would not have caused the hydrogen to explode. It would
have needed to mix with oxygen first, and by then it would already be burning.

No photograph exists that shows an explosion. That is because the Hindenburg burned. The Hindenburg burned because she was deliberately set afire.

The fact that a hydrogen cell got set afire should not have been interpreted to mean that the use of hydrogen was inherently unsafe. Instead of an honest evaluation of the accident, what came afterwards was condemnation. First it came from the U.S. and German militaries. Later in the U.S., movie houses ran repeated showings of the Hindenburg fire for months, years and even decades.

The day the Hindenburg was destroyed was a sad day, indeed. The most fuel efficient and luxurious aircraft ever built, capable of flying halfway around the world without stopping was labeled a failure. The reasons given do not make sense and have never been scientifically proven to this day.

Thus, the Hindenburg represents another case where the media severely twisted the story, and in this case people’s minds were guided away from the further consideration and development of hydrogen and airships. In addition, the Hindenburg inferno played a role in the psychological pre-war traumatization that helped lead us blindly into the Second World War.

Without the public noticing, the use of hydrogen as an effective form of anti-gravitation was taken away along with the use of hydrogen as a fuel for the next 75 years.
Chapter 5

THE GOLDEN ERA

April 15th, 1912 to May 6th, 1937

After 100 years of technical advancements in chemistry, physics and electronics we are running on mechanisms that are inferior to the steamships and trains that blossomed within the Titanic and Hindenburg Era. After 100 years, it is now easy to see that such a transgression could have only come about only by putting better ideas and logic aside.

So, when we ponder how America ended up with transportation contraptions that are inferior to ones built 100 years ago we must first answer why the press accepted the iceberg story about the Titanic and the explosion story about the Hindenburg in the first place? Why did they accept and promote such flimsy explanations for two of the greatest engineering icons that were known the world over?

The fact that the Titanic and Hindenburg were passenger-carrying mechanisms that were inherently safer and more efficient than the mechanisms we ended up with makes the cases puzzling until you see that it is still supported even today by the media and government. And because of the events’ proximity to wars, the public had little time to ponder these lost human treasures. This helped them forget.

Thus, by the end of the era most people accepted that ships could sink from hitting an iceberg and that air travel was inherently unsafe anytime it involved the use of hydrogen. Were these really the right conclusions, especially since these conclusions were based on events that happened completely different from what occurred?
Americans more than earned and more than deserved to develop and use the travel mechanisms they had designed, rather than be funneled into cramped jet planes like the ones we ride in now. But the fact is today we don’t have any options. This was all decided during the Golden Era of the Titanic and Hindenburg.

The loss of the Titanic was one of many war-related events that occurred during 1912. Look what happened in the eight months after she sank:

Apr 15th - Titanic sinks at 2:27 AM off Newfoundland.
Apr 18th – The U.S. Senate Titanic Disaster Hearings begin.
May 31st - US marines land on Cuba.
Aug 14th - 2,500 U.S. marines invade Nicaragua; the U.S. remains there until 1925.
Aug 25th - The Kuomintang, the Chinese nationalist party, is founded.
Sep 15th - War between Turkey & Montenegro breaks out in Albania.
Sep 28th - SS Kiche Maru disappears in storm off Japanese coast, 1,000 die.
Sep 29th - French/British troops lands on Samoa.
Oct 8th - Montenegro declares war on Turkey, beginning 1st Balkan War.
Oct 14th - Teddy Roosevelt is shot while campaigning in Milwaukee.
Oct 17th - Bulgaria, Greece & Serbia declare war on Turkey.
Nov 28th - Albania declares its independence from Turkey.
Dec 3rd - Turkey, Serbia, Montenegro, Greece & Bulgaria sign weapons pact
Dec 28th - The first Balkan War: The Naval Battle of Elli takes place.

If you noticed that the events following the sinking of the Titanic resemble a world scale buildup into a major war, then you have studied your history well. As you can see, things were not the same after she went down in the Atlantic.

In a stroke of timing genius in 1913, Henry Ford produced a $500 gasoline powered automobile via the invention of the world’s first moving assembly line. In line with the big plan, the first drive-up gasoline station opened in Pittsburg helping to set into motion a world-wide trend to bring gasoline powered vehicles into every civilized country. Crazy carriages that smoked and backfired were stinking up the downtown, while gasoline was being sold on the corner as if it was the perfect transportation “liquid” of the future. The only thing good about gasoline was that it was cheap.

One year after the Titanic had gone down the Panama Canal opened. These locks had been specifically designed to accommodate the largest vessels that were on the drawing tables of that era. These were the Olympic, Titanic and Britannic. Did you just learn that the Titanic had two successful sisters? Olympic came before her; Britannic came afterwards.

The world was to receive more tragic maritime news just three years after the Titanic when on March 6, 1915 the Lusitania, loaded with American soldiers, exploded and sank in British waters with a loss of 1,250 lives. Twenty-three merchant vessels had been torpedoed in the same area that the skipper of the Lusitania was told to steam through since she had left port in New York. Yet no warning had been given to him nor his crew. The sinking of the Lusitania was blamed on Germany. This accusation was used as a reason to retaliate, thus causing America to enter the war.
Let’s re-analyze this March 6, 1915 date. It is now acknowledged by war historians that by 1915 Germany had France, Italy and Great Britain on the ropes. France and Italy had been badly beaten. Great Britain had virtually no navy left. It was a critical situation that required America’s help since at this point Britain had no hope of re-supplying her troops and holding back the Germans. America was quickly brought into the war, and it was spurred by the timing of the Lusitania sinking. This was accompanied with much bad press toward Germany and Germans in all American papers. By blowing up a passenger ship and blaming it on Germany, over-reactions and hasty decision making followed. It was a last-ditch effort for England.

As envisioned by greedy war planners who never fought a day in their lives, American labor, raw materials and mass-production turned the tide against the Germans. And after five years of worldwide destruction and the deaths of millions of soldiers, came a profit bonanza for everyone invested in banking, oil, steel and heavy manufacturing.

And now after they had killed our soldiers and stolen our nation’s wealth came what looked like the end of the worst war the world had ever experienced. But they weren’t satisfied with the numbers of human losses. As a result, additional losses of human lives were to continue for another year because of the Spanish Flu epidemic that claimed 50 to 100 million more.

In 1919, the First World War officially ended. The manufacturing of massive war machinery merely shifted to the massive manufacturing of gasoline powered vehicles, trucks, tractors and even bigger military machines on a scale the world had never seen. We didn’t know we were already gearing up for World War II.
The relentless persecution of Steam Power

Steam was the golden power of the Golden Age, yet most have forgotten what it represents. It was a revolutionary principle and mechanism that converted anything that will burn into rotational horsepower or electricity. The go-between is water. The process is liquid phase to vapor phase and back again. Anything that will boil water can produce steam. It is far simpler than a combustion piston engine and it does not require petroleum to operate. These attributes make steam powered mechanisms a target for the petroleum industry.

The sinking of the Titanic marked the beginning of the end of steam in the United States. Prior, besides being the primary mode of propulsion in ships, our country relied on steam powered trains to move most heavy cargo across the states. In 1912 steam-powered locomotives were extremely reliable and powerful. They rolled on steel wheels atop iron tracks and you should know that steel on steel is much more efficient than rubber on asphalt. Trains are much more efficient than tractor trucks rolling on rubber and asphalt.

Steam trains were the most efficient trains; they ran on coal scooped from the earth. Unfortunately, oil money and corporate lobbyists had loftier plans to increase the size and scope of the oil industry, and this meant building up world demand for petroleum. To build world demand the most, the most efficient petroleum-burning mechanisms had to be scrapped. So, these crudelums gradually bought out the rail industry so they could start converting their steam locomotives to diesel powered ones. Ones that were electric powered were shut down completely and the passengers were converted to busses.

To make matters even worse, much of the freight that rode on rails was converted to asphalt highways as well, such that by the 1950’s America’s highways were full of trucks powered by diesel and gasoline petroleum powered reciprocating engines. And in the process of phasing out trains Americans unknowingly embraced a transportation system that consumes petroleum in far greater quantities than the one it replaced.

Since one train with one engine can cut the wind for a hundred cars behind, the size of cargo loads can be enormous. Thus, there are good reasons for a nation to use heavy steel rails to move most of its heavy freight. The effect of switching the nation’s freight from trains to trucks on a pound for pound basis resulted in an increase in fuel consumption of a factor of 20. And this calculation does not take into consideration all the asphalt that was needed for replacement asphalt for road repairs because of the added truck traffic. So why would we ever switch our rail to trucks?
It doesn’t make sense until you understand the oil industry; and you must work for the industry to find out their darkest secrets. I did work for them. I found out that the oil industry has a huge by-product problem and that by-product is asphalt tar. The oil industry must get rid of the tar. For every barrel of crude processed, one gallon of tar must be gotten rid of. Tar was dumped into the oceans until 1955 when a law went into effect prohibiting it. So, there is currently no place left to dispose of it. This is problem No. 1.

And now you have just learned why America has paved roads, rubber tires and asphalt roofing shingles; these are ways the oil industry disposes of its tar! And why not make good money at it in the process? So, the oil industry doesn’t care if the people are poor. This is problem No. 2.

However, the sadder news is that since our roads are made with petroleum, and since a shortcoming of petroleum is that it evaporates in the sun, every road in America will surely evaporate and require endless re-paving. This is problem No. 3. So, if you thought that most asphalt is lost to tire wear, think again. Oil and tar evaporates and thus all our roads disappear with time whether we use them or not. What a stupid material to use!

Who would have sponsored such corrupt planning? Only someone who needed to get rid of a mountain of tar! It is now obvious that our transportation system should have stuck with rail and steam. We should have also built more steam-powered electric plants and used electric power for more of our trains and mass transit systems.

After the sinking of the Titanic a decline in steam powered transportation mechanisms began. In the process passenger travel was not made safer but was in fact made less efficient and more dependent on a corrupt monopolized industry that fostered it.

Gradual reductions in cabin space
Another gradual trend in the transportation arena has been the elimination of cabins and the reduction of our personal space while traveling. We have forgotten that before the advent of the modern airliner that when people needed to travel a great distance they had access to ships, trains, river boats, ferries, stagecoaches, wagons, buggies and horses. They didn’t have as much speed but they had more options. Now consider what
these higher top speeds have gotten us today: two week vacations with jet lag and endless boredom sitting in one place.

People did not consider themselves above the use of God-created animals for their everyday needs, but today we do and look where it has gotten us? At the turn of the century we had mechanisms that were built solidly and provided safe, reliable low cost transportation. Since our trips took longer, to travel very far we needed a bed of some sort. Thusly train cars had cabins with beds, ships had cabins with beds and stage-coaches had sleep-over stations with beds. But this requirement started to be forgotten as the world got access to air travel. As the world got access to higher speed, without really noticing, passengers got less and less passenger space.

The concept of travel with a place to lie down hit a zenith with the Titanic and began a descent with the destruction of the Hindenburg. Up until the evening of May 6th, 1937 cabins with beds were very much a part of American travel. Both Graf Zeppelin and Hindenburg had cabins with a bed and laboratory, a dining room with a panoramic view and an entertainment lounge. The Hindenburg even had a piano. After she was lost, our transportation system began to morph into longer tubes with more seats and no lounge.

The flying-cabin concept stayed somewhat alive up to 1939, as the first piston-powered transatlantic passenger carriers, Boeing’s famous flying boats had plenty of room for cabins. But when World War II broke out, these wonderful wide-bodied sea planes with gobs of interior space were confiscated by the United States Navy which classified the design as too revolutionary to be flown where an enemy country might confiscate the design. Thusly they disappeared into the war effort never to return to civilian service.

In 1942 Hughes Aircraft contracted with the U.S. Government to build a much larger
seaplane designated the H-4 Hercules now known as the Spruce Goose. This project ended in 1947 after delays, cost-overruns and the ending of the war for which it was purposed. Labeled as a failure before it ever flew, it became the cornerstone in the mistaken belief that large-bodied sea planes would not work and thus the concept was never rekindled.

By this time, the monopolization of petroleum-powered transportation systems and the production of petroleum worldwide had been achieved. The public had won two wars using the concepts which were now the bedrock of the world’s transportation systems. In other words, now we were stuck with petroleum for the next 75 years.

Today steamship travel by coal is indeed lost. Rail travel is all but dead (in the U.S.). People have gotten used to being bored and uncomfortable. The United States has not made any progress in transportation systems since 1937. If we travel very far, we travel by air. This means parking, shuttling, going through checkpoints, waiting in line, having bag searches, sitting in cramped seats and having no place to lie down. In the meantime, what we have achieved is traffic congestion, exhaust pollution, river and lake poisonings, mountains of used tires, expensive car maintenance and endless fuel bills. And this is just to go on a vacation and get to and from work.

Today we can see that the way transportation systems were transformed from safe and efficient ones to fuel-hungry and polluting ones was an illogical evolution of valid scientific and engineering accomplishments that were in place at the time. When we review these unlikely and illogical transformations, it becomes apparent there was an above-the-board plan to do this from the beginning. Otherwise, they could not have changed to such fuel-hogging designs when the ones that were in place were already more fuel-efficient.

The good ’ole Gasoline Engine
The intended goal of the early crudeuels was to take lousy surplus crude oil and sell it at a higher price and that is what they have done. As a result, the current transportation system we have is composed of transportation mechanisms have been designed for a specific product that only the oil industry manufactures.

Now that we know America was cleverly tricked into replacing the use of steam with piston type engines that needed specialized fuels, we can better view these banker-funded
automakers who erroneously touted the gasoline piston engine as a high-tech invention. This high-tech invention required a high-tech fuel which only the oil industry could provide. The use of it mushroomed when nations were thrown into war. The war effort endorsed it by equipping their planes and tanks with engines that had to have it.

Well, we’re still using gasoline piston powered vehicles today and that’s because they make perfect sense from a petroleum-business standpoint. Gasoline engines are the lowest compression piston engines made making them the least efficient engine made, so they burn lots of gasoline. Each gasoline engine manufactured and sold will consume an average of 10,000 gallons of gasoline during its projected lifetime. What a wellspring they are for the oil industry.

These engines are the back-bone of the automobile industry and they came about at a time when gasoline was in such surplus that it was selling for about 10 cents per gallon. The oil crudes increased their profits by ramping up demand. They ramped up demand through a relentless campaign to convert cheap fuels like coal to expensive fuels like high octane gasoline. The gasoline piston engine is the greatest marketing tool the oil industry ever came up with.

The legacy of Henry Ford has been reviewed and rewritten. We now know that he got his brilliance from sources that financed him and financed the Third Reich. Ford was let in by key investors to complete a plan at the head of the pack. From my own personal analysis of the design of the Model T engine I have concluded that it was so brilliantly engineered and constructed that Ford had to have received help from a higher source than him to design it.

Ford began a presence in Germany in 1925 and in 1939 this division was renamed Ford-Werke. The model T Ford Engine was licensed and manufactured in Germany and was the engine used in virtually every military truck the Third Reich used to move its troops and equipment during World War II. What better way to endorse petroleum than for two advanced countries to use it for war against each other?

America never got a better built vehicle in the century afterwards. Thousands of Ford Model T’s are still running today and much of the reason is because the engine blocks were “cold-cured”; the sheet metal in the bodies contained tin which did not rust and steel members were alloyed with vanadium which gave it 10 times the strength of iron.

Today our designs of transportation mechanisms have morphed into flimsy capsules that are fast and sporty but still inefficient and unsafe. Out on the highway it is safer to ride as
cargo in a cargo truck than it is to ride in a personal car. Still, major media support for this auto/oil sponsored system is relentless. For example, they continue to blindly endorse the use of gasoline even though it has been known for decades that car exhaust is carcinogenic to our lungs and poisonous to our waters. Note: there is an immediate replacement for gasoline. The media is so comatose as to support the destruction of our planet as if it is the cost of prosperity when there are alternatives right under our noses.

This is due in no small part to the fact that in America one man, Rupert Murdoch, has control of all the major networks and all the major networks receive revenue from oil sponsors. These oil sponsors will drop any network the moment they report any serious issue that exposes conflicts of interest with the oil industry. So, this is the reason toxic gasoline is never openly discussed and thus has remained our primary fuel for over a century.

It needs to be made clear that gasoline is not our specified choice of fuel because it is in any way a good fuel. In fact, gasoline is a horrible fuel today and it was a just-barely-tolerable fuel back then. When compared to alcohol and diesel fuel engines it is of the lowest efficiency for the simple reason that gasoline engines must run at lower compression ratios. As a result, gasoline-equipped cars only get about one half the fuel mileage of a diesel equipped car and they are by far the worst polluters of carbon monoxide.

There are better fuels, and they are not toxic. Methanol alcohol and ammonia are two examples of non-toxic fuels which can easily be produced from petroleum feedstocks. In fact ammonia already is. A further discussion of these alternatives is presented in Chapters 10 and 11.

Now, what began in World War I has been continued up through World War II and beyond. Today within the United States millions of people suffer from chronic bronchial infections, asthma, chronic fatigue, cancer, Alzheimer’s disease, ADHD, autism, etc. and yet the media will not sound the alarm about the possible negative effects of car exhaust which is a known to contain 17 volatile compounds such as benzene, toluene and xylene that are carcinogenic. Still, car exhaust is generally portrayed, via the media, as though it is an inert gas. Most people seem to believe this, until it comes time for one of them to commit suicide when they turn to car exhaust almost every time. They know it will kill them if they run the engine with the garage door down.

But what happens to us when we run our cars with the door only partially down? What happens to us while we are stuck in traffic on a 16-lane highway, or, while we are in the bottom of a parking garage full of car engines running? Does it just partially kill us? Shouldn’t we have specific answers to these questions after 100 years and counting?
When we lived, and dreamed

If you had lived during the 1920’s you would have thought that soon men and women would be traveling through the skies in majestic floating ships with cabins and a view to the world below. This was far greater than things we dream about today, such as a possible ride into outer space in a small rocket-plane. Hydrogen was a cheap and abundant gas and the splendid effects of its lifting power had demonstrated ultra-stability and massive cargo capacity. Hydrogen had the world poised on the edge of a major threshold of travel.

During World War I German-made dirigibles had terrorized London with their stealth and heavy bomb loads, and in the process these aircraft designs had proven the airworthiness of hydrogen as a lifting gas. And it was for the fact that they could easily carry 20 times the bomb loads of the best fixed-wing flying machines of their day. But furthermore, and more importantly, because the dirigible could ascend just by releasing her mooring lines, when it came to comparing the efficiency of a winged plane which struggled to get off the ground to the efficiency of a dirigible, there was no contest. In 1920, such technology was there for the taking, and now that the war was over bombs could be replaced with passengers and cargo.

In 1926, a hydrogen filled dirigible flew over the North Pole. The ship and crew had remained days in the air above ice and open frigid ocean with no chance of landing anywhere nearby because the weather was inhospitable on the surface. Only a dirigible could have done this.

In 1928 Graf Zeppelin went into regular service and made scheduled transatlantic flights directly from Germany to Rio de Janeiro up until 1937. Compare this to the fact that the United States would not get non-stop transatlantic service from New York to London until 1955 with the four-piston-engine Lockheed Constellation.

