

Titanic and Hindenburg

Two Tragedies, One Plan

Kenneth M. Price Jr.

CHAPTER 12

LINDBERGH AND EARHART

LINDBERGH AND EARHART;

Two characters, one man.



Amelia and Charles in a pose eerily similar. Could they be the same person? Decide for yourself.



How to “properly” introduce aviation to the world:

You may be wondering why the subject of Charles Lindbergh and Amelia Earhart is part of this book. Well, their stories would not be part of this book unless they were related to either the Titanic or the Hindenburg, and it turns out that in this case they both were. But before I delve into Lindbergh’s past where he and his father’s participation in Freemasonry leads to the Titanic, let me concentrate on their connection to the Hindenburg for the time being. This part of the story is easier to convey, and a lot more fun to read!

How could there be a connection between Earhart, Lindbergh and the Hindenburg? How about the fact that they all specialized in crossing the Atlantic Ocean? How about the fact that each held the spotlight during the decade leading up to the start of World War II? How about the fact that each of them played key roles in the development of the types of aircraft that are still in use today?



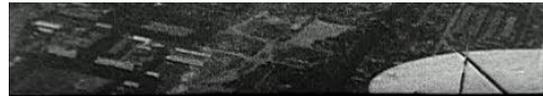
When the character Lindbergh arrived on the media scene, what did American’s get hit with? First, headline news heard around the world, then the largest ticker-tape parade in New York ever. All this for a man who had just flown the Atlantic for the first time solo in 1927. Wow!!!! Just one thing though. The first

transatlantic flight had been made eight years earlier by two British pilots named Alcock and Brown. They completed the flight on July 2, 1919. Apparently, this was all forgotten by 1927.

And the misguided media went at it again in 1928 when a woman named Earhart became the second famous aviation icon, being labelled in the press “the first woman to fly the Atlantic”. Never mind that the plane had been piloted by a man and she had flown along solely as female baggage. Oh, and just one other thing: the Graf Zeppelin airship would be regularly carrying passengers commercially beginning in July 1929, and these passengers would include women and children!



Graf Zeppelin returns to New York after world tour 1929.
Courtesy: MichaelRogge

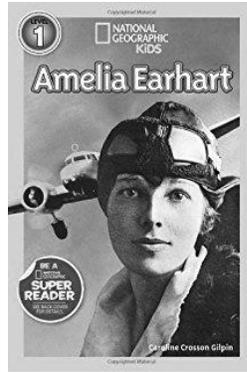


And the media really kicked it up in 1932 when a woman flew solo for the first time across the Atlantic. Never mind that Earhart only flew 2/3 of the distance and used a six-passenger plane with more than twice the horsepower, I guess they overlooked those details because she had a woman’s handicap. Normally, it’s not cool to modify the rules of the “contest”, but this was for publicity. The media world went wild over the numerous accolades; the flight earned her the Distinguished Flying Cross from Congress and the Gold Medal of the National Geographic Society pinned on by President Herbert Hoover. Wow!

Keeping the publicity campaign going, in August of the same year Earhart made a supposed “historic” non-stop flight from Los Angeles to Newark. It was historic because the media described it as the “longest flight ever without refueling”. At this point Amelia had status as a hero that rivaled Lindbergh. All this for a new celebrity (*and her mysterious side-kick Putham*) who were not even trying to hide the fact that they were profiting from the venture!

From Wiki, “Immediately after her return to the United States, Amelia undertook an exhausting lecture tour in 1928 and 1929. Meanwhile, Putnam had undertaken to heavily promote her in a campaign that included publishing a book she authored, a series of new lecture tours and using pictures of her in mass market endorsements for products including luggage, Lucky Strike cigarettes, women’s clothing and sportswear.”

This strange guy Putnam was her manager. The story would later describe him as the guy she supposedly married after spurning the marriage proposals of another “suitor” who Amelia had broken off with. So here we had these poor profiting heroes who needed money as well as fame. Heroes looking for profit? Doesn’t that out them as not being heroes at all? Whenever the media goes along with profiteers, shouldn’t it raise a small flag of suspicion that their motives aren’t sincere?