In 1929 Graf Zeppelin furthered the cause for the airship design by accomplishing what no aircraft before had even come close to doing and what no other aircraft since has either; a circumnavigation with only one fuel stop! On top of that, she took along twenty thrilled passengers. This is one of the most extraordinary transportation feats ever accomplished and it was performed a full decade before the first piston powered aircraft was to carry passengers across the Atlantic using the Boeing “flying boat”, also known as the China Clipper. And the China Clipper still had to make several fuel stops along the way.
The Greatest Story Never Made Great

The Graf Zeppelin was filled with hydrogen when she circled the globe in 1929. She made one stop in Tokyo for fuel where Commander and Doctor Hugo Eckener and crew were met with jubilation by the Japanese people. From there she left for the West Coast of California and got into a hurricane-force storm in the South Pacific and was nearly lost. After surviving the storm Graf Zeppelin majestically cruised over Los Angeles and then easterly onward to Chicago and New York.

I should mention at this point that William Randolph Hearst had bought all the English rights to the story, and since he had kicked in some money, he was able to stipulate that the round-the-world event would culminate in New York.

It took me a bit of thinking to figure out why Hearst insisted the Graf Zeppelin come through New York and celebrate the event as if it was the final stop. Now Graf Zeppelin left Friedrichshafen and had to head west to New York, then begin her around the world voyage. At this point she was headed back to Friedrichshafen! So, she left Friedrichshafen a second time, and with all the same around the world passengers. Hearst had just added on an extra two legs to the around the world attempt!

Thus, when Graf Zeppelin reached New York she touched down in Lakehurst, New Jersey. In New York, they gave her passengers a ticker-tape parade but it wasn’t given the world coverage it should have received, in my opinion.

As a result, what should have been heralded as a world-breakthrough in air travel was only meekly presented to the awaiting public. In Germany, there was a huge turnout, but not in New York like there should have been. Because Hearst had the English rights to the story, this incredible feat was quickly forgotten and in the process the accomplishment of man mastering anti-gravity travel was hardly noticed.

Any time you start to think you’re riding high in the world now stop and consider that as far back as 1928 you could fly nonstop on an airship flight from Germany to Rio. Smart Germans were riding safely and serenely at 80 knots 500 feet off the ocean watching whales and dolphins swimming below from their own cabins, dining rooms and observation decks. Their meals were served by a tuxedoed waiter and prepared by professional chefs. All passengers had an assigned cabin with a bed and private laboratory.
This was the result of unfettered technical and scientific achievement, coming together in a grand and benevolent way. And so, it was on the day of May 6th, 1937, but first:

1920-1933: Prohibition of alcohol and alcohol fuel

Now here’s another key part of the era that formed our transportation system into what it is today. Before the period of Prohibition alcohol was very much in competition with gasoline as a fuel. Alcohol was derived from many sources. One: the catalytic cracking of petroleum gasses to produce methanol alcohol. Two: the fermentation of grains, woods, fruits, organic waste and other feed stocks to produce Ethanol alcohol. Here are some pertinent facts according to Wikipedia:

Before the Civil War, many farmers had stills to turn crop waste into lamp and stove fuel.

In 1826 Samuel Morey tested the first internal combustion engine which ran on alcohol.

In 1860 U.S. distilleries produced 90 million gallons per year.

In 1862 and 1864, a tax on alcohol was passed in the U.S. to pay for the Civil War, increasing the price of ethanol to over $2.00 per gallon. A new product from petroleum, called kerosene, was taxed at 10 cents a gallon.

In 1902, the Paris Alcohol Fuel Exposition displayed alcohol powered cars, farm machinery, lamps, stoves, heaters, laundry irons, hair curlers, coffee roasters, and every conceivable household appliance and agricultural engine powered by alcohol. This exhibit traveled widely through Europe and was featured at the 1907 Jamestown Virginia centennial celebrations.

In 1908, the Ford Model T was introduced that featured adjustable carburetors to run on ethanol with gasoline as an option.

In 1928, the Pasteur Institute of France found it was possible to derive 10 gallons of alcohol from one ton of seaweed.

In 1923, the price of alcohol from molasses was less than 20 cents per gallon while retail gasoline prices reached an all-time high of 28 cents per gallon.

In 1923, Standard Oil produced a fuel with a 10% alcohol/90% gasoline blend to increase octane and stop engine knock.

In 1925 Henry Ford told the New York Times that ethyl alcohol is "the fuel of the future" which "is going to come from fruit like that sumac out by the road, or from apples, weeds,
sawdust; almost anything. There is fuel in every bit of vegetable matter that can be fermented. There's enough alcohol in one year's yield of an acre of potatoes to drive the machinery necessary to cultivate the fields for a hundred years."

In 1964, a seven-car crash killed two drivers on the second lap of the Indianapolis 500, as over 150 US gallons of gasoline burned. Johnny Rutherford, who was also involved in the crash, survived, mainly because his methanol-fueled car had not ignited. The United States Auto Club banned gasoline and switched all cars to methyl alcohol (methanol), a rule which would stay for 41 years before ending in 2005 when they changed to ethanol.

As you can see, the sun-driven process to create organic matter that can be turned into alcohol fuel applies to almost everything that grows. Alcohol production gave vehicle operators a variety of choices for fuel, and it gave the manufacturers a variety of manufacturing methods, feed-stocks and innovation. These were all worrisome developments for the oil industry.

Prohibition was a key movement in the gasoline market during the golden era. The fact was alcohol is a superior fuel to gasoline. Now here is some mind-blowing information: Methanol alcohol, the best fuel ever used at Indy, can be manufactured from gasoline stocks at about 1/4 the cost of gasoline on a per gallon basis. It is done using a high temperature catalytic cracking vessel that takes advantage of the fact that water becomes unstable at 900°F. The resulting catalytic reaction yields 4.5 times the original volume of gasoline in the form of methanol.

You are reading this correctly: methyl alcohol, a clean-burning-non-toxic fuel, can be produced simply by adding water and heat to ordinary rot-gut gasoline and crude stocks resulting in an increase in volume of over 400%! Shhhh…This is an industry secret they don’t want us to know.

Methanol alcohol is the smallest of the alcohols in molecular size, the quickest burning and is totally non-toxic like its heavier cousin ethanol. It is not for drinking, although small amounts can be tolerated making it much safer than gasoline if ingested. Every oil refinery should have the ability to manufacture methanol alcohol. It would only require the addition of one catalytic cracker. The industry is already cracking crude stocks and

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<th>Common ethanol fuel mixtures</th>
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Look at all the different blends of motor fuels that use alcohol. Note that E-100 does not require anhydrous ethanol (non-water). Hydrous alcohol is much cheaper to manufacture and performs superior. Courtesy: The Shri Ramdeobaba College of Engineering.
have been doing so for decades.

Can you see that it was not American’s excessive “drunken behavior” the government was worried about when they passed prohibition in the first place? So, what was the real reason? It was for the fact that alcohol was a better and cheaper fuel than toxic gasoline. Thusly Prohibition was used to defame and discredit alcohol production by making it illegal to produce it. That is how America ended up with gasoline as our primary motor fuel.

When prohibition was, in fact repealed in 1933 there were several reasons cited. One was that since the stock market had crashed new alcohol production would help create new jobs. Another was that the people never liked it in the first place and were tired of buying bootleg alcohol as a result. Three was it was repealed to diminish the crimes committed by the criminal cartels it had fostered. None of these had anything to do with people’s drinking habits. This confirms that Prohibition was never about America’s health.

When prohibition ended the alcohol fuel market had been consolidated with the petroleum makers, thus eliminating many alcohol producing competitors from the automotive fuel market. The oil industry thus cast into stone the use of gasoline in powered vehicles. They were insisting Americans use the worst choice of fuel that was available during the 20th century.

1936: Hindenburg Arrives on the World Stage

The Hindenburg was designed along the parameters of the Graf Zeppelin and the von Zeppelin Company designated her LZ-129. She was built in a brand new and larger hanger allowing her to be much fatter than her predecessor. It was only after the Nazi party took control of LZ-129 that she became known as the Hindenburg, and it was the Nazi party that painted swastikas on her tailfins before sending her to political rallies. There her sheer size overwhelmed spectators, and these phenomena resulted in the brewing of several plots to destroy her by enemies of the Third Reich.

Today thanks to decades of misleading stories and doctored photographs virtually everybody remembers the Hindenburg as a giant bag of flammable gas that ignited on fire from a spark so small nobody saw it burning most of its passengers alive. Few people can thus believe that the Hindenburg was one of the safest flying aircraft ever built. Now that the facts are in and the intended plot has been fully played out Hindenburg’s destruction in Lakehurst, NJ in 1937 has been confirmed as a story scripted by the media to deliberately implant this tragic mental picture into the human mind. This was all thought out ahead of time to destroy the airship concept permanently.

Today the public has misconceptions about how the Hindenburg performed. So, let’s look at an actual report that details how she performed after losing two of her four engines to sabotage (or failure) on her maiden flight:
“On her first South America flight one of the airship’s four Daimler-Benz 16-cylinder diesel engines suffered a wrist pin breakage during the outbound leg, and although repairs were made at Recife the engine could no longer deliver full power. A similar problem developed on the return journey when another engine failed off the African Gold Coast near Morocco, and as mechanics were attempting to repair it a second stalled and could not be restarted. By then running on just two of its four engines, the Hindenburg was in danger of drifting into the Sahara Desert. To avoid such a catastrophe, the crew raised the airship in search of counter-trade winds usually found above 5,000 feet (1,500 m), in this case the crew found such a wind at the lower altitude of 3,600 feet (1,100 m) which permitted them to guide the airship safely back to Germany. The nine-day flight covered 12,756 miles (20,529 km) in 203 hours and 32 minutes of flight time. All four engines were later overhauled and no further problems were encountered on later flights”.

I have never heard of a four-engine piston powered aircraft that lost two engines in flight, then was able to make repairs and then continue to its intended destination. But the Hindenburg was not just a four engine powered aircraft. Not only did she not come down, she was able to ascend to a higher level where the air currents were going in the right direction. This demonstrated another inherent advantage of the use of anti-gravity: the ability to rise and fall to reap the favorable wind currents. Now let’s look at how this workhorse fared in her first year of service:

The 1936 Hindenburg Flight Schedule.

I chose to include the entire 1936 flight record of the Hindenburg because there’s just no other way to properly illustrate the airworthiness of this wonderful airship. This is the actual record of her accomplishments in her first year of service. Hindenburg only received four test trials and was a brand-new design!

- March 17-March 18: Friedrichshafen-Freiburg (22hr45min) [Test flight]
- March 18-March 18: Friedrichshafen-Freiburg (7hr49min)
- March 26-March 26: Löwenthal-Löwenthal (3hr16min)
- March 26-March 29: Löwenthal-Löwenthal (74hr4min) [dropping pro-Hitler election leaflets]
- March 31-April 4: Löwenthal-Rio de Janeiro (100hr40min) [First South America flight]
- April 6-April 10: Rio de Janeiro-Löwenthal (103hr52min)
- May 4-May 4: Löwenthal-Frankfurt (7hr32min)
- May 6-May 9: Frankfurt-Lakehurst (61hr40min) [First flight to North America]
- May 12-May 14: Lakehurst-Frankfurt (49hr13min)
- May 17-May 20: Frankfurt-Lakehurst (78hr57min)
- May 21- May 23: Lakehurst-Frankfurt (48hr8min)
- May 25-May 29: Frankfurt-Rio de Janeiro (85hr13min)
- May 30-June 3: Rio de Janeiro-Frankfurt 93hr17min)
- June 5-June 5: Frankfurt-Löwenthal (8hr19min)
- June 16-June 16: Löwenthal-Löwenthal (9hr4min) [(Krupp/Essen flight]
- June 18-June 18: Löwenthal-Frankfurt (3hr17min)
- June 18-June 18: Frankfurt-Frankfurt (11hr)(Rhineland flight)
- June 19-June 22: Frankfurt-Lakehurst (61hr30min)
- June 24-June 26: Lakehurst-Frankfurt (61hr5min) [Max Schmeling return]
- June 30-July 2: Frankfurt-Lakehurst (52hr49min)
- July 4-July 6: Lakehurst-Frankfurt (48hr39min)
- July 8-July 8: Frankfurt-Frankfurt (1hr26min)
Wow! In her first year of service the Hindenburg crossed the Atlantic Ocean 34 times and completed 56 successful flights without a single mishap. This documented schedule reveals that never has a debuting aircraft been put through such a myriad of critical assignments and come out so flawless.

The Hindenburg was not only a marvel to watch but performed as staunchly as if this type of aircraft had been in service for decades. She was the answer to global travel after sea travel had been deemed dangerous via the tragedy of the Titanic. More and more people were coming to know and look forward to these fuel-efficient aircraft. Hydrogen equipped dirigibles were far ahead of their nearest rival then and ever since.

And so were things on May 6, 1937 as the world stood captivated by their vision of future travel by these floating wonders, just before the Hindenburg became the second milepost of the era that was to define our transportation system from then on. A month later, Amelia Earhart would vanish, putting the significance of the Hindenburg into obscurity. And a bit later the public would be distressed by World War II, placing the concept into hibernation.
Chapter 6

VICTIMS OF THE TITANIC

Since Titanic’s sinking in 1912 the public has been relentlessly supplied with books, articles and discoveries which confirm and bolster the story about the Titanic striking an iceberg. This is very much like a more recent tragic event that has relentlessly supplied us with televised scenes, analyses and government reports that bolster the story that a cave-dwelling migrant on the other side of the globe engineered a way to make skyscrapers fall straight down into themselves. I was alive then and able to follow it. I was receiving up to the minute emails about three passenger jets that were off course and appeared to be headed toward New York and Washington DC.

That was a story that I believed for about three days. Thanks to all the computer toting geniuses out there and thanks to the internet, I was looking at stop-frame analysis, blowups, timeline analysis, replayed media statements, etc. within hours of the event. So, I was lucky. I was able to sort out the story. I was able to avoid the development of hatred for Muslims and 24/7 bomb-zone paranoia.

Unfortunately for the masses who stay glued to their television sets many went on to develop and experience these very symptoms. All who fell for the bin Laden story in some way ended up as victims of increased anxiety manifested from the extreme differences in racial, religious, economic and political values. How much did it impact on our lives? Many of our 18-year-old men went off to war over the issue, didn’t they?

Just as many people were victimized by the events following 911 there were many who were victimized by the events of the Titanic. The number is not limited to the 1,523 who supposedly went down with the ship, nor next of kin, friends, employers, spouses, sons or daughters. The entire public got taken by this one.

The story we got fed went something like this:

On her maiden voyage, the Titanic struck an iceberg and damaged her hull so badly that she sank in a little over 2 ½ hours. It was a tragic accident that happened because of human errors such as faulty lifeboats and loading procedures. The crewmen were under-
trained but did the best they could in a crisis. The greedy president Ismay assumed the Titanic was so over-built they were safe steaming through an iceberg area at full speed. He convinced old tired captain Smith on his last voyage to go top speed through the dark North Sea with visibility so bad they were unable to see a mountainous white block within a few hundred feet ahead. They tried to go too fast and reach New York too soon. It was all motivated for a headline in the New York Times.

It all made for a believable story unfortunately none of it was ever documented and thus none of it ever had any validity. Therefore, what has been written about the Titanic has never had anything to do with what really happened to the Titanic. Had it been known and made public in 1912 at the time of the Senate Investigative Hearings that the hull of this massively-constructed iron behemoth was lying on the bottom in five separate pieces nearly ½ mile apart, they would have had to soundly reject the whole premise of the Titanic having sunk because of striking an iceberg. And if they had ruled like they should have, none of what has been written since would have been written the way it was.

21 Mysterious Facts
Unsolved anomalies are nothing new to the story of the Titanic. There are the typical ones which have dogged the existing storyline from the beginning. These I listed under the category “Persistent Fallacies”. Then there are the anomalies that refer to the inexplicable behavior of Titanic’s crew. These I listed as “Crew Errors that Surpass Stupidity”.

But first up is the list of anomalies that have gotten by the public’s eyes with hardly a notice: thanks to television, books, false documentaries and movies. Any one of these anomalies makes the existing story about the Titanic difficult to believe in the first place.

A. Glaring anomalies that have been ignored:
1. The Titanic did not strike an iceberg (or anything) hard enough to alert any of the crew or third class passengers that there was any problem whatsoever.
2. The Titanic sank in an area where other ships were abundant.
3. The officers of the Titanic never alerted the below decks crew nor any of the 3rd Class passengers that the ship was in danger of sinking, and never sounded a general alarm.
4. The officers of the Titanic released all the lifeboats filled with mostly 1st and 2nd Class passengers before the 3rd Class passengers and crew were alerted.
5. The officers of the Titanic allowed 50% of the children on board to perish but managed to save 73% of the sailing crew, which included themselves.
6. The sinking of the Titanic was witnessed by a nearby vessel from start to finish that refused to come to her aid.
7. The Titanic was preceded by a French passenger liner, Niagara, just three nights prior and in the same ice field. She struck an iceberg in the same vicinity head-on at full speed, hurling passengers across the dining room and into chairs amidst broken dishes - but in this case the ship made port and all her passengers survived.

8. The Titanic was never required to carry enough life boats for all her passengers and crew.

These anomalies will be taken up further in Chapter 14, but beforehand here is a continuation of them under the second category:

B. Crew errors that surpass stupidity:

9. The officers placed a man on watch who was known to have poor eyesight.

10. Neither the captain nor the radio operator heeded eight ice warnings that included coordinates of an iceberg they headed straight for.

11. The Captain and Officers of the Titanic let themselves hit a supposed iceberg at nearly the exact coordinates given by the vessel Mesaba just two hours beforehand.

12. Two Officer look-outs on the bridge and two Sailing Crew lookouts in the forecastle did not see the iceberg, even though it was a clear and cloudless night and the seas were calm.

13. The officers of the Titanic turned down two requests to provide binoculars to the forecastle lookouts on duty.

14. The Titanic navigator and radio crew transmitted faulty rescue coordinates that were on the wrong side of an ice field that was 60 miles in length.

15. The Titanic radio operator(s) sent out a radio message 32 minutes after the supposed collision that stated: “Titanic had struck an iceberg. Everyone is safe. We are steaming for Halifax”.

16. The Titanic radio operator(s) goofed up the radio transmissions from two ships that were much closer, and, which could have gotten to her in time to rescue the passengers.

17. The Titanic radio operator(s) put all hopes of rescue into the skipper of a ship that was too far away to rescue them.

These anomalies will be taken up further in Chapter 15, in the meantime here is a continuation of them under the third category:
C. Persistent Fallacies:

18. The Titanic could not have set a transatlantic speed record on her maiden voyage.

19. The Titanic was never built to set a transatlantic speed record.

20. The Titanic was not making more than normal headway at the time of the supposed accident.

21. The Titanic was not designed with a rudder that was too small.

In Chapter 16 each of these anomalies are discussed in detail. There are enough documented facts just in these chapters to convince about 90% of the readers that the Titanic did not sink from striking an iceberg. Now, before I go into detail it will be more scientific to be privy to the following knowledge beforehand.

Two Separated Hull Pieces: Game-changer No. 1
In 1985, the Hank Ballard Expedition located the wreckage of the Titanic and discovered that her hull was in two separate pieces separated by 2,300 feet of distance between them. Before that time nobody knew that the Titanic lay at the bottom of the ocean in two major pieces. The fact that they were so far apart took a while to sink in.

This discovery meant that every conjecture concerning what caused the Titanic to sink that had been made up to this date had been made without the most pertinent information of all. Most unfortunately however, this glaring truth about the Titanic’s demise did not come further to light. In fact, the public was more distracted by little side stories like the household artifacts that were found and brought 12,000 feet up to the surface for public display.

The big story was the fact that the hull was in two separate pieces, and they were lying on the bottom so far from each other. If people had known this in 1912 they would have soon figured out that something was rotten with the iceberg story and they would have spent more time thinking about what could have possibly separated Titanic’s steel hull into two separate pieces. This kind of catastrophic hull damage could have been the result of ramming, torpedoing, naval mine or from a large onboard explosion, but those were about the only options.

So, this is how things stood when combined with the Ballard discovery:

Before 1985 the story read: Ship struck an iceberg, got a big hole, enough water leaked in to fill five compartments and she totally sank in 160 minutes. After 1985 the story reads: Ship struck an iceberg, got a big hole, enough water leaked in to fill five compartments, she totally sank in 160 minutes AND in the process of sinking she buckled and separated into two pieces. That was a big add-on, and done so cavalier!
Not to worry as the world’s authority on how the Titanic sank, the New York City College of Technology; Marine Forensics Division, came to the rescue with an explanation. Theirs is the only marine analysis that is endorsed by the Titanic Historical Society. Based upon what was gained from the Ballard Expedition they currently state:

“the Titanic’s hull is in two pieces that are approximately ½ mile apart. Therefore, they had to have become completely separated near or at the surface to have landed that distance apart on the bottom.”

Can you believe what you just read? Titanic’s hull separated completely into two pieces at the surface! Can anyone tell us what caused this steel ship with ten steel decks ½ inches thick to be pulled in half? To this day, the New York College of Marine Forensics plays it down as if steel plate breaks apart like Graham Crackers. But we’re just getting started.

Separated Pieces from Titanic’s Bilge: Game-changer No. 2

In 2005, an expedition was led by two independent divers named Chatterton and Kohler. On their last dive, they discovered two additional pieces of hull sections from the bottom of the Titanic that were lying on the floor of the Atlantic about the same distance away as the main hull pieces!

Each piece is approximately 30 ft. long x 95 ft. wide (the full width of Titanic’s bilge).

Now get this: each piece is a complete section of double-plated 1” thick steel plate separated by 5 ft. steel ribs. These were somehow ripped from the inner and the outer layers of Titanic’s double-hull bottom and came totally lose from the bottom of Titanic’s double-plated hull.

It has now been eleven years since these two new pieces were discovered by Chatterton and Kohler. The information was first publicly brought to light via the publication of a book by Brad Matsen, Titanic’s Last Secrets, which was printed in 2008. The new pieces are well documented. Where are the real detectives?

Now here is where it gets bizarre. Both newly-discovered pieces came from the bilge sections of Titanic’s hull from directly beneath the main engines. This is the strongest part of Titanic’s bilge because in this section the floor is beefed up with additional steel girders PLUS the separate steel floor that supports the engines. And by the way, the engines broke in half too. Never the less, the New York College of Marine Forensics treats these unprecedented phenomena with barely a mention.
These drawings depict the two bilge sections of Titanic’s bottom discovered by Chatterton and Kohler. Titanic’s bottom was constructed of two layers of one inch steel that was separated by a 5 ft. bilge space reinforced with riveted frames spaced every five feet. Somehow these pieces became completely separated from the hull of the Titanic, supposedly while she was in the process of sinking. Courtesy drawing by Ken Marshall, Titanic’s Last Secret’s by Brad Matsen.

This drawing by the author shows where the two pieces came from and that they were somehow completely removed from beneath the engines of Titanic’s double bottomed hull.
Adding up all the requirements for the current storyline to fit presents us with the following dilemma: To break the ship in this section of the hull, the following steel members had to completely break and separate:

Two layers of 1” thick steel plate in the hull, **plus:**

- 8 extra longitudinal beams beneath the engines,
- the steel girder floor beneath the engines,
- the engine pedestal
- the engine crankshafts.

They can’t be serious the ship would ever break in this spot! But they have no choice other than to stick with the existing claim as they have no other way to explain why the hull pieces are presently sitting ½ mile apart on the bottom of the North Atlantic. That paints the scenario of the Titanic breaking herself completely in-half and in her strongest section. And all this was from the act of sinking lower into the water?

![Drawing by author. To support the weight of the two massive engines that were 800 Tons each there was a double girder floor that supported the massive cast iron engine pedestal. In addition, this section of the bilge was reinforced with extra longitudinal beams just below the inner deck plating. The vertical hash marks top and bottom indicate where both of Titanic’s engines were split apart. This included the pedestal, girder floor and crankshafts.](image-url)
Where you read how the ship’s hull buckled and completely separated into two pieces during the act of sinking you are also buying into a story that Titanic’s bow went down, which then caused part of her stern to be lifted out of the water and this led to the ship breaking. But Titanic’s hull is broken just aft of amidships in the strongest section, not the weakest. This does not add up. So, there must be a different cause for the hull of the Titanic to have failed in the strongest section of the ship and separated into two (now five) separate pieces than from just sinking lower into the water.

Britannic as she currently lays on the bottom off the coast of Greece after supposedly striking a mine and sinking. Note the extensive demolition damage yet with no separation of the hull. Very little debris has fallen from the ship during her descent. Courtesy MFame.guru.

The picture is looking aft into the aft section of the wreckage. These were four cylinder engines, not two cylinder engines, which is what is left in the stern section. Courtesy: Vintage.es
Breakup summary

The “broken keel sections” are shown as thick black lines and depict the pieces that were recently discovered in 2005. These bottom bilge sections ended the “high angle break theory” leaving the new “low angle break theory” currently accepted as the method in which Titanic split herself in half.

In the first drawing the Titanic is depicted in a low angle break scenario as the bottom is beginning to give way. (Never mind this is the strongest section of the hull).

In the second drawing the decks are being split apart just aft of the third stack. This is hardly any tilt at all, yet we are supposed to believe that this exerted enough force to rip the entire ship in half!

Continuing with the “low angle break theory” in the last diagram the hull of the Titanic hull is breaking back on itself in the opposite direction of the prior diagram. Now the hull has separated underneath the port and starboard engines. Pieces of the engines and boilers are depicted as parts falling out of the bottom.

Note: the angle of the forward section of the ship has remained constant in these two drawings. Why wouldn’t the bow have continued to sink and swing downward once it began rotating that way? This is the end that began sinking first, therefore this explanation is absurd. Also, note how much of the hull is already submerged?

Above drawings were prepared for the Marine Forensic Panel Report; Courtesy: joeccombs2nd.com.

With these two extra pieces the story of what happened to the Titanic can finally come into focus. Now, with the fact that there are five separate pieces on the bottom and all of them are a good distance apart from each other, the story is doomed.

It is now more than obvious that before the world gets any closer to knowing what really happened to the Titanic we are going to have to go beyond the iceberg ruse and begin discussing some real and possible scenarios. As it stands today, there would be a near endless number of questions raised amongst the Titanic historians if they would just lose
this mind trick and start looking at the pieces for what they are: tale-tale tracks of metal-cutting explosives.

Today it is important to anyone with a rational mind that they know the “official” explanation as to how the Titanic came apart comes from the New York City College of Technology for Marine Forensics. They are the accepted authority within the scientific and naval communities regarding the sinking of the Titanic and they are the ones supporting the theories in the aforementioned drawings.

Let’s review what the drawings depict. They show that the failure of the hull began with a compression failure in the bottom of the hull, where the strongest section of the hull exists. Note: at this point the hull was already appx. 70% submerged. I hope you can see just how desperate these forensic cover artists are to propose that a compression failure occurred where it is shown!

A note about each bottom piece: each of them is 30 ft. long x 92.5 ft. width. Added together they represent 5,500 square feet. But what is a major red flag is the fact that both are approximately the same rectangular shape, representing five incremental units of 6 feet, which is the distance between each rib frame. One came off just aft of the section that split, and the other came off just forward of the section that split. In other words, the rectangular piece of the bottom 60 ft. x 92.5 ft. was also cut in half to make two 30 ft. x 92.5 pieces.

I have a serious problem with the fact that both pieces are of the same length. They indicate man-made units, not nature-made randomness normally found in structural failures. The three separate lines of failure violate the law of conservation of energy, since normally any structural element fails in only one place. Here the hull has been severed from port to starboard along three lines!

I must also point out that the two pieces from the bottom became totally separated from the hull on all sides. It would only take part of one edge of either the top or bottom 1” bilge plating to hold these pieces firmly to the hull while she plunged to the bottom. So, what broke them completely free from the hull when they were fused in on all four sides? It wasn’t their sheer weight, for they are nowhere near heavy enough to rip off even one 1” thick steel edge because of gravity.

Also note, in sequence No. 4 of the drawing, the claim that the pieces “probably” bent at this time and that they “probably” broke free later. This is more than enough ambiguity to make any engineer laugh out loud reading it! And lastly, note in depiction 5 that another big piece came loose as well! Isn’t this manner of informing us about another completely separated piece of Titanic just a bit subtle to equate to forensic research? A brand new state-of-the-art ocean liner goes down with 1,523 hapless souls and this is what they expect us to accept as a valid explanation? The deceptive story of the Titanic hitting an iceberg is now impossible to believe.
100 Years of Grandiose False Stories

We have all been victims of the Titanic because we have all fallen for a false story. Let’s take a review of the ones since 1912:

1912–1985, The intact theory  This was the first generally accepted version of how Titanic sank. In this scenario, she slid straight down and did not breakup.

1985-2005, Stern sinks after Bow theory  This was a revised theory to explain how the Titanic had broken into two separate halves on the surface. The way the Titanic broke in two was highlighted in the new 1997 movie “Titanic”.

2005-2010, Low angle break on the surface theory  In 2005 John Chatterton and Richie Kohler dove to the Titanic wreckage and found separated pieces of Titanic’s double bottom. These pieces from the bottom of the ship changed everything that we know about the break-up of Titanic. This also put an end to the possibility of the stern rising up and remaining there for a prolonged period.

2012- Present, Bow drags the stern under theory  Here we are today, according to the New York City College of Marine Forensics, the latest theory which attempts to put the shattered pieces of the puzzle back together. Titanic still sank from a mild blow with an iceberg, but in this theory the Titanic hull begins breaking apart, yet remains attached until the stern just starts to leave the surface, but just then it breaks into two separate halves. Yes, that’s what they wrote. The only shortcoming to the new theory is that it fails to explain how two extra pieces of the ship became completely separated.

After 100 years of blathering iceberg and rivet theories this is all we have in the way of scientific proof for what really happened to the Titanic!
Chapter 7

THE ENDLESS TITANIC MOVIE

“Niagara struck ice; she slid along, buckling plates below the waterline, and forthwith sent out a distress call. Within a short time, the CQD was canceled; her captain had discovered that she was not badly damaged, and could continue without assistance.” Captain

There have been so many movies made about the Titanic story that over the past 100 years she has become a historical legacy. There have been 100’s of books and television documentaries made along the way that explain away her sinking as man’s inevitable rendezvous with fate.

And so, it appears today that all the Titanic mysteries have been answered. And when the scientific information changed, the mysteries were answered again. The public has fallen for a new explanation every time, rarely stopping to realize that a new story just rendered everything about the old story as false. That means they’ve been feeding us a lie all along. I call this sociological inheritance the “Endless Titanic Movie.”

Let’s go back to where this movie began.

The case of the Niagara Passenger Liner

The iceberg story should have been scoffed at from the outset of the news and data reported by the newswires, but for some inexplicable reason, it was latched onto and has remained as Titanic’s legacy ever since. Is it just possible that one of the reasons why the public believed this improbable explanation was because just three days prior to the night the Titanic struck an iceberg the newspapers reported that a French passenger liner crashed headlong into an iceberg?

Yes, you are reading this correctly, and the story gets even more intriguing because the iceberg that the French vessel Niagara struck was in the same location as the iceberg that the Titanic would strike just three nights later. And no, I didn’t make this up. It may have been the same iceberg.

Because of the Niagara incident, this is what got reported in the press on April 12, 1912: 1. Titanic departed Belfast on her maiden voyage, 2. A French passenger liner struck an iceberg head on and suffered great damage to her bow. Were the two related or just a coincidence? You can be the judge.

According to reports, passengers were hurled across cabins and dining halls resulting in many injuries, broken furniture and a severely damaged bow. But now here’s where it gets intriguing: the Niagara did not sink! No, not even close. In fact, she was able to resume onward and ended up reaching her intended port under her own power.

But the story of the Niagara deserves review since the papers printed, “Passenger Ship Strikes Iceberg” just after the Titanic had left port. Now the situation had become: if the Niagara had hit an iceberg, then it was possible for the Titanic to hit an iceberg. And sure enough, just three nights later these same newspapers would report that the Titanic had struck an iceberg thus readers already had in their minds that such a thing was not only possible but happening. (note: they didn’t report she was sinking at this time).

What are the odds of this happening twice within three days? It more than resembles a perfect pre-conditioning event if you ask me. But could they have strong-armed a captain into ramming his liner into an iceberg just for a story? Then again, perhaps the public has been “had” on this report as well. Perhaps the collision of the Niagara with an iceberg as reported by the press did not really happen.

The story is more than fishy due to this gigantic contradiction: Why had the Titanic sunk so fast from a collision nobody could describe when the Niagara did not sink at all after suffering a crash that floored and injured people? This story is continued in Chapter 15.

The “Unsinkable” Factor

Much has been attributed to the notion that since the Titanic was unsinkable the Captain mistakenly assumed it was ok to speed. As witnessed by the vessel Niagara, a ship does not have to sink to suffer a tragedy with its passengers, as many people were reported as being injured when the vessel Niagara slammed into the same iceberg head on. So, there is a huge risk encountered by steaming ahead at any speed above what distance the ship can stop in, which is the distance of visibility. It has nothing to do with whether the vessel is unsinkable or not.

There were many rich people traveling aboard that night in 1st class, and injured rich people produce catastrophic injury lawsuits. Whether you sink or not is not the criteria any captain would ever use to influence the speed he chose. The truth is that no ship carrying passengers can risk hitting a large solid object, period.

A small iceberg tour boat travels among bergs near St Anthony Newfounland in 2016. Photo Credit: Paul Alcock, Northland Discovery Boat Tours via CBC
These are the facts from the conditions we know. If visibility was good, and we have more than ample evidence that it was, and the Titanic was steaming along at a few knots below what the Cunard Liners typically cruised through this region at, then there is no reason that the Titanic could have hit an iceberg unless the lookouts and quartermasters had all been asleep, intoxicated or blind at the time.

False News Reporting
In the initial hours of the Titanic tragedy, people waited anxiously because there was so much conflicting information coming in from ships at sea, added to by ground stations, then picked up by the media in various fashions and spewed out via the press. Frankly speaking, the way the Titanic sinking was reported should have been torn apart at the Senate Hearings held afterwards.

The Titanic officially sank at 2:20 AM on Monday morning April 15, 1912, but the story was not printed with an accurate list of who had actually died until the evening of April 17th in New York. In the meantime, confusion and hope ruled.

Here’s one example; just note the date: Monday Evening Edition. Titanic had supposedly sunk Monday morning at 2:20 (ship’s time) which equates to appx. 12:30AM NewYork Time. This was about 12 hours after the Carpathia picked up Titanic’s survivors, and they had a wireless radio!

Courtesy titanicstory.wordpress.com

Let me try to explain what it was like if you were waiting for word from a loved one who was on board the Titanic on Sunday night of April 14th. On April 15th, late in the afternoon you’re going to hear that the Titanic has struck an iceberg but that they are being towed to Halifax. On April 16th you’re going to be told that she actually sank on April 15th, but you are not going to know who had gone down with the ship and who hadn’t. On April 17th, late in the day you are finally going to get the real news on who survived.
This is what made the reported newspaper stories of the Titanic’s sinking so tragic. That there was so much hope beforehand but that it had ended with such an extreme loss of life was a planned roller-coaster ride for the public. Now there was no chance for next of kin to question how such a large ship had sank in less than three hours after colliding with an iceberg; she was already down, their kin were already lost.

The Titanic had 16 separate compartments with watertight doors that somehow had not helped to keep her afloat. Worse yet, the story went that she had sank so fast no other ships in the vicinity had been able to get to her before she went completely under. She was now at the bottom of the Atlantic. How are you going to argue with the outcome when it is a done deal?

The deliberate demolition of the Titanic required that the public be given information that was erroneous from the start. It was led by the press which reported the damaged ship was being towed into port. This bought them three days of extra time to set the iceberg ruse into people’s minds. Never mind about the loved ones who waited for three days after Titanic’s sinking to hear the real news.
Take it away movie industry
The many misconceptions initially laid down by the press have since been taken up by the movie industry, and they have kept the primary misconceptions intact. As of recent, these misperceptions were dramatically reinforced by the scenes from the 1997 movie “Titanic” that was produced by James Cameron.

The new Titanic movie was deceptively scripted to look like it was made in conjunction with the findings of Robert Ballard’s expedition which had found the hull. That is why the movie begins with scenes from the bottom of the Atlantic; to make it look like a scientific documentary, which it definitely was not. Unfortunately, most people forgot that Hollywood movies have never attempted to properly depict the truth, and they were not at all truthful regarding the 1997 remake of the Titanic story. Well what would you expect from a “place” that is named after a wizard’s wand?

Let’s start with the original movie “A Night to Remember” starring Kenneth Moore. In that movie, the Titanic sinks just as it was depicted in the testimony from a surviving witness named Charles Lightoller, Titanic’s 2nd Officer and the highest-ranking eyewitness to the actual sinking of the Titanic. Today his testimony resides in the records of the U.S. Senate and British Board of Trade Hearings that were held in both countries shortly after the disaster. Lightoller’s testimony is considered to be the most accurate account of how the Titanic sank because he had handwritten it on a piece of paper while sitting in his life boat after just watching her sink. And guess what? His account described a graceful silent dive straight down into the deep. Here is the note he wrote:

“Slowly and almost majestically the immense stern reared itself up, with the propellers and rudders clearing the water, till at last she assumed the exact perpendicular. Then, with an ever-quickenning glide, she slid beneath the water of the cold Atlantic… Like a prayer as she disappeared, the words were breathed, ‘she’s gone’. ” Second Officer Charles Lightoller

The original Titanic movie from round 1: the ship goes down in a graceful dive in one piece. This was the accepted story until 1985.
I hope you noticed the graceful way in which the Titanic sank in this official testimony and the fact that there is no mention of any break-up or the stern snapping off just before she went down.

So just who or what gave Cameron the right to change recorded history? As it stands today, Titanic’s 2nd Officer may have been a leading witness that is now part of official records in both the U.S. Senate and the British Board of Trade to the tragedy on the night she sank, but his written and oral testimony has absolutely no validity with the movie industry.