From top left: Amelia with a professional makeup job, a photo later used on the cover of National Geographic. Courtesy: Wikipedia. They obviously spent a lot of effort on getting just the right look (as in stage acting). Top right, how Amelia, rather how Lindbergh really looked at that age without foundation cream first being applied to his face. Courtesy CNN.com Far right, sure looks like Lindbergh with a wig. Can't see any femininity there. Courtesy: Wired.com

In this case not only did the media go along, they made sure not to mention that the Graf Zeppelin airship had been providing regular non-stop transatlantic transportation from Germany to Rio de Janeiro since 1928!

When Earhart took off on her epic world flight in June of 1937 Graf Zeppelin had already circled the globe with 20 passengers nine years earlier. So why such fanfare, ticker-tape parading and drama for two transatlantic events that were in all honesty not even noteworthy events in aviation development? To answer this question, we just need to take an honest look at what happened afterwards.

First, just two weeks before Earhart took off, Graf Zeppelin's older sister, Hindenburg, was destroyed in the world's most infamous inferno of modern times. Then Amelia went missing. In the melee of the loss of the character "Earhart" the public forgot about the Graf Zeppelin and Hindenburg. They missed the point that travel around the globe had been conquered. But worst of all, during this time, Hindenburg's loss was used as a reason to disassemble all airships, and this included the flawless-performing Graf Zeppelin!! That's right! A flawless 9-year transatlantic performer, the real Star of the Atlantic, got herself disassembled. That's why I called this a melee!

Without the public even suspecting what had just taken place the revolutionary technology of the Hindenburg got replaced with the mourning and loss of an aviation character. Because of the public's interests being diverted, instead of the world receiving a new form of anti-gravity long distance air travel the world got long distance aviation "heroes". It was a brilliantly designed maneuver to herald into the limelight the basic form of air travel we have today. Unfortunately, in the process, science and achievement were replaced by theatrics and illusion.

As you will soon learn, none of this happened by accident. The Lindbergh-Earhart two-punch was planned from the beginning. It was planned to entice Americans to accept a form of air transportation that was unsafe and barely reliable. To do this, Lindbergh and Earhart were painted as daredevil heroes. The fact of the matter was; commercially-run airships were providing regular transcontinental service that wasn't dare-devilish at all!

Transatlantic service had been made safe, but the bankster presstitutes had to add fear into the equation again. Just like they brought fear into sea-going transatlantic transportation with the sinking of the Titanic, they brought fear into air transportation. And once we began to accept these flying dare devils as heroes, we inadvertently lent endorsement to the use of poorly-designed flying contraptions that should never have been selected in the first place. In the process, Americans became enamored with harrowing accomplishments and allowed themselves to forget air travel itself didn't need to be harrowing.

They had to forget the technological merits of Graf Zeppelin and Hindenburg. Two new aviation heroes became their alcohols of forgetfulness.

The Making of Aviation Heroes

(No different than movie star "heroes")



Lindbergh on the left with a wig and facial cream makeup. Courtesy: Time Magazine. He's looking pretty hot at this point from the neck up and the camera man has the angle and lighting superbly positioned. Well done!!

Lindbergh on the right looking as cool as any Hollywood Top billed movie actor I have ever seen. Courtesy: Biography.com Look at those John Wayne eyes and Errol Flynn chin. Courtesy: Pinterest

These were all just actors in front of a camera.



When you study the pictures of Lindbergh and Earhart they all resemble ones that came right off an epic movie scene. This is because in each the subjects are professionally made up using facial creams, makeup, wigs, clothing and then taking advantage of camera angles, lighting and editing. This was no amateur endeavor in those early days of film photography. From John Bresnik.wordpress.com:

“My uncle, Albert Bresnik, was a professional photographer who focused on the Hollywood scene. He photographed most of the famous actors of the 1930s. He was also hired by George Putnam, Amelia’s husband, to be her personal photographer.” John Bresnik

So here it is: proof that the same level of theatrics was applied to what should have been a straight forward documentary. Instead, the two were depicted using the same tricks of illusion that were developed and applied to the movie industry.