Well after watching this movie several times it became absurdly apparent that the Titanic did not sink the way Cameron portrayed it. So why did the director go to so much trouble to create a story that completely disregarded what was witnessed and formerly ruled as truthful testimony in two courts of law? Could the reason why such a ridiculous break-up scenario was created was to supply us with a plausible explanation for the fact that the Titanic wreckage is in two large pieces that are scattered apart by 2,297 feet?

We forget that we should never underestimate the power of movies with their graphics and sound tracks along with subliminal cuts employed to influence and sway the human mind. And in fact, the 1997 re-make of the existing story about the Titanic included the most realistic and breath-taking scenes of any movie made prior. In the process filmmakers got the public to believe a non-plausible explanation; that Titanic’s stern broke off by itself. It’s hard to believe they succeeded in getting us to believe it, but they sure did.

But we now face the facts from the latest information that the wreck is laying on the bottom in four separate pieces making it obvious that Lightoller’s account was totally made up. So, his testimony is a fraud. The latest Titanic movie is a fraud as well.

By his own admission and writing, via his being an eye witness to the actual sinking, Charles Lightoller’s account described exactly what the Titanic Disaster Hearings needed to hear to sell the iceberg-collision scenario. That was back in 1912. But Charles Lightoller did not know that the hull of the Titanic would later be found. After all, she went down in water that was over two miles deep. If he had known that she would later be found, then he would have modified his account of her sinking beneath the water to include what it looked and sounded like as she ripped herself into two pieces. Here’s a possible example:
“Over the sounds of people screaming, once the ship’s bow began her downward plunge under the black sea her stern rose up, but then came the bellows and screeching, a series of earth-shattering bangs as beams of steel were snapped apart and decks were torn through at every level and all the way down both sides of the ship. Then Titanic’s stern crashed back downward sending a large wave toward us that nearly swamped our boat. Only her fully-separated stern remained, but it soon began to be pulled down by the partially attached bow section, so it rose up again, briefly, and then settled down for the last time and sank.”

That would have been some note Lightoller would have had to pen in that cold lifeboat on the night of April 15, 1912. Meantime, I think we can forget the notion that the Titanic movie did anything scientifically or truthful to explain to the public how she sank, breaking herself into pieces in the process. What happened was the “hit-an-iceberg story” was miraculously kept intact even after the bombshell discovery of the two hull pieces in 1985.

The real story is not about a daring skipper, an arrogant president, a lost diamond nor lost love. The movie’s underlying purpose was to convince the public that the Titanic broke apart when her stern was lifted into the air, and thus there should be two pieces of the hull on the bottom. The fact is that from 1985 until 1997 marine forensic “experts” were scrambling for a plausible explanation for the two separate hull pieces and this crisis continued up until the time when film director Cameron scrambled together the new Titanic plot to provide a graphic and “realistic” explanation.

What a laugh! Watch the movie again and watch Titanic’s stern go high up into the air, not once, but twice! The public got treated to a miraculous display of dynamic forces coming into play just from the ship sinking deeper into a calm ocean. This was theater at its finest. After the 1997 remake the public was convinced the Titanic had broken in two like a rotted piece of driftwood bent back and forth two times, and from then on, the public has an explanation for the two separate hull pieces lying on the bottom.

Now we know the reason why filmmaker Cameron chose to depict the Titanic sinking in such a completely impossible manner. Now we understand why they produced on film such a laughable depiction of a lifeless boat breaking herself apart. There can be no other explanation than that the movie itself was made for one main purpose: to get us to believe that a mass of iron did all these things to itself, in the process of sinking deeper into water. Only in this way could they explain the two main hull pieces they had found in 1985 that are scattered over ½ mile apart.
Titanic’s remains should be sitting there in one piece just as she looked and was described by witnesses before she sank. Instead, we fell for the notion this massive steel ship somehow tore herself completely in half on her own accord.

3rd Class passengers never alerted. No general alarm ever sounded.
The sailing crew was bound to protect the passengers under oath of their duty and they clearly failed to protect the most valuable ones. The allowance of 56 children to perish when many of the lifeboats had left barely half-loaded represented crew error of such magnitude it should have taken center stage.

This cover-up of the truth about the biased loading of the lifeboats began at the Titanic Disaster Hearings when the courtroom played down the loss of 156 women and children. The losses of women and children were further offset amidst the testimonies of the sailing crew where they painted themselves as having performed heroically in the face of insurmountable odds. And they accomplished this by depicting 3rd Class folks as riotous. In the end, it looked as though the poor sailing crew were just trying to keep unruly passengers calm enough to avert widespread panic and disaster.

The fact is, almost all the passengers had been kept in the dark and thus remained docile up until the end. And thusly the movie industry has missed the big story. The fact is: 156 women and children never got near a lifeboat.

The original story of the Titanic required us to accept a scene of heroics from the sailing crew and rich male heirs who supposedly had to die alongside other 3rd Class males. Instead it was scripted to cover up the deaths and/or kidnapping and enslavement of 1,523 people. The fact that so many children and women had been lost from 3rd Class is a travesty yet the movie industry has done everything in its power to ignore that glaring fact.

Most of Titanic’s crew were employed by the White Star Line as servants, stokers, firemen, etc. and thusly were regarded the same as 3rd Class, and most of these people were lost as well. Now that relevant facts are known, the latest Titanic movie resembles an obscene magic act that was designed to cover up the fact that most of the 1st and 2nd Class passengers were put aboard lifeboats before the rest of the passengers even knew the ship was sinking.

Distraction story: Captain Smith relaxes at dinner
Does it make rational sense that a captain on his last voyage before retirement in charge of the largest and most beautiful ship ever built would have disregarded eight ice warnings and then allow the ship to crash into a mountainous-sized floating object? What’s rule no. 1 for a skipper? Don’t run into anything!

The “captain-Smith-at-dinner” scene is one portrayed in several of the Titanic movies including the latest one made in 1997. It is just the right kind of distraction to get the viewer’s rationale focused on something that was never real. It was never real because it was never possible for Captain Edward John Smith to guide the grand ship Titanic ahead
at 22 plus knots through an ocean if there had been the slightest chance of hitting a large object such as another ship, island or iceberg.

In wartime, another skipper might take a chance trying to outrun an armed vessel, but in this case, there was no reason to take such a horrendous risk. The trained protocol of every captain of every vessel carrying valuable crew, passengers and cargo is to steam forward at a rate of speed that is safe for the conditions and visibility. This protocol prohibits any captain from storming through an ice field when there is poor visibility.

A captain must consider that a sudden jolt with a large object would have sent passengers flying across their cabins and dining rooms smashing into chairs and broken dishes as they did three nights prior on the Niagara. This kind of risk isn’t worth a speed record. But our rationale has been skewed because of over-touting the unsinkable design parameter of the Titanic.

The public let their guard when they fell for the captain’s supposed bad decision to steam ahead too fast, partly because he was under the mistaken impression that his vessel was unsinkable even though they might just ram into an iceberg. This is nonsensical drivel! At that time in history most of the 1st Class passengers were very rich people and these very rich people were very powerful people. They would not have liked getting injured one single bit.

Without proper visibility, there was no way to steam ahead without endangering nobility, and as I have pointed out earlier, Captain Smith did not have the authority or the courage to endanger nobility. And so, here’s another part of the story that is impossible to believe, that Captain Smith went to dinner on the evening of Titanic’s fateful Sunday, just a few hours before the supposed collision occurred. Can you picture the person responsible for all the cargo and lives on board his ship sitting down to dinner with his most valued clientele at the same time they were supposedly steaming directly toward an ice field?

Yet this is exactly what we are asked to believe took place, even though such a mishap by the captain would have initiated lawsuits with the resulting outcome being the immediate discharge of Smith as captain.

Had lawsuits been filed it wouldn’t have taken long for investigators to uncover the fact that the vessel Mesaba, which was just two hours ahead of them and on the same course, radioed the Titanic and reported an iceberg. Not only did Mesaba report seeing it, they gave the exact coordinates of it.

The Titanic’s radio operator at the time acknowledged receipt of it during the hearings. And this is just one of many ice-related reports that we will cover later in more detail. Meantime, the Titanic continued to steam directly toward these coordinates.

Let’s say you’re the captain of the Titanic and you are steaming along at 22 knots in the dark headed directly toward an iceberg. Are you going to sit down and have a nice relaxed meal with a bunch of power-hungry millionaires? Give me a break! So, this part of the story doesn’t make sense unless in this case the captain was merely acting: acting in the form of a cavalier individual who was dramatically overdoing cavalier-ness. If he did do this, he could only have done so by knowing they were in no danger of striking anything
and that confirms that visibility at the time was good. After all, Captain Smith himself would have been thrown across a dining room into chairs, tables and broken dishes and gotten hurt too. This would not make for relaxation at dinner.

What makes more sense than the latest Hollywood depiction is that Captain Smith knew ahead of time the Titanic would be slowing down as it got nearer to the known iceberg, because at this stage he had already been informed they were heading directly toward a known iceberg. Since there was no danger of hitting something that they knew the exact position of, in this scenario, he could have sat relaxed at dinner, even with a bunch of extortionists and lawyers.

Let’s be honest: at this point we don’t know if there was a plan to sink the Titanic with 1,523 lives aboard or just convince the public that the Titanic sank with 1,523 lives aboard. But we do know they had a plan to convince the public that the Titanic sank from having a collision with an iceberg. Therefore, there had to be an iceberg in the scene, meaning they needed to find a candidate iceberg and find it quickly. The most precise way to find one would have been to steam straight to the known location of one. The Mesaba had just given them the coordinates, so that is exactly what they did.

At this point in our investigation, it is most likely that the Titanic merely slowed down when it reached the vicinity of the Mesaba/Niagara iceberg, and this is the reason nobody below decks in 3rd Class felt any kind of a collision. This is how they avoided any passenger injuries and managed to keep everyone so calm. The Titanic only needed to come close enough to an iceberg to give the passengers in the rowboats the proper iceberg backdrop. Later, it would be easy to convince people who were rowed away that this was the iceberg they had supposedly struck.

A Major pickle for the movie industry

As you saw in the preceding chapter, the findings from the Chatterton and Kohler dive of 2005 have completely changed the predicament of organizations such as the Titanic Historical Society to explain the wreckage of the Titanic. Now there are four major hull pieces (actually five) to contend with and fit into the breakup scenario. To further muddy things for the society, an analysis of these two new bottom pieces led the New York College of Marine Forensics to rule in 2008 that the “high-angle-break-theory” is eliminated as a possible hull-fracturing scenario.

As you saw in the earlier drawings, the current marine forensic explanation is the “low-angle-break-theory”, and even it doesn’t account for how the extra pieces ended up where they are. But as we now know, the public have been part of a charade from the beginning via the original Hollywood movie "A Night to Remember". In those final scenes, the Titanic rotated nearly straight downward, then slid beneath the sea, just as Lightoller had written and testified.

So, this is where the movie industry finds itself: The “yet to be made” Titanic movie calls for the bottom of a double-hulled ship to be ripped out in addition to the hull breaking in
half and completely separating, and all this must happen on the surface of a calm ocean. Oh, and none of the passengers can feel a jolt. That’s going to be a rough director’s job.

We should note that in past times before the extra pieces were found it was impossible to properly decipher the real cause of the Titanic disaster. Today that’s all changed. It is no longer possible to depict the Titanic sinking with such an extreme engineering anomaly as the culprit because the poor ship is in too many pieces that are too widely scattered.

The betrayal of the sailing crew to protect their passengers will need a movie revision as well. Until they make one that actually depicts women and children being abandoned for the rich and powerful, you can be sure it was not made to depict the truth.
Chapter 8

THE HINDENBURG SMOKING GUN

"the first shot with an incendiary bullet set the rear end of the Hindenburg on fire." Moe Berg

The story pertaining to the supposed demise of the Hindenburg is as misconstrued as the story pertaining to the supposed demise of the Titanic. In this chapter, we will put this false story to rest.

The misconception of the Hindenburg story began after the events of 1936 when both the Hindenburg and Graf Zeppelin were flown over the Olympic Games in Berlin and the Nazi rally in Nuremberg. The subsequent story of the destruction of the Hindenburg did not include mention of their having attended these Hitler-backed events.

These political events insured Hindenburg’s future involvement in the forces opposed to a Nazi military dictatorship. This was part two of the staging of the Hindenburg for a date with a disaster. The first part of the staging had occurred when the United States announced that they would not supply Germany with Helium. This was covered in Chapter 4. At any rate, on the evening of April 6, the average human mind was primed to witness an accident.

Thanks to an article by James Perloff we finally have a solid explanation for what started the actual fire on the Hindenburg. His article is fully presented in Appendix 7C. In the meantime, here is a partial clip:

“Before the Internet, “truthers” had limited access to alternative news. One source was the newsletter of Hilaire du Berrier, who had served in the OSS during World War II. After the war, the OSS, which changed its name to the CIA, “downsized” (for eliminating genuine anti-Communists within its ranks), and released du Berrier. Since then, he maintained numerous international contacts and ran an intelligence newsletter out of Monaco from 1958 to 2001. His very last report was on the just-breaking story of 9-11 at the age of 96.

Du Berrier told the apparently true story of the Hindenburg – a report we now retrieve from his newsletter files, and that you won’t find elsewhere. According to du Berrier, the man behind the disaster was the mysterious Moe Berg: a Princeton graduate, major league baseball player, master of languages, Zionist, and like du Berrier, an OSS agent. Several
biographies of Berg have been published but none have discussed his connection to the Hindenburg.

The source of Du Berrier’s report on Berg was Tim McAuliffe, a legend in the Boston sports equipment industry, who had worked with Berg for many years in developing newer and better sports equipment for major league baseball players. Du Berrier recounted this story in his June 1976, May 1989 and May 2000 newsletters. Quoting and slightly condensing du Berrier, this is what Berg confidentially told his good friend Tim McAuliffe, who he assumed was as anti-Nazi war patriot:

“I couldn’t be there myself,” Berg said, “I was scheduled for a game, but I did the planning and four of my men carried it out.” According to Berg, “we used a rifle with a telescopic sight, though the sight was unnecessary with a target that big. When the ship came in the men were hiding in the bushes at Lakehurst and the first shot with an incendiary bullet set the rear end of the Hindenburg on fire.”

Finally, here is a story about the demise of the Hindenburg that makes sense. But as it currently stands, the chosen “cause” of the Hindenburg inferno, even though it never made sense from an engineering evaluation, was investigated exclusively as an engineering failure that was devoid of any political motives as possible causes for the event. This does not make sense when you consider that the most revolutionary technology of any aircraft up to that time was exhibited in the Hindenburg. Finally, here is an explanation as to what brought down the Hindenburg that makes sense and is believable.

In 1937, the world lost: an 800-foot-long floating platform that could move at 85 miles per hour and carry over 200,000 lb. of cargo an unlimited range. Airports and runways: not necessary. Cruising speed: 85 miles per hour. Safe travel from England to America in 50 hours. It was all lost on the evening of April 6, 1937.

How airships could have shortened World War II
It actually, it was now-or- never time to get this mode of transportation squashed. This is because the theater of war, as it was fought out over the skies of Great Britain and Germany during the period from 1941 to 1945, was to exclude the use of such rigid framed airships known as dirigibles.

What if hydrogen lift technology had continued rather than being all but eliminated, save for the inferior non-rigid designs that were masqueraded in the place of what the Zeppelin manufacturing company had perfected? The fact that these airships had the same range as surface ships was more than known and considered by those footing the bill for the
upcoming war. They wanted a balanced theater with lots of losers and no surprise winners.

We were taught that the airship was terminated before the war because of the “many” supposed tragic accidents, but this was not the real reason. How did we fight the battles in Europe? How did America get its soldiers and war machinery into the fields of battle? We didn’t stop using trucks and planes every time one crashed. We didn’t stop having battles even though every battle was a tragedy.

It is generally accepted this was the era that heavy cumbersome battleships gave way to aircraft carriers. Carriers equipped with high-speed planes rendered the slow-moving warships as sitting ducks. After Japan sunk much of the American battleship fleet at Pearl Harbor in 1941 the tide was quickly turned since no American aircraft carriers had been lost at Pearl Harbor. This resulted in an aerial smashing of Yamamoto’s fleet at the Battle of Midway.

During the period between the attack on Pearl Harbor and the Battle of Midway, most Americans were of the belief that Japanese forces could be landing on our Western shores most any day. And this was more than suggested and reinforced by the media. There was such serious paranoia in America of an impending attack on American land that every person of more than 1/8 Japanese ancestry, who was within 200 miles of the West Coast, was interned for several years.

Now just stop and ponder for a moment; what if the airship concept had been embraced and further developed by our military and other militaries around the world? The extreme range and colossal bomb-carrying capacity of such anti-gravity vehicles would have made any country that had developed them a serious threat to any imperialistic nations. As aircraft carriers with planes had made battleships obsolete, was the development of the airship destined to make the carriers obsolete?

Seriously, if the United States really had the smartest engineers and scientists, and, had been led by political leaders who were sincerely dedicated to arming and defending the United States, wouldn’t they have considered a fleet of Hindenburg-sized airships? These could have been outfitted with guns and fighter escort planes for defense. Bigger engines would have made them faster and difficult to catch. Flying at night with black-painted underbellies would have made them difficult to detect. Coming from any direction would have made them difficult to defend against. Being able to hover over their targets for as long as they wanted would have made
them deadly accurate if they decided to drop bombs.

These ideas just came from me and I’m not a part of Naval Intelligence. Just imagine all the potential ways to utilize this technology they could have come up with! If the United States had been equipped with a couple dozen of these flying platforms, would any nation have felt safe making an attack on us like at Pearl Harbor? Because had they done this, we could have launched a decisive attack right from the heartland of America where the airships were built and the necessary bombs, men, fuel and provisions were in abundance.

Would there still have been a need for a fleet of warships to haul our troops and equipment abroad? Would there have been that six-month interlude during which time the U.S. trained young men and steamed across the seas to be re-grouped and trucked to the scene of the battle, whilst all this time England was being bombed into rubble?

Now you are beginning to see how a nation could have most easily defended itself and done so right from its homeland. Airship attacks could have been launched within hours of an aggressive provocation by any nation, whether on their shores or on a distant providence. No target that needed to be stopped would have been out of range. An armada could have been silently launched without the enemy even knowing it was on the way. In short, no country would want to start a war, and if one did start one it would have been over very quickly.

A quick review of how World War II was fought went like this instead: The United States built 12,700 B-17 Flying Fortress bombers. Then they flew them to England and equipped them with bombs and personnel that had been transported by ship. Then nine to ten brave young men flew them at 160 miles per hour toward the enemy into the waiting gun sights of those who knew how many, what direction and what speed the bombers flew.

Each of the bombers was powered by four 18-cylinder rotary piston engines of roughly 1,300 hp. each. They had a range of 1,350 miles, could hit a top speed of around 320 miles per hour and could reach altitudes of 35,000 feet. However, on a typical bombing run they could only deliver 2 tons of bombs each! This was petroleum driven war in its most egregious form.

The use of dirigibles would have changed the theater of the war: Imagine if all the aluminum that went into building the bombers had gone into building ones that could fly all the way to their targets with enough explosives to finish the job. Any nation thinking about aggressive expansion against a smaller neighbor would have to think twice.

As it was, fixed wing piston powered bomber aircraft carried and dropped nearly 8 million bombs on Germany which is what the allies deemed was necessary to end the war. This effort, conducted in this manner required the following:

- 276,000 aircraft were manufactured in the US from 1940-1945
- 9.7 billion gallons of gasoline were consumed, 1942-1945
- 459.7 billion rounds of aircraft ammo were fired, 1942-1945
- 7.9 million bombs were dropped, 1943-1945
- 2.3 million combat sorties were flown, 1941-1945
- 808,471 aircraft engines were built, 1940-1945
Note that the above numbers do not reflect the planes and gasoline used by Germany, Great Britain, Japan, Russia, China and Italy. If we add their petroleum contribution we come up with nearly 150,000 extra planes, and they would have consumed a minimum of 15 billion gallons of high octane aviation fuel.

But this calculation must be well under the actual fuel consumption of German and American aircraft during World War II. According to Wiki, actual petroleum consumption for just the U.S Military itself amounted to 6 billion barrels or 252 billion gallons of petroleum during 1941-1945. Wiki’s estimates for total world consumption of petroleum during World War II total 546 billion gallons!

Fuel is big business. Fuel during wartime is monstrous business. It is now obvious that what took place during the war was a profit planned objective from day one, and those who planned it hit the jackpot. Now look where we have gone from there? According to the Department of Defense in 2006 the U.S. Military still consumes 7 billion gallons of petroleum per year during peacetime.

An analysis of World War II Bombers

First, we’ll look at one the best twin-engine bombers that Germany built and used during the war and compare it with the design they chose to ignore.

**German Bomber:** Ju 88 twin engine, low wing cantilever monoplane

- **Power:** two liquid-cooled 211J inverted V-12 engines that produced 1,300 hp. ea.
- **Wing span:** 65' 10", length: 47' 1", normal load weight: 26,700 pounds,
- **Maximum takeoff weight:** 31,000 pounds.
- **Maximum bomb load:** 6,600 pounds.
- **Top speed:** 295 M.P.H.  **Service ceiling:** 27,000’.  
- **Range with max bomb load:** 650 miles; with maximum fuel the range was 1,900 miles.

**Hindenburg:**

- **Main Powerplant:** 4 Daimler-Benz 16-cyl 1320 hp. @ 1650 RPM (maximum power), 
  and 900 hp. @ 1480 RPM DB 602 Diesels
- **Length:** 803.8 feet  **Diameter:** 135.1 feet
- **Maximum takeoff weight:** 511,500 lbs.
- **Maximum bomb load:** 200,000 lbs. plus
- **Cruising Speed:** 125 km/h (76 MPH)  **Maximum Speed:** 135 km/h (84 MPH)
- **Crew:** 40 flight officers and men, 10-12 stewards and cooks
- **Passengers:** 50 sleeping berths (1936); 72 sleeping berths (1937)
Just by unleashing a mooring line the Hindenburg could lift 511,500 lbs, compared to Germany’s largest bomber at the time which could lift 31,000 lbs. The Hindenburg’s total lift was more than 16 times the best fixed wing piston powered aircraft. The speed difference could have been made up by equipping these militarized dirigibles with larger engines. Why didn’t they?

Would these war-dirigibles have been easy targets for ground artillery? This question requires that we consider which is harder to hit from the ground with artillery; a large group of bombers flying at constant speed, in formation, in the middle of the day, when and where they are expected, or a single large dirigible flying at night and coming from any direction when you least expect it? What is easier to combat from a fighter plane: the group of bombers you can see and intercept during daytime or a lone dirigible that has crossed your borders 500 miles from where you have any planes or artillery set up?

Keep in mind that if any one of these reached its target it would have the same effect as 30 German JU 88 bombers. As it was the Hindenburg had a top speed of 84 mph even though she had only 1/8th the amount of horsepower per total aircraft weight of a Boeing B-17 that cruised at 160 knots to their targets. If we were to multiply the Hindenburg’s horsepower by a factor of eight, applying a standard drag equation she would have had a speed of 170 mph. And, if the engines had been mounted inside the hull to augment laminar flow the speeds could have been much greater. This makes it reasonable the Germans would have developed a war version bomber of Hindenburg’s design that would have approached or exceeded the B-17’s speed to target.

I don’t mean to sound morose about the facts of war but I must tell you that the people at the top do not like variables that can change a war setting. What if rather than building these bombers Germany had built 100 Hindenburg-class military bombers and equipped them for making midnight bombing raids? These could have been launched directly from their heartland toward any enemy at a moment’s notice. Bomb targets would have been based on strategic importance rather than distance and logistics. Assault forces could have been flown over seas in days versus being shipped across seas which took months.

The World War I concept of moving toward the enemy gradually with petroleum-powered tanks and ground forces would have been cast aside. During a real national threat or attack the enemy’s critical infrastructure mechanisms such as capitals, power plants, ship yards, military airports, etc. could have been turned into rubble decisively and quickly. The use of anti-gravitational type of aircraft would have negated the ocean borders that defined the battle zones, since the distance traveled to the target would have been of no consequence.

Nations would no longer have needed or relied on a massive navy with which to attack a far-off opponent. The aircraft carrier itself would have been rendered obsolete. War fronts would have become meaningless. Threats that were made would have received retaliation that came quick, unexpectedly and devastatingly. Wars would have been over quickly, and thus only a fraction of the numbers of people killed and buildings destroyed would have occurred. And the amount of petroleum consumed to win the war would have been
reduced to a small fraction of that which was consumed.

Remember, like World War I, World War II was to be a petroleum powered event from the get go. How would they have been able to market the extra 546 billion gallons of petroleum otherwise?

For the sake of petroleum sales

The exact cause of World War I is still being uncovered however what is known is that it was funded and controlled on both sides by the Rothschild, Rockefeller Zionist conglomerate. There are literally hundreds of books written exposing international banking during World War II, so get busy reading one of them if you don’t believe me.

Revolutionary forms of warfare had to be abandoned before the Second World War was in full swing to clear the way for what was the desired method of conducting it. This is one of the major reasons why the Hindenburg and all other dirigibles had to either be taken out or dismantled in 1937. Germany was persuaded to go along with the plan because Hitler had been propelled into power by Rothschild funds. Hitler was thus beholden to Rothschild funds; therefore, he was beholden to Rothschild plans and wishes. I don’t know why all the historians have left this fact out of Hitler’s profile: these war plans were business plans: they did not originate from him nor were they carried out by him. He was a financed puppet.

Rothschild wishes were to sell petroleum on a worldwide scale. To bolster the supply the financiers pulled the strings of both sides, the allied countries as well as the axis countries. You can see blatant evidence of this in that all the industrialized nations, being axis or allied, designed and built war machines that were all similar in function and size. This resulted in battles being drawn out because neither side had a decisive advantage in military hardware. Some countries had better planes, some had better ships, but when you look at the picture overall, most nations went into battle with the same types of equipment used in World War I, just spiffed up. This wish came true beyond dreams. Note: Germany had some major exceptions such as the V1, V2 and the Vril (anti-gravity disc shaped craft of various sizes).

Meantime, when the B-17’s of World War II took to the skies, they flew in numbers approaching up to 1,000 planes each carrying 25,000 lb. of fuel and 4,000 lb. of bombs. A one bomb run required 10,000 airmen to deliver 2,000 tons or 4,000,000 lbs. of bombs. Most of the fuel was burned to keep the bomber aloft. The weight of fuel carried exceeded the pounds of bombs
dropped by a factor of six meaning that 80% of what these brave pilots carried was worthless cargo.

If the allies themselves had used dirigibles, 2,000 tons of bombs could have been carried by 20 Hindenburg-sized bombers needing roughly 500 men. If we just look at fuel usage alone, this total bombing campaign would have saved 90% or more of the fuel to deliver the same number of bombs. That kind of potential made the dirigible a gigantic threat to oil company plans and profits. An arsenal of dirigibles equipped with planes and bombs would have easily rivaled the power of an aircraft carrier negating the need for 1,000 plane bombing runs to fight and supposedly win the war. There would have been tens of thousands of pilots saved.

And, there would have been upwards of 500 billion gallons of petroleum saved.
Chapter 9

THE UNSINKABLE TITANIC

Final resting place:
1,000 miles due east of Boston, Massachusetts, 375 miles southeast of St. John's, Newfoundland.
Depth: 12,500 feet.
Stern Section coordinates: 41°43'35" N, 49°56'54" W
Bow Section coordinates: 41°43'57" N, 49°56'49" W
Separation distance: 2,297 ft.

The hull wreckage of the Titanic now lies at the bottom of the Atlantic in five major pieces that are thousands of feet apart. The great distances between them provide us documented evidence that the boat separated into pieces at the surface.

Today we need to back up and ponder the fact that when people first heard the iceberg story it was barely plausible. It barely flew in the courtroom because all who experienced it failed to describe a collision. They later convinced the public that the ship split open at the bilge along five compartments when it glanced off an iceberg nobody had felt. For this to happen, ice would have had to cut through ½ inch plate steel for nearly 300 feet of the boat’s length.

Then they convinced us that she sank so fast that more than half of the passengers never got off before she went under. The story just kept getting harder and harder to swallow but the courtroom, rigged as it was, just plodded along until the script took hold.

But in those days, they didn’t also have to explain the fact that the hull was in five major pieces before it even left the surface! That’s a rather big add-on to the story.

Today the Titanic cover-up committee needs to come to terms with their impossible predicament: Nobody in 3rd Class ever felt a collision and nobody who gave testimony ever described a collision. Yet the Disaster Hearing Committees in both the U.S. and Great Britain went on to record testimony that was accepted as factual and ruled that the ship struck and gradually sank from hitting an iceberg. Oh, one other small note: This meant that Titanic’s sinking was ruled as an accident, clearing the White Star Line of any wrongful death lawsuits.
It would have been impossible to prove that the Titanic’s sinking in 1912 was the result of accidental contact with an iceberg if any one of the witnesses had known that the hull of Titanic was in five pieces before it left the surface. But ever since the first news of the Titanic striking an iceberg there has been plenty of controversy, such as the court’s ruling that the ship suffered damage to five forward compartments.

For decades, every decent Titanic researcher “thought” that the ship had suffered a glancing blow with an iceberg because the only way to rupture at least five of her 16 watertight compartments would be by ripping open 300 feet of her 900-foot-long hull below the waterline. A more direct blow would have only damaged the forward compartment, or two compartments, and she would have remained floating indefinitely. That’s some serious controversy that never got resolved! But that was the only possible explanation because nothing short of this would have sunk her.

73 years went by. Then in 1985 Ballard found the wreck. From this point forward they knew the Titanic’s hull was in two separate pieces. This created a serious dilemma for the Titanic Historical Society along with every other scientist and engineer who had explained Titanic’s demise in the standard fashion. A new and plausible explanation was needed to explain why the hull was in two totally separate pieces.

At first I heard that the hull had broken when it hit the bottom of the Atlantic. Later it was learned that the two pieces were quite some distance apart from each other. This meant that the hull hadn’t broken from hitting the bottom. They needed a new scenario that depicted the vessel breaking into two parts at or near surface. That’s a pretty tall order for a script if it is to be believable.

What happened next was a combining of marine forensic “experts” with Hollywood, resulting in the release of the new Titanic movie in 1997. Now the public had the new stern-breaking-off theory to answer any controversy. That made it easy to see why Titanic’s stern broke off, and that explained why the two sections of wrecked hull were 2,200 feet apart.

However, this new addition to the existing story has only added a second extraordinary occurrence to a story that was already preposterous. The most recent Titanic movie did not make it easier to believe she sunk from hitting an iceberg along 300 feet of her hull length, it merely shifted the controversy from the 300 feet of waterline damage dilemma to the stern-broke-off-cleanly dilemma.

Since the public remained asleep or distracted by other tragedies, false flags (911) and various wars in the Middle East and Afghanistan, from 1997 until 2005 the world held onto the stern-breaking-off theory. But nobody knew the center bottom of Titanic’s hull had also been ripped out.
The Chatterton / Kohler Dive to the Titanic

In 2005, two independent divers and treasure hunters organized a deep underwater dive of their own. They did this based upon a story that a witness on an earlier dive had told them when he described seeing “ribbons of steel” about one half mile from the other hull wrecks. Based upon this intriguing information, Chatterton and Kohler rented the use of two Mir submersibles submarines from the Russian government.

After three dives and much disappointment the two had little to show for their efforts, but nearing the end of their expedition and on their fourth and final dive they found and filmed two additional never-before-seen sections of the wrecked Titanic hull. These were large pieces, and they were from the very bottom of Titanic’s hull.

Now the iron steamship was on the bottom in four separate pieces! (By the way, this makes five major pieces when you include the “big piece” which is on display in Las Vegas. But even more noteworthy was the fact that the pieces had been ripped out of the bottom of the hull. Their existence directly contradicts the iceberg-glancing-blow theory where 300 feet of steel just beneath the waterline was supposedly gashed through on the Starboard Bow.

These large pieces, having come totally lose from the bottom between the third and fourth smokestacks, ran contrary to the story that the Titanic had been damaged near the bow and as a result had sank with her bow going down first. Since it was required all along that the Titanic had to sink from the bow for the stern to rise up thus causing her to break, these new bottom pieces threw the Titanic historians and forensic authorities into complete disarray.

The 1997 movie of the Titanic no longer fits the evidence from the actual wreckage. As to how the Titanic sank has been quietly revised by the New York City College of Technology, Marine Forensics, the latest revision being 2012. That is why this superb evidence has been ignored and kept out of the press. Review their drawing on page 73 again if you don’t believe me. Their drawing clearly states that the Titanic began to break at a low angle and thus Cameron’s depiction of Titanic’s stern rising way up (twice no less) is a fraud.

The way things stand today, nobody wants to explain how pieces became completely torn away from the bottom of Titanic’s hull. Therefore, marine artists represent them as scant pieces on the drawing and state that they buckled and popped out. But for those willing to open their eyes, even this quiet admission means everything that was testified to and entered as evidence as to the official cause of the sinking of the Titanic, from day one of April 15th, 1912 to now, has not been worth the paper it is printed on.

On the following page is a scanned drawing of the two pieces as drawn by a marine artist and presented in Brad Matsen’s book, Titanic’s Last Secrets:
The two separated pieces from Titanic’s bilge

As you can see from the newly-discovered pieces, there are three separate lines of failure across the bottom of Titanic’s hull from port to starboard. It’s lights out for the iceberg story.

In total, they represent an area of 5,250 sq. ft. of missing hull bottom from just aft of amidships; a section of the hull where two layers of 1” thick plate are separated by 5-foot-tall bulkheads in the bilge. And in this section of the ship the upper bilge deck is further reinforced with longitudinal steel beams. Above these beams was a girder-reinforced engine platform. Titanic’s two steam engines sat atop these extra longitudinal beams and an engine platform. A further analysis reveals some additional anomalies:

Both pieces are remarkably similar in size and shape; appx. 30 feet in length and 92 feet across,

Both have the same number, (6) of 5 foot incremental units, defined by the ship’s rib spacing in their make-up.

Both are “cut” through their top and bottom steel plating on both sides in the same fashion.

Both are “cut” across the bilge keels, which are attached to the outside of the hull.

All the longitudinal steel beams, just under the top plate, are cut through cleanly in 3 places.

At the very bottom of the keel there is a 3” by 3” continuous steel bar, and this was also cut through cleanly in 3 places.

In addition, 60 linear feet of steel on both sides of the hull just above the turn of the bilge was cut cleanly through longitudinally along the sides. They had to be cut to have them become completely separated: from corner to corner on all four sides, top layer and bottom layer multiplied by two for both pieces. Heaping more misery onto the burning story: Where the two pieces came from is without a doubt the strongest and most reinforced part of the ship! Where the experts say the ship failed is the least likely place for the ship to fail!
What kind of forces or tools could have created these two newly discovered pieces, which taken together, represent 60 linear feet of Titanic’s bilge, from port to starboard? Whatever these forces were, we are supposed to believe 60 feet of double-hull were ripped out because of them. And since the only force available for an explanation of the damage was Titanic’s huge size combined with gravity, they used her massive size to create a plausible case against her: *Titanic was so big and heavy that in the process of sinking her own weight ripped her apart.*

Remember this occurred after she had struck a glancing blow with an iceberg nobody felt and received 300 feet of damage to steel plate on the starboard side that nobody heard.

**What did they really do to sink the Titanic?**

The newly discovered sections from the bottom of Titanic’s hull represent hundreds of tons of steel each and would not have moved once they hit bottom. Currently they are nearly ½ mile apart from the other hull sections meaning that they too had to have come completely separated from the hull at the surface. Oh, my gosh!

What do you think caused these pieces to become detached completely from the hull bottom while she was on the surface? Was it because the ship was in the process of sinking or did an explosion blow them loose? Which one of those would you be willing to place a bet on?

When was the most likely time these pieces came loose? Was it after the hull had already filled with enough water to begin sinking or was it just before the Titanic was blown apart by explosive charges and began to sink? Which one would you bet on here?

When we honestly ponder the question of how these pieces could have come completely loose from the hull, after reviewing original testimony that the Titanic supposedly struck the iceberg along her side, it is more than obvious that the original testimony is made up.

Let’s review the expert’s current story one more time: Two 30 foot sections of Titanic’s bilge were in the hull while she was floating, but, were absent from her hull just after she was not floating. And this was the result of her striking a glancing blow along the starboard bow with an iceberg. We are supposed to believe this? That’s pretty hard considering what we have is conclusive evidence that a 5,000-square foot hole was knocked out of the bottom of the Titanic!

By the way, a hole of this size in the bottom of Titanic would have caused her to sink fast. This sheds new light on the sinking of the Titanic: especially as to why she sank in just 160 minutes.

**A possible demolition scenario**

When the Ballard Expedition finally located the actual wreck of the Titanic, they found more than they bargained for. Was this planned or by mistake? Had the financers of the expedition, along with the U.S. Navy assumed all along that the Titanic, when and if found,
would be so rusted away as to have white-washed any evidence of a demolition? At any rate, something major has gone wrong with the cover-up of the real reason the Titanic was sent to the bottom.

Let’s try to figure out a way that two 30-foot-long pieces that were connected top and bottom by 1” thick steel plate, ended up completely separated from the hull? What would cause them to rip totally free from the forward end, the aft end and the sides of the hull, all at the same time?

If steel-cutting charges were placed in three 92 foot lines 30 feet apart running port to starboard, along the underside of the top deck and along the upper side of the bilge deck, and along 60 feet of double layered steel along the port and starboard bilge plate running fore and aft, a hole 60 feet by 90 feet in size could have been blown out of the hull. Now this would have sent almost any ship of this size to the bottom within minutes.

However, this wasn’t any normal steamer: this was the Titanic. Now it’s time to see just what this unique 16-compartment design could muster: Even this size of a hole in the center of Titanic’s bottom would not have sunk her! Even this massive wound would have only filled one or two of the Titanic’s 16 watertight compartments, and she would have stayed afloat! Now that’s a passenger ship!