To better delineate the planning and purpose of the Lindbergh-Amelia two-punch, let me re-state the heroic legacies of them as they are written and perceived today. I’ll use an accredited article by John Lienhard; Professor, University of Houston, as an example of the typical planning that goes into developing and selling a “concept” to the public. Take note of my highlighted areas as you read.

“Amelia Earhart and Lindbergh looked like two peas from the same pod -- lean, shy, same mouth, same eyes, same short hair. In 1928, the year after Lindbergh flew the Atlantic, Earhart became the first woman to cross the Atlantic in a plane.

The milestone came about when Philadelphia socialite Amy Guest asked publisher George Putnam to organize a transatlantic flight in her own Fokker Trimotor. Putnam found a pilot to fly it across the Atlantic. Then he interviewed women to find, and I quote, “[a] girl who would measure up to adequate standards of American womanhood.” As it was, she would keep the flight log.

Earhart did her homework. Don't be too appealing. That might cause Putnam to be protective. Don't make a big deal of the fact you're also a pilot. They only want a second banana here. So, she showed up looking just like Charles Lindbergh and she kept her mouth shut.

It worked! She became the first woman to make the flight. She stepped out of the plane into a media maelstrom that never ended for her. Earhart was the hottest story in the papers, even if she had only been a passenger.

Putnam took on the role of publicist. He booked high-pressure speaking tours. He fed material to the press. He made it hard on competing women pilots. It was a peculiar symbiosis. He manufactured her fame. She rode that wave. Then she slowly began drowning in it.

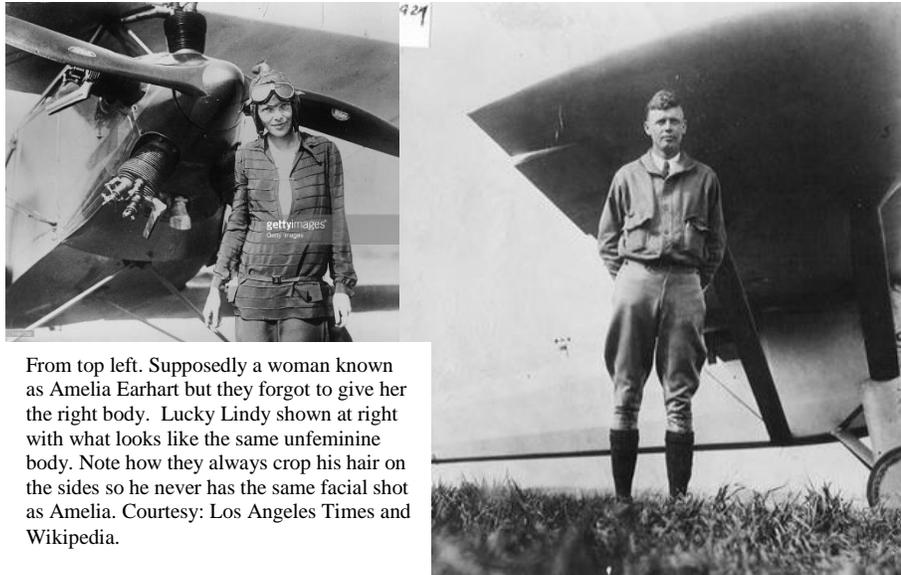
She married Putnam in 1930. It began as a marriage of convenience between two workaholics. But it grew into much more while the mad whirl continued. She finally flew the Atlantic solo in 1932.

For nine years Putnam managed Earhart, pushing this able pilot into the limelight over better fliers. Earhart used her bully pulpit to push things she believed in: women's rights, pacifism and flying.

Her last round-the-world flight had little real importance. But she vanished at sea. As a result, we've spent the last 80 years wondering what became of her."

I hope you noticed there are more than a few similarities to life storylines that are scripted and made up in the first place. The professor doesn't realize in his writing that the promoters came right out and admitted they wanted a woman

character who would measure up to the *character* of Lindbergh. If in fact you were an illusion specialist, and looking for two qualified pilots, both of similar stature, what better way to do that than just simply have the same person pose as both parts? Wouldn't this be the



From top left. Supposedly a woman known as Amelia Earhart but they forgot to give her the right body. Lucky Lindy shown at right with what looks like the same unfeminine body. Note how they always crop his hair on the sides so he never has the same facial shot as Amelia. Courtesy: Los Angeles Times and Wikipedia.

easiest way to duplicate all the necessary attributes needed to round out the other character? And, similar physical statures would make them appear competitive.