However, if the loss of these two sections allowed the main hull of the Titanic to break in half, that would have caused her to sink quickly. By the way, getting a Royal Mail Steamer to sink in two hours and forty minutes is QUICKLY.

The loss of these two pieces of Titanic’s backbone allowed her hull to be broken near the center at the bottom. The ship breaking into two sections would be the reason the Titanic went down so fast. It was not the other way around. Titanic never broke herself in the act of sinking. Or do you still want to believe the 300-feet-of-below-the-waterline-damage-from-striking-an-iceberg theory even though we have evidence now that demonstrates a perfect example of a naval demolition designed to sink a large ship rapidly?

None of the inertia or gravitational forces on earth can explain the cutting of all this structural steel on all four sides other than explosives. Even with the use of explosive charges, to sink the Titanic would have taken enough concentrated charge to cut through 600 feet of 1 inch thick hot rolled steel. Using a shaped charge that is 6” in width and 12” in height, along all the sections of the lengths of plate that were cut would have required 300 cubic feet of high density metal cutting charge. That is more than 11 cubic yards of nitro glycerin! This is a fair assessment of what sank this massive ship.
Perhaps you are beginning to understand that the iceberg story was just a clever cover from the beginning since in its full analysis today it is at best one that is laughable. From an engineering point of view, it is impossible. And now in this latest round, those who dreamed up the story about Titanic’s stern breaking off and then falling into more pieces while sinking on a calm ocean went overboard in desperation. As you have seen from the latest forensics report, the latest story lines omit basic structural facts about steel structures for the simple reason that steel doesn’t rip apart in three different places! It had to be cut to produce all the separate pieces.

Renewed thinking and analyses of these two new pieces of Titanic’s hull-bottom now make perfect sense. When we look at the two bottom pieces, the total amount of hull surface area that they represent, 60 feet by 92 feet or 5,520 square feet, would be enough to flood the liner rapidly in the center, and with the added weight and lack of 2” of bilge plate in this area, the ship’s backbone would break as the center went down held up only by the bow and stern sections.

The unsolved mystery of the Titanic is finally nailed down because of these pieces on the bottom, plus the distances between them on the ocean floor. Why and how these massive structural pieces were ripped completely free at the surface finally becomes understandable when it is supported by logical engineering and material sense, not scripted science fiction.

**An analysis of available forces while sinking**

We’ve got massive structural pieces that have been cut from the hull bottom. We’ve got entire sections of Titanic’s bilge that normally would never so much as bend, much less break completely free from the hull because the ship was sinking. We need a quick review about the structural properties of steel:

So, try to picture a 2-foot scale steel model of the Titanic sitting on top of a table propped up at the bow and stern with concrete bricks. Now we place a 10-lb. weight on the center and push down to buckle the model downward at the center. The steel model buckles indeed, but it does not separate into two pieces. It merely bent in most places and is far from being separated into two pieces. That is because steel bends, but to break it is another completely different process. The Titanic is in two major completely-separated pieces. This process would have required that the tensile and compressive strengths of the steel were both exceeded and maintained.

You don’t have to read all of this if you’re already convinced, but if you need more technical analyses, then here it is:
Just how much force could such a large ship exert upon itself in the act of sinking? Start with the total displacement of the Titanic, 46,000 tons. Since the ship split near midships, let’s take ½ of this amount as the amount of total weight from the stern section that was pulling down on the bow section. This would represent 23,000 tons minus the weight of water pushing it up. This would reduce the actual force by roughly 15% leaving us a total weight downward of 19,500 tons.

Remember, the Titanic is not going to “crack” through like a dry Graham Cracker. You may crack some of it, but to get it to tear and separate requires MAINTAINING the force while it is tearing. In this case, there is going to be 19,500 tons pulling downward against the buoyancy of the still-floating stern section. But as you will see, this is not even 10% of the force necessary to pull this ship apart.

How much steel did the Titanic have in cross section to resist this downward force? If we take Titanic’s 9 decks at ½” thick plus the two bottom 1” bilge decks, this represents an area of 92ft x 12 in/ft. x 6 ½” total cross-sectional steel thickness, which equates to 7,176 sq. inches of steel. How much stress is on the steel: 19,500 tons/7176 in² = 2.7 tons per sq. in. or 5,432 lb. per sq. inch.

How much force does it take to pull steel apart in tension? Laboratory testing of an actual piece of Titanic taken from the wreck yielded a value of 64,000 psi. This means, that in a worst-case scenario, the stresses imposed on the steel decks of the Titanic would have been only 8.5% of the rated strength of the steel, and I have not added in the sides nor the structural beams beneath the floor nor the 18” bilge keels on either side nor the 3” x 3” steel keel along the keel. This would have reduced the total load to approximately 5% of the rated load.

There are instances where hollow tanker ships have split in rough seas when they crashed against rocks or jetties. The Edmond Fitzgerald broke up during a storm on Lake Superior, but this was aided by shallow water where the ship struck the bottom as it was sinking. Do not let these examples resemble that of the Titanic. A steel passenger ship has never been broken into major pieces while it was sinking unless it was up against rocks or the bottom. Titanic’s sister, Britannica, is on the bottom in one piece. She sank from hitting a mine plus rammed the bottom attempting to reach shore before she sank completely.

The Andrea Doria is also on the bottom in one piece. She was rammed by a larger ship.

If we are to accept that these pieces somehow became completely detached from the Titanic’s hull bottom while she was in the process of sinking, then
we must picture her final actions as those of a raging bull in its death throes. But it was a calm ocean, and the Titanic was merely sinking lower into it.

How could an iron structure be torn apart when the only forces working against it are from whatever air is trapped inside trying to maintain the ship afloat? If the seas are calm, the only forces working to tear the hull apart are the one pulling upward to keep the stern up verses the ones pulling downward.

**Stern-breaking-off-theory one last time:**

If we reconsider the *stern-breaking-off-theory* from an engineering analysis, the pieces should show that the bottom of the Titanic was squished in compression while the stern was lifted out of the water and pressing down. That would mean that these pieces were compressed or buckled. There is too much steel here to have ever buckled, and in fact if you look closely at the separated pieces they aren’t buckled.

Buckling or compressive failure is always catastrophic and ugly. If the bottom of Titanic’s hull could possibly have compressed and fractured two layers of its bottom, it would have been along one very ugly mass of twisted beams and plate. But these sections were never compressed, they were sheared through, and there are three nearly straight lines of failure. There should be one massive conglomeration of buckled steel.

Notice how the ship’s deck at left is bent downward? Reconstructed models of the Titanic show the decks as having been bent down as well. That would indicate that the Titanic first went up at the center, bending the top decks downward before they separated totally. The center of the ship would have been lifted upward by the action of a large explosion that took place beneath the engines in the bilge. This is what I think happened.

After 60 feet of the backbone of Titanic was completely removed, then they could let the ship settle back down, flood with water, and then go down in the center bending the hull pieces the other way. At this point I believe there were additional shaped charges set off to separate the top decks and the cabins.

This renewed analysis clearly indicates that the Titanic was not an engineering failure. Her 16 separate watertight compartments and double hulled bottom did in fact render this ship
almost impossible to sink. Without using explosives she was in fact virtually impossible to sink.

One final word, the Titanic also had 44 separate cells in her hold and there were an additional 73 smaller watertight cells fabricated into her hull. Passenger ships built today do not have as many watertight compartments as did these Olympic class vessels of Titanic’s era. She was without a doubt one of the safest ships that ever to put to sea.

The most practical way to sink a ship in 1912 other than torpedoing:

The cut-out bottom hull pieces positively confirm the use of steel cutting explosives. Steel-cutting explosives and shaped charges had already been developed in the arms and torpedo industries at the time the Titanic was being built.

Forget that the Titanic ever hit anything, much less an iceberg. Forget that the Titanic was ever sinking at the bow. Forget that the Titanic ever breached 300 feet of hull to flood five compartments. The evidence clearly indicates that twin cuts through the top and bottom layers of steel in her bilge were made possible using high-explosive linear-shaped charges, designed for cutting steel, that were placed along 6 lines over 92 feet in length; 3 lines each top and bottom. This was the only way to blow the bottom out of the Titanic; nothing else explains how those huge chunks of Titanic’s backbone were cut through so evenly and separated completely from the main hull.

A linear shaped charge (LSC) has a liner with V-shaped profile and varying length. The liner is surrounded with explosive, the explosive then encased within a suitable material that serves to protect the explosive and to confine (tamp) it on detonation. The charge is detonated at some point in the explosive above the liner apex. The detonation projects the liner to form a continuous, knife-like (planar) jet. The jet cuts any material in its path, to a depth depending on the size and materials used in the charge. LSCs are commonly used in the cutting of rolled steel joists (RSJ) and other structural targets, such as in the controlled demolition of buildings. LSCs are also used to separate the stages of multi-stage rockets.
It’s time to take the current Titanic-hitting-and-sinking-from-an-iceberg theory for what it is: a worthless explanation of the current facts and events surrounding her loss, and honestly attempt to construct a more realistic picture of what happened on the night of April 14, 1912. Now, rather than picturing the Titanic sinking down toward the bow just like in the movies, picture the Titanic just sitting there floating high, having hit nothing and having stopped for no reason other than to receive an unexpected execution.

From here picture the 1st and 2nd Class passengers calmly strolling from their cabins across the deck to the lifeboats in the middle of the night while the rest of the passengers were having a party or sleeping. What becomes of prime importance at this point is to sink her fast enough to get her out of sight before another ship comes along. And at that moment the Titanic must have indeed looked like the unsinkable ship she was touted as!

Even if you blow a giant hole right in the center of her bottom, she is not going to sink for the fact that she has 16 watertight compartments! So, you would literally have to blow the Titanic in half to get her to sink within the timeframe allowed. Isn’t this exactly what happened? Isn’t this exactly what the scattered pieces on the bottom tell us?

The scattered hull fragments of the Titanic that now lie on the bottom of the North Atlantic forever dispel that the Titanic sunk from striking an object. Something much greater had caused the vessel to tear itself into five major pieces. These totally-separated pieces expose the current story as ludicrous beyond any measure that takes into consideration metallurgy and naval engineering. Now is the time to make a major shift in your mind.

**Titanic was a sound design all along**

And now here is a most positive twist to the story of the Titanic. The fact is, or was; this vessel truly was unsinkable by anything other than a warship or by the deliberate planning and use of steel cutting explosives. Her sinking was not the result of overindulging the hazards of sea travel with comfort, over-confidence, poor quality iron, incompetent seamen, etc. Unfortunately, these very things have been highlighted ever since.

No, we know in truth that the Titanic was built upon proven engineering principles, hard work, human ingenuity, human skill, sound materials and dreams all along. And now we know that the passengers who went to sea on the Titanic were in fact totally safe right up to the point when they became part of one of the worst criminal acts to ever be committed on the high seas.
CHAPTER 10

PETROLEUM POWERED CONTRAPTIONS

“The fuel of the future is going to come from fruit like that sumach out by the road, or from apples, weeds, sawdust — almost anything. There is fuel in every bit of vegetable matter that can be fermented. There’s enough alcohol in one year’s yield of an acre of potatoes to drive the machinery necessary to cultivate the fields for a hundred years.” Henry Ford to New York Times, 1925.

Petroleum fuel sold for pennies per barrel at the turn of the century because it was abundant and in low demand. Today it is interwoven into the fabric of America’s transportation system. The thread is the good ‘ole gasoline engines, whose designs date back to World War I trucks, tanks and planes but are now the premiere power source for most automobiles.

The gas stations represent the yoke we citizens bear as we pay homage to it almost daily. Meanwhile, oil entrepreneurs have continued to foster giant monopolies amidst pristine alpine forests and seas without concern for the environmental genocide they are carrying on. And moreover, these Big Oil Dudes have accomplished the marketing of a cheap toxic commodity into one at 100 times the cost of production.

This took a plan and it began as early as 1850 when research was underway that was to reveal and define many of the products that could be made from crude oil such as fuels, asphalts, paints, plastics, tires, etc. Early chemists employed by oil companies and teaching at universities discovered many processes, such as how to distill off the lighter fractions to reduce volatility, how to crack heavier constituents, how to increase yields of marketable product, etc.

These details had to be worked out before the drilling-to-selling process could form a sustainable, continuous outflow. And along the way there were many discoveries made, many of which would have changed the energy picture into one that we praised instead of the one that we despise. This is all outlined and documented in my first book, The Rise and Stall of the Piston Engine.

Americans were drinking better water and breathing cleaner air in 1900 for the simple reason that crust-produced petroleum had not yet been brought onto the scene. Now look at us today submitting to toxicity for our acquiescence of personal high-powered...
automobiles. This does not equate to human progress. Once again, our HUMAN CAPABILITIES have been cast as pearls before swine as now we all drive mechanisms that require specialized high octane fuel made from one corrupt industry.

The complexity of the fuel has nothing to do with our level of technology. Coal can be mined straight out of the ground and dumped into a furnace, which produces steam, which runs a turbine, which powers an electrical grid system, which propels cars at 300 miles per hour that get 300 miles per gallon and never has accidents. Therefore, petroleum-derived fuel represents no progress at all beyond coal fuel.

Today the world’s total demand for petroleum is over 31 billion barrels or 1.3 trillion gallons of petroleum per year. About half of this amount is burned in gasoline powered piston engines that are equipped in cars, busses, light trucks, lawn equipment, etc. In the United States, today an average family pays $10,000 per year per car based on current costs to lease, license, insure and fuel a four-door sedan type vehicle. If you are driving 20,000 miles per year at 20 miles per gallon you will spend between $4000/$5000 just on gasoline.

The fact that such enormous quantities of toxic petroleum is still being burned in piston “friction” engines after over 100 years of research is a disgrace. The fact that our nation is importing petroleum during a trade deficit such to keep it happening only makes the fact more sinister.

Turning worthless crude into fine wine

After the Industrial Revolution in the U. S. the establishment of petroleum as the energy of the future would require convincing the public that petroleum was a valuable commodity. However, in 1910 petroleum was anything but valuable much less needed for existing equipment and power stations. They overcame this shortcoming by equipping the country’s cars and military vehicles with engines that required refined petroleum to operate. Then it could become a valuable substance.
Next was the need to convince the public that petroleum was not endlessly abundant. Since it was never nor ever has been in short supply, it would be necessary to lie or deceive the public to inflate its actual value and increase the price. Thus, began the dinosaurian campaign about how these precious prehistoric animals had to age deep underground for millennia. In science class, we learned that dinosaurs roamed the earth millions of years ago. Their giant bodies were the source of the oil, and now they were gone for good. It was going to run out some day and our Golden Times would be over.

It was a brilliant campaign to make crude oil appear as scarce and it stuck like honey. Thus, the great era of oil-industry deceit came into existence. It arrived via the creation of a brilliant mind metaphor to make us think toxic crude oil was as rare as caviar. Good wine requires aging before it becomes valuable. We forgot that for thousands of years crude oil had been regarded as pockets of worthless goo.

Today virtually everyone still believes that oil originally comes from organic animal material that had to accumulate and somehow be buried before it decomposed. Then it must “age” for eons of time buried under rock where the temperatures and pressures are just right to produce the magic elixir known as crude oil. What a great story! What a deceitful story.

Our teachers hang their heads in bondage to the oil industry as this story continues to be taught in public schools today. Sadly, it’s not just a part of proper education but rather a proper orientation given to students who will be entering an oil-driven society in a few years. And since it begins at an early age it makes it hard for anyone to break the preconceptions. This is a deceitful bunch that planned and implemented this.
Time to break the bondage forever

Crude oil within the earth’s crust is endlessly abundant. The crudelums have known this from day one so it’s well past the date of proper public disclosure. In The Rise and Stall of the Piston Engine, I document the discovery of abiotic oil by the Russians during the Stalin era. Abiotic oil is formed at a depth of 50,000 feet from solid rock in quantities that make Kuwait look like a drop in a bucket. I invite you to read this section or explore the term abiotic oil on the internet. In the meantime, the subject is just one of thousands of energy sources that are covered-up by the crudelum media.

There never has been an “oil shortage” and there never will be. Clever crudelums created the myth. They made accurate predictions of the future because they were part of the planning of the future. Their success is the result of meticulous planning of our transportation system for us: one that revolved around petroleum. They designed the system to consume exactly what they intended to supply.

The problem is that crudelums were not intelligent morally since from their very inception they were deceiving the public immorally. All that they have done since they established their monopoly is demonstrate how destructive monopolies are. In our case, we can judge the destruction by looking at what has happened to our environment during the past 100-year petroleum-powered era. Since the organization was incepted from a false premise the organization has done nothing but add more treason against the planet and its inhabitants over time.

If you still just can’t believe that crust oil is endlessly abundant consider what you witnessed during the BP/Macondo c/o Deepwater Horizons fiasco down in the Gulf of Mexico in April of 2010. If petroleum was really such a precious resource, why did they not skim the gushing crude oil from the surface of the sea to save it? You do remember them burning it or spraying it with a toxic dispersant to submerge it. Would they do this if crude is so valuable?

The petroleum / transportation monopoly

For the past 100 years, we have seen piston engines designed in every imaginable configuration and we have also watched as countless examples of better engine designs like the Chrysler turbine and the Mazda Wankel were ignored. We have seen better fuels like methanol, ammonia, aquazine, hydrogen peroxide, etc. shelved by the auto/oil
corporate conglomerate while we continue to rely on gasoline which produces poisonous carbon monoxide gas. But at least now we can see the trail is littered with the telltale dung of a monopoly, and that it has taken just about everything it can from the people who must rely on it.

In the Golden Era New York, Chicago, San Francisco and others maintained an electric train network within their cities powered by coal that was burned in a coal powered electric plant that was located miles away. This system was not only much more efficient than self-contained piston-powered vehicles; it also kept the toxic pollutants out in the countryside away from dense populations.

Today, electricity has been defamed. The world has been dumbed down via short range battery-powered cars that are over-priced. The Tesla Electric car has gotten the range up to 300 miles and they have designed and installed charging stations which can recharge a vehicle in as little as 30 minutes. But what I find more interesting is that battery-powered cars have caused us to forget that electric cars do not need batteries. The fact is no electric car ever has to carry its own fuel! Just put electric cables in our roads and we would never have to transport and pump gasoline again. The world is fifteen years into the 21st Century, and yet our modes of transportation still require us to carry our own gasoline on board and refill, refill, refill.

Americans love their cars and Americans need their gasoline. The oil/auto industry has made us believe that petroleum and the automobile are the cornerstones of our nation’s technological burst into the 20th Century. But this is anything but true. One only has to look back 100 years and do a quick comparison with our current transportation devices to see that petroleum has not helped our society but in fact has degraded society with smog, traffic fatalities, endless blacktop ugliness and exorbitant costs.

Another mind game we have fallen for is that the history of the automobile itself has been made to look synonymous with the invention
of the gasoline piston engine. Few people can even conjure in their minds that there was a 20-year period, beginning in 1885, where the best vehicles on the road were electric powered. The gasoline engine at that stage was a piece of unreliable noisy junk compared to the smooth-riding Riker electric vehicle that was the preferred car for the rich. Steam powered engines from ships and trains were scaled down such that by 1905 the Stanley Steamer was a reliable mass-produced car. Early Model T’s were equipped to burn alcohol as the standard fuel. The establishment of our current petroleum powered piston engine world was by no means a done deal at this stage.

The Fuel Efficiency Factor
Considering that the 900 foot Titanic steamship, with her 27 boilers provided steam heating, hot seawater baths, hot showers, steamed lobsters, espresso coffee, etc. at 22 knots of speed - all produced by burning raw coal, a material simply scooped from the earth and dumped in “as is”, she was truly an amazing mechanical invention. But when the Titanic sank, our hope of holding on to abundant cheap fuel alternatives began to sink as well.

The Titanic used raw coal which fired a steam plant that drove three propellers upwards of 30 feet in diameter. Compared to oil fired ships, like what we have today, she was much cheaper to power and that is for the simple fact there was no processing, no special formulations, no additives, no pipelines, no tanks, no refineries and no offshore oil platforms involved in the production of her fuel. Titanic did all this herself.

She was the largest and most luxurious ship ever built up to that time at nearly 900 feet long and could carry upwards of 3,400 passengers and crew. Two giant propellers, directly connected to two 45-foot-tall steam piston engines, and a smaller 15-foot diameter propeller in the center and connected to a steam turbine just aft of the main engines, propelled her gracefully at 22+ knots. Her two main engines were state-of-the art 4-cylinder 3-staged piston engines. The discharge steam from them was directed into a lightweight center turbine resulting in a three-propeller configuration that was more fuel efficient than her counterparts.

The Titanic was designed this way because speed was merely a secondary factor in her design. There were already several faster ships from the Cunard Line which performed several knots above what the massive and luxurious Titanic could ever achieve in speed. Two of these, the Lusitania and the Mauritania, had four turbine engines turning four screws! They were narrower, had less cargo capacity, were fuel hogs, and were fast! The Titanic was never going to set a speed record.

When the Titanic was built, she was the most fuel-efficient ship of her day. 100 years later a comparison of modern transportation mechanisms with the technology of the Titanic makes the flying gadgets and flimsy cruise ships we got stuck with look nonsensical. This more than demonstrates a downward trend, not an improving one.
Turbine-Jet engine held back until after World War II

According to history in 1882 Gustav de Laval invented and patented the impulse turbine which ran off steam from a high-pressure nozzle that turned a flywheel at 30,000 rpm. In 1884 Thomas Parsons invented and patented the modern multi-stage turbine and connected it directly to a generator dynamo that developed 7.5kw.

But even before we went astray on our engine choices, long before the official invention of the steam turbine by Parsons, engineers working for torpedo manufacturers had experimented with putting combustible fuel directly into an enclosed rotary blade engine to see the result. The result was the birth of the jet engine (example, airliner with no propellers) and the gas turbine (example, the Chrysler turbine of 1955-1974, now used to power the Abrams tank).

This was all happening without the public ever knowing, but the main point is: it happened and the technology was available. A turbine engine (an engine used for rotational output not for thrust) is just a fixed jet engine with an output shaft connected to the main shaft. It can either use steam velocity and pressure or it can combust a volatile fuel inside a combustion chamber to produce high pressures that turn turbine blades and produce power via an output shaft. Pound for pound, a turbine engine will produce up to 100 times the horsepower of a piston engine.

By 1870 compact turbine engines were already being used in torpedoes even though the first Mercedes gasoline-engine powered car would not come along for another 17 years. This was not some theoretical design concept but a product manufactured to meet the demands of foreign countries needing an effective harbor defense. These torpedo turbine designs were extremely powerful and could turn 50,000 rpm without flying apart.

In 1871 two torpedo manufacturers: Weeks and Ericsson, each built rocket powered torpedoes that achieved 40 to 60 knots for a range of 100 yards. These incredible power mechanisms were discreetly used inside top-secret torpedo designs that were used for harbor defense and burgeoning submarine fleets. Turbine engines were needed in this application because neither piston nor electric propulsion had the combination of speed and distance.

As early as 1870 gasoline was relegated as such a poor fuel that it was not considered as a possible fuel choice for such compact and high speed turbine engines. This is because other types of propulsion fluids were tried and they all outperformed gasoline. Their formulas contained oxygen that was bonded in the liquid state, thus making them far superior to gasoline. One of the fuels used was hydrogen peroxide, \( \text{H}_2\text{O}_2 \), and was combusted in combination...
with Hydrazine, NH\textsubscript{2} which produced the same relative power as the main space shuttle booster rocket that was recently retired.

When the world got petroleum-driven piston engines as the power-of-choice for virtually every automobile, the public did not know that turbine engines were not only a viable alternative, but a much preferred one as well. Instead they got World War I which brought petroleum powered machinery to the center of the war theater where petroleum powered piston engines were selected wherever they could be successfully applied. Heavy and cumbersome multi-cylinder engines were even equipped in airplanes where the obvious solution was the much lighter and streamlined turbine engine.

The rotary/jet engine design was no doubt available and should have been the choice for all aviation power, but the design was shunned for two major reasons: number one being that it was much lighter and therefore much more efficient, the other being that it did not require high octane fuel. The fact that a jet and/or gas turbine engine can run on many other types of fuels, such as natural gas, bunker fuel, emulsified fuel, peanut oil, animal fat, recycled plastic, soybean oil, alcohol, ammonia, any oil derived from virtually every organic source, etc. is a death note for either the gas turbine or the oil industry itself. The turbine engine would have allowed aircraft companies to operate with a variety of choices which is a parameter the oil industry monopoly cannot tolerate.

High speed surface ships and torpedoes got steam turbine engines, the rest got diesel or gasoline piston engines. In a further stroke of bankster genius, the invention of the jet engine powered fighter was held back until the end of World War II. Now that the war was “over” every nation’s national defense budget was looted again because every nation’s air force had been rendered worthless by these new advanced jet powered fighters. This forced them to dump their existing piston-powered planes which were outmatched in speed and rate-of-climb. The world finally got the jet engine but it came at a time when nations could least afford it. That’s a tell-tale bankster tactic.

The crudelums got their wish as approximately 500 billion gallons of petroleum were consumed before World War II ended. When the jet engine was released, it was only made available for
military planes from 1944 onward. Later in 1957 the jet powered Douglass DC-7 appeared and this inaugurated modern jet service. But today, even though they are not that difficult to manufacture, the use of jet engines is still denied to the public sector except for very expensive corporate jets, helicopters and model airplanes.

Gasoline: the worst of all fuels

I will now give further discussion to the topic of gasoline, which was pointed out in Chapter 5 to be the worst possible choice for a fuel to power engines that move vehicles that carry humans. Before I list some of the reasons it is important to keep in mind that in each of the cases I discuss there is a much better alternative and in the abundance needed. For example: gasoline is poisonous to drink, poisonous to breathe and poisonous to burn in an engine. When it is burned in a piston engine it produces a killer gas we know as carbon monoxide. These negative attributes can be ended tomorrow if they would only let us use methanol in place of gasoline.

It is easy to manufacture a non-toxic fuel in the 21st century and we’ve had it all along. Since we know alternate fuel formulations are available from existing petroleum feed stocks, doesn’t the world deserve to at least have a fuel that is free of the toxic volatile compounds that are present in all petroleum-derived fuels? This is more than a red flag that something is not right within the oil industry.

Methyl alcohol, or methanol, is simply methane gas plus one oxygen atom. Methane gas is what they flare off at the wellheads in the oil fields the world over. We could be converting it into methanol by combining it with oxygen from the air and water from lakes. Ammonia, used on croplands, is already manufactured from petroleum gas.

Another reason that gasoline is such a poor fuel choice in piston engines is its tendency to detonate rather that burn smoothly. The reason for this is that it contains a wide variety of hydrocarbon molecules and more than 20 of these are unique and troublesome volatile organic compounds (VOG’s). This volatile mix shows its true colors when it is vaporized and compressed in an engine where under these circumstances gasoline vapor tends to explode. This is most undesirable as it results in the need for a low-compression engine. Low compression engines get worse gas mileage.

When gasoline explodes rather than evenly burns it is called detonation. When you operate a gasoline powered car and hear a clicking sound coming from the engine it indicates detonation is occurring. You will notice it the most on hot days or when under heavy load. It means that the gasoline you are using has too low of an octane rating for the compression of your engine and that your engine is being damaged.

It is because gasoline has this tendency to detonate that gasoline engines must be limited to about half the compression ratio of diesel/alcohol/propane engines. As a result, gasoline engines are most inefficient compared to other piston engines that are configured to have
more than double the compression ratio and thus get about twice the fuel mileage. Also, air/fuel ratio and fuel/energy/density benefits the diesel engine, not just higher compression ratio.

The current worldwide practice of car manufacturers to equip the vast majority of their vehicles with gasoline engines instead of diesel engines underwrites serious acts of collusion with the oil industry itself. For every gasoline automobile produced a kickback from the oil industry in terms of advertising is supplied. Auto and Oil work hand in hand to produce the right vehicle to consume the right fuel in the right quantities. This is the only reason that gasoline engines exist and are touted. No other perspective makes the use of gasoline engines appear legitimate.

Car companies cleverly use high pricing and limited availability to discourage countless buyers who would otherwise purchase diesel powered vehicles thusly the models desired are not the models offered. Compact diesels are over-priced and light truck diesels are too big and heavy. In small cars, the engines are poorly built and in light trucks the engines are oversized. This is all by design so that these diesels do not outperform the gasoline models by more than about 25%.

Today’s diesels are further burdened with electronic systems and spark plugs even though diesel engines do not need an electronic circuit or spark plugs. We have been sold on an inferior design of a superior invention. As you will soon learn, getting stuck with piston engines instead of rotary/turbine engines was a bad development. And when we got stuck with gasoline engines we also got stuck with the worst possible fuel because:

1. Gasoline is the only fuel, that when combusted in a piston engine, will produce carbon monoxide.
2. Gasoline piston engines are the least-efficient combustion engines built today.

As I documented in The Rise and Stall of the Piston Engine, it was only through sheer determination by the oil industry that the gasoline piston engine prevailed despite the superior prototype designs that were spawned from thousands of inventive engineers with an eye on fuel consumption. The fact that their better ideas gradually succumbed to the level of lowly piston engines was not indicative of a free capitalistic market run under the mores of Western-Christian society. It came about because of the relentless funding of petroleum-profit money into our colleges, universities, automobile corporations and governments. And the money was directed toward research on piston engines and to help corrupt the research on everything else such as turbines, Wankel engines, induction-electric, fuel cells, hydrogen from water and Tesla energy.

Turbine type engines, though difficult to perfect, are less costly to manufacture for the simple reason they produce so much more horsepower per the same unit of engine weight. Their smaller size equates to smaller engine compartments allowing the entire vehicle to be built smaller and more streamlined. Turbine type engines would have been the obvious and logical choice for not only aircraft but cars and trucks during the Golden Era. To keep up the demand for high octane gasoline it was not until 1955 that the jet engine was adapted to commercial aircraft. And when the formerly used high octane aviation fuel was no
longer needed by the airline industry, they made up the loss of aviation fuel sales by switching our attention to flashy cars with souped-up multi-cylinder overhead valve piston engines that needed high octane gasoline. Millions of Chevrolets, Fords and Chrysler that got 12 miles per gallon were manufactured and sold to keep gasoline sales growing rather than diminishing.

The petroleum / war relationship

The Titanic sinking initiated a psychological shift in the human mind. People were emotionally traumatized by the high numbers of innocent lives that were so tragically lost at sea. America’s hopes of remaining clear of the war brewing in Europe began sinking as well. This downcast mood helped to prematurely end the peaceful period that existed in America since the 1898 Spanish American War.

In fact, there was a psychological shift initiated by both the Titanic and Hindenburg as both tragedies occurred just a few years before America entered a World War. This timing was neither an accident nor a coincidence. By the end of this Golden Era dreams were replaced with false beliefs that two of mankind’s best inventions, the luxurious steamship and the floating-with-the-clouds airship were gone - and it was because they were flawed. Subconsciously Americans began to believe their inventions were too luxurious for our own good and we didn’t deserve them. If you don’t believe me then why do we accept having to endure 15 hour flights with no room to get up, walk around or even stand?

Thanks to the plans of the international bankers and petroleum lords, our country was gearing up to produce millions of tons of petroleum powered iron war machines that would be in conflict all over Europe in just a few years. The buildup was done behind-the-scenes and came to the public in the form of false press reporting.

We made the best of the situation not realizing that new wars were being waged over the same arguments (oil and debt) by the same people wanting to exploit the same world’s oil reserves. We can now clearly see that the Titanic and Hindenburg helped posture us for World Wars which postured us for the manufacture of petroleum-powered mechanisms.

Getting the world to swallow piston engines took a plan. How could these crudelums, with their colossal sized ambitions increase the demand for gasoline? The first step was to invent the lowly low compression gasoline engine, then start marketing cheap cars to the public. But to really get this kicked off, how about having a war that would require massive aviation fuel, gasoline and diesel fuel to power the equipment? Would that help boost oil demand?

Look what happened after the Titanic and the Hindenburg. Massive armored war fronts from every industrialized nation clashed and for most became part of their mutual destruction. Major countries were forced to manufacture the most and largest war machines they could muster. The consumption of petroleum was of no concern, whether
nations had a domestic supply or not. War battles fought using mechanical behemoths on land, the sea and in the air were virtually all powered by petroleum.

For those who have done their homework you’ve learned that virtually all the wars since WW II have been fought over the control of oil fields. And you have noticed that unfortunate countries like Iraq and Libya, which had known oil reserves, have had their governments compromised via U.S. trained puppet leaders who are bought off. If you have been paying attention long you have noticed that every country the U. S. bombs gets left with the scourge of handpicked friends of the imperialists, and these remain in power and under cover by a monopolized press.

Wouldn’t it be great if the U.S. Military really was a wise and benevolent peacekeeping force in the world? Sadly, wars back then and wars today are run by the same cowardly psychopaths. The reason they keep succeeding is because the media they control continues to hide them from our scrutiny.

![Naval tanker refueling jet fuel. The Aircraft carrier is nuclear powered and the destroyer uses gas turbines for propulsion. Courtesy: Pinterest](image)

For those who profit off war, war becomes just a common technique to increase manufacturing and skim off excessive profits and the most fool-proof tactic to stimulate manufacturing is to make the people think that they have only one of two choices: 1. build everything your country can afford to prepare for possible war, or 2. plan on having your country bombed by despots because you didn’t build everything your country could afford to prepare for possible war.

So here we are today with war machinery that runs on petroleum just as it did then to the tune of 7 billion gallons every year. The chart below highlights the performance of our modern military from a petroleum perspective:

A nuclear aircraft carrier carries 100 jets that will burn 1500 gallons of kerosene per hour. Within the carrier fleet virtually all support and escort ships run on petroleum. During deployment, the carrier will require 500,000 gallons of jet fuel every other day from a fuel supply ship.

Army tanks will burn 5 gallons to the mile. At 20 miles per hour this equates to 100 gallons per hour or approximately 2,000 gal per day per tank.

Tanks are escorted by heavy fighting vehicles, trucks, armed personnel carriers, jeeps and fuel-hungry choppers. A typical armored regiment will require convoys of tanker trucks on the ground to support them.

Tankers are run by private contractors who inflate prices to as high as $400 per gallon to cover the cost of “security” and delivery; paid for by the U.S. Military.
The oil racket has become the largest monopoly on the planet and yet the public cannot see it. What’s the first thing that happens when a military goes into operation to take over an oil field? The initiation of massive oil consumption! It’s time for the world to wake up to the fact that war is about oil PROFIT. And to profit the most, wars to control oil fields have become wars to control world oil production.

America’s wars have come from the minds of cowardly men simply because it is the most effective way to dramatically increase demand for petroleum fuels. It is a giant conflict-of-interest and a horribly flawed government vs. corporation paradox. It is here that the cowardly media fails its citizens in the worst manner by ignoring these obvious facts thus allowing the continuance of corruption.

Wake up people! If a corporation can profit from war, it has a reason to incite war and sooner or later it will incite war! If our newspaper editors and TV talking heads did their jobs they would report the fact that oil companies and corporations are making huge and illegal profits from wars. Unfortunately, the press is bought and paid for by the fomenters of wars themselves. As these fomenters of wars remain hidden the people languish amidst an excess of government lackeys who serve and cater to corporate-paid lobbyists.

What we call representative government has become business meetings with lobbyists who offer deals and spout slogans such as “War is good for the economy.” We’ve all heard it and we’ve been tempted to believe it. Now that you understand what this endorsement means do you still believe it?

If we lived on a planet, where the preservation of food, air and water for existing humans and animals on earth was of primary importance instead of PROFITS then companies that attempted to profit from provoking a war would be brought before a planetary council. This council would be composed of senior elected men and women serving solely as volunteers, and they would consist of farmers, botanists, scientists, physicists, engineers, historians, artists, spiritualists, etc. Such heartless perpetrators of war would be found guilty of planetary abuse, immediately removed from office and never allowed to serve as trusted servants of the public again.

In the meantime, the consumption of petroleum has grown into the biggest money-multiplying scheme on the planet. In the process, we have migrated away from the superb efficiency of the Titanic and Hindenburg and given them up to the wishes of darkness.
Chapter 11

A MATTER OF EXTREME GRAVITY

In 1933, in an act of fake diplomacy, von Hindenburg was “persuaded” to appoint Hitler as Chancellor of Germany. This made Hindenburg the last democratic leader of Germany.

Hindenburg’s demise became a turning-point case, but in the minds of most, Hindenburg was just an open and shut case. As the case of the Titanic was ruled upon by courts within the United States and England, the case of the Hindenburg was ruled upon by courts within the United States and Germany. This duality and partnership involving official government courts greatly bolstered the notion that justice was served in both momentous events, because truth had been found and a consensus achieved. But you have seen that it was collusion, not consensus.

Thanks to the collusion of the United States and Germany regarding the supposed demise of the Hindenburg we have barely used hydrogen as a lifting gas or fuel since.

What is the best way to fly?
The exquisite anti-gravity properties of airships make them a worthwhile subject to pursue, especially today, and here’s why. Let’s say we were traveling on the Hindenburg at 5,000 feet and an engine caught fire. In this case, the vessel would come to a stop, the crew would put out the fire and the passengers would remain floating at 5,000 feet.

Now let’s say we are traveling by modern jet liner at 30,000 feet and the airliner’s engine catches on fire. The vessel cannot come to a stop, the crew cannot put out the fire and the passengers won’t remain floating for long. In fact, the next minutes will endanger the lives of everyone aboard with only the quick reflexes and skill of the pilot to save them.

What a fragile system, but it gets worse. In addition to the immediate action by the pilots, air traffic control, airport fire and emergency medical response must be carried out within minutes to avoid catastrophe. The fact is, today’s relative passenger air travel success is due to in large part to beyond-skill
performance from experienced pilots who have heroically managed to avoid countless accidents.