Let me state up front: I am not the first person to have noticed the similarities in the photographs of Lindbergh and Earhart. I got tipped off to it recently via new photographic analyses by truth seekers using the internet to try to put puzzles like this together. I couldn't help noting a striking resemblance, so I set to work to attempt to solve this question. Today I can now honestly state that the Lindbergh and Earhart characters, as depicted in the historical photographs, are all of studio quality and all of the same male person.

Now, before you decide that I must be out of my mind for even thinking such a thing, I suggest you reread the aforementioned section paying attention to the highlighted sentences. Note that they read exactly like a manufactured character would read if they were selected, instructed, made up and managed such to fulfil a public role in a properly personified fashion.

Why did Amelia and Charles get photographed in so many similar poses? Coincidence or part of the scripted characterizations? Check out the amount of make-up and theatrics and decide for yourself. Courtesy Smithsonian National Postage Museum and Biography.com.



Who was Charles Lindbergh?

If you are still reading then you are ready for the truth, the whole truth and nothing but the truth. What I have already presented to you may have taxed you beyond the limit of what your mind can comprehend about someone you have likely revered all your life. But such things about a man's true intentions and accomplishments are ultimately between himself and God and his judgment will be by God and not by me. In the meantime, it is not so important for us to judge the man but rather to judge the predicament Charles Lindbergh found himself in, having been born into a role that was to continue the agenda of his father.

Lindbergh's father, Charles August Lindbergh was a Freemason and United States Congressman from Minnesota's 6th congressional district from 1907 to 1917. His son, Charles, was active in the Mason's lodge in St. Louis. Here is a brief write-up prepared by a member of the same Masonic group which spawned the Charles "Lucky Lindy" Lindbergh we thought we knew.

"In St. Louis, where the Mississippi and Missouri Rivers flow together, Lindbergh joined the Craft. Most famous Masons joined the fraternity before coming to world notice, and Lindbergh was no exception. He completed his degrees in Keystone Lodge Number 243, A. F. & A. M. of Missouri, in December of 1926, months before the flight that was to bring him world renown.

At the time, he was working as a mail pilot for Robertson Aircraft Corporation and already planning his trans-Atlantic flight in pursuit of the Orteig prize. Reading Lindbergh's own accounts of his experiences in 1926-27, one is struck by how thoroughly busy he was, making his efforts on acquiring the Masonic degrees more remarkable. During that period, he engaged in negotiations with aircraft manufacturers for the construction of the plane that was to be named The Spirit of St. Louis, flew the mail regularly between St. Louis and Chicago, and survived several parachute landings when bad weather forced him to ditch the mail plane. Only once did he fail to recover the mail bags and send them on by train.

Lindbergh's biographers, including Lindbergh himself, make essentially no mention

of his connection with Masonry. Perhaps it was that he, like many other Masons, carried the duty of secrecy beyond that which is required. We do know that he wore the Square and Compasses on his historic flight and the plane bore a Masonic emblem; he also later joined the National Sojourners in St. Louis and the Sciots in San Diego.”

In a normal world, I would not have to be pointing out that a man is a member of a particular organization or not; it would have no consequence. On planet earth however, the inclusion of the Freemasons into anything is noteworthy and should never be ignored. They might look like just a local club on the outside but they are not local in scope or homage. Freemasons are a worldwide organization that brings to every situation a group of men with worldwide skills, and most unfortunately, worldwide plans and attitudes.

I must point out that very few inductees into Freemasonry know at the time they are inducted that once they sign on they are helping to bring about an international agenda. But before one signs on to become a Freemason they should think about who or what it is that the level 33 and higher-ranking Freemasons serve.

It is relevant to the understanding of the Freemasons that to reach level 33 degree every Freemason must become a Luciferian. At this stage, it is not such a stretch of acceptance of an anti-Christ but rather that Luciferians believe they work for a common cause that has been ongoing for thousands of years. Unfortunately, the common cause they work for is not at all for the common man. I don't care what they say to defend their choice in who they serve, in the end it works out as unbridled liberty for them and economic bondage for everyone else.

Another aspect of the Freemasons that is relevant to this book is the fact that their organizational members, as you will soon learn, were on board the Titanic in key positions on the night that she was “lost”.

If you're still not sure that mere membership in this group had anything to do with what Lindbergh did, take note of how the duration of the flight was reported in the press:

Elapsed time of flight: 33 hours 30 minutes 29.8 seconds.

Round off the 29.8 to 30 and one can see that Lindbergh's flight kissed the boot of a beloved level 33 Master Freemason; with a 33 30 30 or a double 33. And so, I must include the masonic touch, as masonic membership requires masonic services. The fact that all of this transpired behind the scenes of the public, the non-masons (*we are known to them as profanes*), makes it more relevant to the story of how the world ended up without steam power and hydrogen anti-gravity in the 20th and 21st Centuries.

Oh, do I need to mention the oil industry is and always has been run by Freemasons? In the meantime, let's learn some more facts about the “Lindbergh who flew the Atlantic”.

Story from Germany

From: <http://www.dw.com>

A new biography of 20th Century icon Charles A. Lindbergh reveals more about his secret double life: he had three families and seven children in Europe in addition to his American one!

The aviator with many secrets:

The tall American pilot stood with his young German companion, staring at the stone lions at Munich's Ferdherrenhalle in March 1957. "Why aren't the lion's roaring," the man asked. "I was told that those in love can hear them roaring."



The 31-year-old Munich milliner kissed him in response and thus began a secret love affair between Charles A. Lindbergh and Brigitte Hesshaimer that would last 17 years, as detailed in a new biography of the aviator, "The Double Life of Charles A. Lindbergh," published in Germany this month.

The book, written by Rudolf Schlock with the cooperation of the three children Lindbergh fathered with Brigitte Hesshaimer (Astrid Bouteuil, and Dyrk and David Hesshaimer), also unearths other affairs previously unknown to the public: one with Brigitte Hesshaimer's older sister, Marietta, which produced two sons, Varo and Christoph; the other with his former private secretary, Valeska, last name unknown, who bore Lindbergh an unnamed son and a daughter. Marietta Hesshaimer and Valeska are still alive and live in Switzerland and Baden-Baden respectively but declined to be interviewed for the book.

Lindbergh, one of the most famous men of the past century, the first real celebrity as he is sometimes called, managed to keep his double life secret for more than three decades after his death in 1974, from his American wife, the media and even his children.

"He was the most celebrated living person to walk the earth, the first modern media superstar," said A. Scott Berg, author of "Lindbergh," which won the Pulitzer Prize in 1999, and who had unprecedented access to Lindbergh's papers. "And yet there wasn't a single clue. Typical of him, we are still learning about him."

Wouldn't you have to be the most arrogant man on earth to think that you were worth the lives of four separate families? Perhaps this is the same kind of arrogance required such that a man could masquerade himself as a woman? Any man who masquerades as a woman poses a perverted feminine character out there in front of men, without them knowing. Folks, I think we need to all agree that this kind of sexual deception is not exactly honest behavior. And I think we can all agree that for a person to be a hero like Lindbergh has

been made out to be that if they were never honest in their role as a human being then they were never honest in their roles as a made-up character!

At the very least, it illustrates that the character behind Lindbergh was not only able to lie, deceive and carry on with a false identity but did in fact do so to the nth degree! For Lindbergh to masquerade as a woman character would be just another act.

Those of you who are angry with me at this point for attempting to diminish Lindbergh's masculinity and dedication to his country need to hang on for the fact that next to be diminished is his supposed flying skills and transatlantic dare-devil crossings. Hang on because I've just gotten started with this guy Lindbergh.