The world can’t use hydrogen filled air ships because they supposedly burn, yet we continue to use kerosene-filled aluminum shelled jets that burn everyone beyond recognition if they crash. The use of tens of thousands of gallons of kerosene based fuel exposes the vulnerability of these planes so it is rarely mentioned. This extra weight reaches 500,000 pounds for a jumbo-sized jet which creates a critical situation when the aircraft takes off as this is when the landing gear mechanism is under maximum strain. And it’s all riding on petroleum-made rubber tires.

But the most critical point of every jet powered passenger airliner is just as the plane touches down. When a ship docks it is nearly stationary. When a plane docks it is going 120 knots. The airline industry has this glaring paradox built into it compounded by the fact that so much volatile fuel is carried aboard. Thus, when the plane lands the proper deployment of all three landing gear is even more critical.

A plane’s sheet metal burning against concrete during a 140 mile per hour skid with volatile fuel in the wings and fuselage is a mortal danger for every occupant aboard. That brings up another paradox: the pilot needs to dump the fuel to lighten the aircraft plus reduce the fire risk. This practice compromises the atmosphere, farmlands and people. The pilot hasn’t landed the plane yet, but has already caused collateral damage! But we’re not done yet: the airstrip must be covered with flame-retardant foam which is toxic as well.

The existing airline system insures that each flight has the potential to be a complete disaster. This is unacceptable when one considers that neither a ship, nor an airship, nor a train, nor an automobile are ever totally dependent on a source of propulsion to hold them in a safe stationary position. None of these mechanisms require high powered engines running at top performance just to keep them from crashing.

We are so used to traveling with a system that exposes us to many inherent risks that we have grown used to inherent danger. We’ve been further confused by the belief that airships are unsafe compared to the modern jet liner. The numbers of airline tragedies and near disasters since 1957 is near endless.

**Here are the Ten worst air disasters of all time:**

1. Pan Am & KLM (27 Mar 1977): 583 dead
4. THY (3 Mar 1974): 346 dead
5. Air India (23 Jun 1985): 329 dead
7. Iran Air (3 Jul 1988): 290 dead
10. Korean (1 Sep 1983): 269 dead
From the chart above it is indeed difficult to understand why, after these deaths, why kerosene fuel has not been deemed unsafe. In each case these planes burned up after crashing.

In stark contrast, only 37 were killed because of the Hindenburg accident. Yet the incident left hydrogen branded as being too dangerous to use for fuel or lifting. We now can see that the Hindenburg was an inherently safer flying vehicle than our current ones. They fall like a stone when they run out of fuel.

Ships are towed into a harbor when they run out of fuel. Airships can be towed to a landing mooring if they run out of fuel. A train or truck simply comes to a stop if they run out of fuel. Only the modern airliner creates a life and death emergency situation when it runs out of fuel. And this leads us to still one more paradox: The modern jetliner must make sure it never runs out of fuel and therefore it must always carry extra fuel, which is just more weight to lift and haul and this equates to lost cargo. That doesn’t make it sound like a very intelligent design in the year 2017, does it?

The Glaring contradiction concerning hydrogen

Today, and right under the public’s nose, is a glaring contradiction regarding air travel safety. The public sector is denied the use of hydrogen as a lifting gas or fuel because it has been deemed as being too explosive, yet modern airliners continue to use jet fuel no matter how many times they crash and burn. Modern Jetliners consume much more fuel than airships, thus their tanks are ten times as large. The same reason that was used to disqualify the use of hydrogen should be applied to jets powered by kerosene, but it isn’t.

Here’s the most pertinent fact:
Hydrogen is the cleanest burning fuel on the planet and can be made directly from water using electricity. Therefore, any source of energy can be used to produce hydrogen since all you need to make it is electricity and water. It can thus be made cheaply such as using solar electricity in combination with silver catalysts.

For public transportation, if we were allowed to construct the type of hydrogen-producing electric pulse generator that was built and demonstrated by the late Stanley Myer in 1995 we could make hydrogen fuel from water right where we needed to combust it. More noteworthy is the fact that we would be using a fuel that came from water and went back to water. But such
an energy equation would render the petroleum industry as an unnecessary component of our transportation system.

This is the main reason why the corporate banksters and crudeums had to get rid of dirigibles and strike them from the public’s mind and memory. This is why they burned the Hindenburg under so much fanfare with 22 photographers in attendance for an event that had happened 34 times before. They badly needed great pictures of her burning!

Destroying Hydrogen and the Airship

The photographic story that was prepared for the public after the Hindenburg burning in 1937 used newsreel footage and it was the first time that people on fire had ever been seen in a movie theater. Some of it showed people trying to walk out of the wreckage while they were engulfed in flames. These scenes were shown repeatedly in theaters across the country for a decade before television came into vogue. Over and over again the theme Hydrogen burns people alive was repeated.

You may remember some other themes that have been repeated over and over again such as: Oswald killed Kennedy, Vietnam attacked the U.S. Navy at Gulf of Tonkin, Osama bin Laden attacked the world trade towers, etc. Today, this type of mental conditioning (repeat it enough times until people believe it) is commonly practiced within the media.

How bad was the Hindenburg tragedy, really?
The burning of the Hindenburg killed one person on the ground plus 35 out of her 97 passengers and crew. Overall, 62 people survived however. The reason they survived is because heat and hydrogen both go upwards and therefore the combustion heat of the Hindenburg’s hydrogen gas cells went upwards. This left the gondola underneath the heat and fiery inferno of the hydrogen-oxygen combustion.

The outer skin was set ablaze but the gondola itself descended slowly to the ground mostly intact allowing more than two thirds of the passengers to get out of the wreckage and walk
to safety. If just half of the people had been saved in each of the ten worst air disasters, involving kerosene-powered jetliners, it would have amounted to a savings of 1,765 lives.

The way the Hindenburg event was portrayed made hydrogen look like it was unmanageable: that no matter how hard mankind tried to use hydrogen, its use would always be fraught by danger. The press-released scenes of the Hindenburg burning were cut and pasted together such to pitch the level of shock. In this way, the best aircraft ever built was made to look unsafe, and this was used as a reason to cancel the use of all airships from then on.

Even Graf Zeppelin was not spared. Hindenburg’s accident was used as a reason to dismantle her too - the world’s safest aircraft with a perfect air record. What was depicted as supposedly happening to the Hindenburg was a well-designed blueprinted end for the future of dirigibles.

After the Hindenburg, there was only a limited use of airships during World War II and for a period after that. But these were not dirigibles, nor were they constructed for carrying passengers and freight. The era of the rigid airship dirigible ended on the day the Hindenburg was destroyed in New Jersey. What came next were giant inflated balloons, frame-less and fabric covered, thus sluggish in performance and speed. Still, even these performed admirably.

The Hindenburg burning itself was not such a big tragedy. The loss of hydrogen and antigravity was a monumental tragedy.

**Graf Zeppelin and Hindenburg**

The actual service record of the Graf Zeppelin puts a gigantic hole in the story that dirigibles are inherently unsafe. Graf Zeppelin performed near-perfectly for nine years and used only hydrogen as a lifting gas. She logged more than 1,000,000 miles, carried 18,000 passengers in safety and comfort and made 144 successful Atlantic crossings. Her record of

In 1928, Germany launched the world’s greatest airship, the Graf Zeppelin. For the next decade, it would make hundreds of flights all over the world: from Germany to the U.S., Brazil, Japan, even the north pole. It was enough to make the British very nervous.

Courtesy: FCARVALLO
service is one the airship opponents would like us to forget.

Transatlantic travel time from Liverpool, England to New York was reduced from two weeks by ship to 2 ½ days by dirigible. Graf Zeppelin had already taken passengers completely around the world ten years before the first fixed wing plane was able to cross the Atlantic with passengers. Even then they employed a flying boat design that needed to make several stops for fuel in Cape Race and Newfoundland.

Graf Zeppelin proved beyond a doubt that airships are a much better form of aircraft regarding passenger safety, cargo capacity and fuel efficiency than every other aircraft of the time and since. The public’s use of passenger dirigibles was shut down for no other reason but to favor the use of inefficient fixed wing aircraft that consume hundreds of thousands of pounds of petroleum kerosene, otherwise known as high priced jet fuel.

The Enigma of the Hindenburg “Explosion”

One thing I have noticed about the story of the supposed Hindenburg “explosion” is the media’s presumptive habit of describing pure hydrogen as though they were describing stoichiometric HHO gas, or hydrogen gas mixed with oxygen. They have made us believe that hydrogen gas will explode if touched with a match. That would mean that H₂ and HHO are the same thing. But these two gasses are not at all the same. H₂ cannot burn much less explode. The media never tried to clarify this and thus they never got the story right.

Since the hydrogen contained within the cells was under pressure it would have been impossible for air to get inside the Hindenburg’s gas cells. And because these cells were contained within the outer skin of the Hindenburg it would have been very difficult to get hydrogen to the outside of the outer covering. But one or the other had to occur for any of the hydrogen to burn.

HHO or Brown's gas is a stoichiometric mix of hydrogen and oxygen in a perfect 2:1 ratio. If you set this stuff off with a spark inside a blimp the results would be catastrophic destruction. The whole 7 million cubic feet of HHO would literally go off simultaneously such that the explosion would send a shock wave of tremendous force. How much force? Brown’s gas has seven times the expansion power of gasoline vapor per gaseous liter. So, try to imagine 7 tanker trucks the size of the Hindenburg filled with gasoline vapors exploding in one giant ka-boom.

Only pure hydrogen was inside the Hindenburg. The media ignored the fact there were 16 separate gas cells within and that these were further separated from the outside air by a layer of durable non-metal fabric. This fabric was of a lower weight density than aluminum but was strong and airproof because it was coated with aluminum powder. This is what gave the ship its silvery coloring but its practical purpose was to reduce the heating effects of the sun which could cause an airship’s gas cells to expand and release hydrogen gas.
At the top of the hull, a layer of iron oxide was applied to the inside surface of the covering to protect the fabric from the UV radiation in direct sunlight. It was these materials that burned and rained down upon Hindenburg’s passengers causing fatalities.

Hindenburg burned in the sky and fell slowly to earth. That’s really what the public was shown in the newsreel and frame footage. Of course, they keep calling it an explosion. It was set ablaze by breaching both the inner and outer gas bags such that hydrogen could mix with air and begin to combust. Only then did Hindenburg’s skin catch fire. I remind the reader that the most modern commercial jetliner skin and structure burn to ashes when they are set ablaze with an incendiary shell like the Hindenburg was.

The theory that static electricity caused a spark that lead to Hindenburg’s fire was never more than a theory and has not been proven to this day. Such an occurrence had never occurred in 30 years of successful dirigible operation. Still, right from the beginning of the investigation, the spark theory was to maintain prominence.

The most obvious cause, which neither investigative committee in the U.S. or Germany chose to pursue, would have been that she was fired upon by any number of weapons available at the time that fired incendiary bullets. But this was never looked into.

**TWA Flight 800**

There is more evidence that the burning of the Hindenburg was a planned event by comparing her story to that of TWA’s doomed flight 800, which “exploded” over the Atlantic in 1998 in a comparable media. In this air disaster, a Boeing 747 dropped from the sky like a stone shortly after leaving La Guardia Airport in New York. Within minutes of the story’s breaking, the media, in perfect unison, began to report that the center fuel tank had "exploded". The plane’s fuel tank became the iceberg of the Titanic before the public even had a chance to question it.

After months of debris recovery and reconstruction of the aircraft the center-fuel-tank-explosion continued to reign paramount even though explosive residues from standard rocket ordinance had been found on seats, cushions and interior components of the crashed plane. In addition, there were over 700 witnesses who had seen a missile come up from ground level and explode when it reached the airliner. But like the testimonies that indicated sabotage of the Hindenburg, and like the witness who saw Captain Smith after the Titanic’s sinking, these 700 witnesses were either ignored or discredited.

In the meantime, the Federal Aviation Administration paid out millions of dollars to a government contractor to conduct a test that would show how the fuel tank had exploded from the vapors inside a similar tank. However, after trying every possible manner of detonating jet fuel "fumes" they could think of in a controlled test to get the fuel tank to rupture, they gave up. This information should have dramatically altered the case, but instead the Transportation Safety Board just left the entire summary of the failed fuel tank detonations out of the report.
Adding insult to injury came later in the official “animation” which was produced by the CIA. Here they depicted the stricken 747 with having her entire nose blown off by this supposed “center fuel tank explosion”, then continuing to fly straight up. The charade movie went on to explain how the loss of weight in the front end of the plane caused it to pitch straight up (because the nose was now so light, oh that makes sense!), and this caused the plane to fly straight up for another 2000 feet! That’s how they explained away the vertical trail of the missile that 700 people had seen.

Several airline pilots immediately spoke out against the story, as they knew such a large heavy plane would either stall or rip the wings off if it suddenly turned vertical going 600 knots. They stated the jumbo could not have changed its horizontal motion into vertical motion. There was lots of momentum in the heavy jet, but it was going in the wrong direction. The plane could not have climbed to a higher altitude just from her momentum going horizontally. In addition, the compromised aerodynamics of a plane, with her nose ripped off, would have made the plane slow down so rapidly she would have been torn apart by air friction. These statements from professional pilots were ignored.

J. F. Kennedy, Jr.
The story regarding the death of John F. Kennedy, Jr. in a plane crash was a creation of the media at a level comparable to the Hindenburg. Most can still remember this tragic loss which took place while he, his wife and another passenger were on a routine flight to Martha’s Vineyard in a twin-engine plane. The plane was just approaching the runway and John reported he could see lights. It was just after dusk. Then something went terribly wrong and Kennedy’s plane crashed. All networks soon began reporting it. Even though it involved the unexpected loss of the nation’s favorite political candidate for president, every network stated it was haze that caused it. How did they know that? Why did they all agree on that?

Had all the news people out there forgotten that four members of the Kennedy family had already been killed by assassination - two of which had happened while they were in planes that exploded? Yet none of the despicable news channels would consider the possibility that an assassination plot had been attempted on JFK Jr. Nothing to worry about there!

I was watching when each one of the stations that I tuned used the same term. They all agreed that haze had caused J. F. K., Jr. to become disoriented such that he just flew straight down into the sea without knowing how to pull up. Ponder for a moment the kind of collusion amongst these media for them to use the same ambiguous term for the culprit so quickly.

I’ve been watching the performance of the media for some time, and have caught them in the act of lying straight away to our faces enough times to know exactly what kind of game they are playing with the American public. It is important that you know that the media cannot be trusted, ever. This is because American news media is controlled by five major corporations: ABC Disney, Viacom, Murdoch News Service, CBS and NBC. Each
concocts stories and events just as an author writes a fiction novel. And like any corporation, when they badly need to deliver the public a message, they do it in the most efficient way possible; they do it themselves.

The story surfaced about how John Jr. was not very experienced. This was contrary to the truth. The story continued day after day that they were lost in a haze, but we later learned that the Martha’s Vineyard airfield air traffic officer was talking to John Jr. and he wasn’t lost at all. The recorded transmission with Martha’s Vineyard airport just before his plane went straight down into the sea was that in his final statement to the controller he said, “I can see the airports lights.”

Just as TWA’s center fuel tank could never have exploded, there was this major contradiction with this story and thus it was ignored as well. Nor was the public ever informed that J.F.K., Jr.’s plane was equipped with a self-stabilizing instrument that would re-orient the plane in the event the pilot really lost his orientation with the ground. They just said John, Jr. was not a good pilot.

J. F. K., Jr. was in fact a very good pilot. Bad piloting was the script for what ended the life of the greatest hope for a new president in generations. The people believed this explanation because all the news networks corroborated each other’s false story.

The Destruction of the Hindenburg
Now let’s get back to the Hindenburg burning and the fact the public have been conditioned to believe that hydrogen is a very dangerous and explosive gas. The media ignored the obvious: that the likely cause of Hindenburg’s burning would be by sabotage by an anti-Nazi political group. The world was thus led to believe that there were extreme dangers regarding the use of Hydrogen.

Let’s recap what transpired. As LZ-129 neared completion in 1936 she was seized as a war asset by the Nazi Party and named Hindenburg. She had in fact been named after Paul von Hindenburg, Field Marshall and President of Germany from 1925 whom had defeated Hitler in the presidential elections of 1932. In 1933 in an act of fake diplomacy Hindenburg was “persuaded” to appoint Hitler as Chancellor of Germany. This made von Hindenburg the last democratic leader. Perhaps you noticed this poignant metaphor comparing Hindenburg’s flames to Germany’s democracy?

Today we know that just about everything about the Hindenburg was political. There were three Luftwaffe intelligence officers on board the Hindenburg during her flight from Germany to Lakehurst, New Jersey to look for and prevent a possible sabotage. The captain and crewman aboard the Hindenburg were alerted to the possibility of a bomb attempt. Just two years prior a bomb had been found aboard the Graf Zeppelin. So, the idea of a detonation device being hidden aboard the Hindenburg had not only been suspected but demonstrated beforehand.
Yet the media dropped the consideration of a bomb plot attempt right from the beginning and instead latched onto a theory that had even less probability than the iceberg theory of 1912. This means that the consideration of sabotage had already gone above the level of newspaper editors and radio/TV managers and was being deliberately suppressed by the media controllers.

In New Jersey after the accident, Ernst Leymann, Hindenburg’s Commander, was visited on his deathbed by Commander Rosendahl, a trusted old friend, fellow officer and great advocate of airships. Leymann had been severely burned on his back and spine, and died the following day. With his dying words, he expressed his belief that the Hindenburg could have been brought down only by an “infernal device” such as a bomb or incendiary weapon.

Back in Germany: Hugo Eckener, lifelong engineer and captain of several airships, voiced his opinion that the airship had been brought down by opponents of the Nazis. He was quickly silenced in no uncertain terms by Germany’s air minister Herman Goering.

The morning after the accident, Heinrich Bauer, second officer of the Hindenburg went back to the crash site at first light and later wrote, “Being the most senior officer who is still on his feet, I was compelled to go over the wreckage in search of clues as to what had caused the crash. After 12 hours, there were already dark rumors beginning to spread that she had been destroyed by sabotage.”

More facts revealed that there were unsold passenger cabins on Hindenburg’s last flight from Frankfurt May 3, 1937. Thus only 36 passengers were on board rather than the normal 72. This seems very odd that not more seats would be taken when the demand for airship travel at the time far exceeded availability. And here is a similarity with the Hindenburg and the 911 tower demolition in 2001 when colossal numbers of people had been tipped off prior to the event. It appears in the Hindenburg case; certain passengers had been tipped off as well.

What timing as just prior to the Hindenburg burning Hitler had suspended the German constitution by turning over control of their country to a selected committee that reported only to him! And it was they who held their own board of inquiry. It appears that its sole
purpose was to cover up an act of sabotage. All this information indicates the Germans were not only willing but planning to cover up the real cause of Hindenburg’s destruction just as it was covered up in the United States.

The Nazi Party had some reason to do so, to negate the matter politically. But why would the Americans want to cover up an act of sabotage that could have been used to discredit Hitler’s Germany?

If the Hindenburg had been sabotaged by a group that was politically aligned against the Nazi Party they would have wanted to use this event to discredit the Nazi regime rather than censure it. At any rate, the catastrophic demise of the Hindenburg was and still is a political event, not an engineering one!