Now for the big story: I have posted it here with the permission of Miles Mathis, the original author. It is a bit lengthy, and normally I would place the bulk of it in the appendix. However, the subject of Lindbergh and the truth about his life will be so mind-blowing to most Americans it is probably best that I give you all the bloody details now. All photos in this section are courtesy of his website: milesmathis.com.

Lucky Lindy?

By Miles Mathis First published February 23, 2016

My suspicions concerning Charles Lindbergh Jr. have been growing for years. Only recently was I able to put all the pieces together. Many have long known there were strange pieces to the puzzle, including big inconsistencies in the kidnapping of his baby, his connection to the Nazis, his promotion of eugenics, his secret German families, and so on. What few or none have realized is that these were not *inconsistencies*. In other words, they weren't the flaws of an otherwise heroic man. His life was quite consistent, since, as I will show you, it was manufactured from the beginning. I will show the clues leading to the conclusion he was a fraud from start to finish.

You may not think Lindy's life could contain a bigger hoax than that, but in fact it does. It is so big you won't be prone to believe it at first, which is why I placed it after the many hoaxes above. You needed to digest all that evidence before you got here.

We now must reverse time and go back about eleven years, to 1924. At about the same time Lindy was being raced through his final Masonic levels, he was also in the Army Air Service, taking one year of flight training. This part of his bio is also faked, since we are told he graduated first in his class in March 1925. The problem is we are also told he was involved during that training in a mid-air crash, having to bail out. This means he destroyed at least one plane and probably two, depending on how they assigned fault. The army doesn't like you destroying expensive airplanes, and they don't graduate someone first-in-class who has done that. But this story is useful, since it tells us Lindy was less than two years out of flight training when he allegedly made his historic flight. That fact alone

should make you suspicious before we get to any of the other evidence. More suspicion should be raised when you are told in the mainstream story that in his short career he had destroyed two other planes. While flying the mail, he bailed out of two planes, totaling them both. [Since RAC only had four mail planes, Lindbergh had just destroyed half their entire fleet.]

That is three planes destroyed in two years, if you are counting. Add to that the fact that when he entered the race for the Orteig prize, Lindy had *no* experience flying over water. We are told Lindy had modest financial backing, putting up his own tiny savings and salary as well as having investors in the amount of \$16,000. Since his father was a wealthy Congressman and banker with many contacts in the banking sector, the industrial sector (Weyerhaeuser, Singer, etc.), and Wall Street, that looks like a lie. It also looks like a lie given Lindy's contacts as a Master Mason. Those people have money and contacts like no others, so being told he put up his own savings at age 25 for this contest is not at all believable. He was obviously the front or pretty face for a very large concern—that concern most likely being, as usual, US Intelligence working for the billionaires.

What finally broke this story for me was taking a very close look at the airplane involved, the Spirit of St. Louis. The SOSL was a one-of-a-kind design, and she flew for the first time three weeks before the famous trip. Before we look at her, let's look for comparison at the plane WW1 flying ace Rene Fonck had built for his attempt to cross the Atlantic six months earlier.



That's a Sikorsky S-35. It has three engines and is otherwise much larger than Lindy's bird. While the SOSL was 5,200 lbs. fully gassed, the Sikorsky was 24,200 lbs., almost five times larger. It had a three-man crew, including a designated radio man. Remember that for later. Fonck probably would have made it to Paris easily, but that in the re-design Sikorsky had failed to beef up the wheel struts enough. One broke during take-off and the plane crashed and burned. Given what we will discover about Lindy's people, there is another possibility no one has investigated: The Sikorsky may have been sabotaged. We will find that Fonck was up against US Intelligence, and the spooks don't like to lose.

Fonck was trying to take off from the same field [Roosevelt] that Lindy would take off from. Secretly cutting a strut would take about 5 minutes and would be undetectable.

Admiral Byrd flew a similar trimotor plane across the Atlantic one month after Lindy allegedly did it. His Fokker C-2 was 48 feet long with a 74 ft wingspan. The SOSL was only 27.5 ft long and had only a 46 ft wingspan. Four men were on board the Fokker, including, again, a full-time radio man.



That is the Spirit of St. Louis: the most ridiculous aircraft ever presented as genuine, surpassing even the aircraft before the Wright Brothers—the ones covered in chicken feathers with flapping wings. We will start with the forward windshield. There isn't one. The pilot has zero visibility, unless he sticks his head out the window. You don't want to stick your head out the window at those speeds, especially over the North Atlantic. We are told the plane was installed with a periscope, but that is just the continuation of a joke. This was an airplane, not a submarine. Designing an airplane with a periscope is like designing a submarine with an exterior garden.

If you aren't following me, go check the files for other airplane designs with no forward visibility. This is the only one you will find, for obvious reasons. The speed of the plane was about 130mph, so ask yourself this. If someone designed you a car that you planned to drive a speed of 130mph, would you ask the designer to take out the front windshield, so that you couldn't see where you were going? I doubt it. You would just be asking for an immediate crash.

I will be told that airplanes encounter far less traffic, which is true, but nevertheless you would want to see where you were going. Take off and landing with the instruments of the time would be nearly impossible without forward visibility. Not to mention that Lindy was alleged flying very low over the ocean for part of his journey, low enough to run into large ships or waves. According to the mainstream story, Lindy was at times only ten feet above wavetops. With no forward visibility?

C'mon! I guess these storytellers have never heard of swells in the ocean. Just because the waves are cresting at 10 feet below you doesn't mean there won't be a wave in front of you ten feet higher. It makes no sense on any level, and I now see it as a test of the general public. They built this absurd plane as a Hollywood mock-up specifically to test the gullibility of the audience. Once they found the audience would buy this, they knew they would buy anything.



That's the Ryan mail plane the Spirit was based on. See all the forward and side windows? That is more sensible, isn't it? Also notice the lights. A real airplane has lights. The Spirit had no lights. At any rate, we are told they wanted to fill all that forward space where the windows are with gas tanks, which, because it makes some sense, fools most people. Lindy *did* need to carry a lot of gas.

But that brings us to the next big problem. Putting most of the gas forward of the wings should have lopsided the plane, making it impossible to fly. We are told 297 gallons were in the main forward tanks. In the wings were 153 gallons. No tank was rear. Since the heavy engine [500 lbs.] was also forward of the wings, most of the weight was forward of the center of the wings. To keep the plane from tipping up on its nose, they would have had to fill the tail with lead.



See, no weight in the rear. Main gas tanks in these small monoplanes were normally in the rear, and that wasn't just because that was where the free space existed. It was to balance the plane forward and back. To fly, this plane has to be balanced, with a center of gravity somewhere beneath the line of the wings. A rear gas tank balances the heavy engine in the front. That is especially true at take-off, when the nose has to be in the air for angle of attack.

Notice that about half the main forward tank is in front of the wings. It is also in front of the wheels, isn't it? That means that, including the weight of the engine,

about 1,400 lbs. was positioned *in front* of those wheels. Well, fully loaded with gas and at take-off speed, this plane couldn't keep its tail on the ground no matter what you did with the flaps. In truth, the tail wouldn't be on the ground when the plane was *parked*, much less when moving down the runway.

Also notice that *all* the main gas tank is in front of the center line of the wing. Lindy is sitting under the back half of the wing, and he only weighed about 180 lbs. So in front of the middle of the wing, you have 2,350 lbs. of gas and engine. Behind the middle of the wing, you have Lindy, his ham sandwiches, and a tail that weighs about the same as the ham sandwiches. If you think that balances, I don't know what to say. Supposing you could get that monstrosity into the air, the nose would be so heavy you would have to fly with the flaps up the whole time, to keep the tail from flopping up and flipping the plane over. Of course that would destroy your fuel efficiency as well as your flight speed. And the wings tanks are no help, since they are also in the *forward* part of the wing.

You will tell me that they have made replicas of this plane, and they do fly, although not across the Atlantic. Actually, one of the “replicas” crashed, killing its pilot. But no one has ever loaded a replica with 450 gallons (1.4 tons) of gas, have they? No, because if they did, it would flip over on its nose. The pilot could never get it ten feet down the runway, much less take off. I would assume the replicas should be re-modified to balance them, which means they aren't really replicas. They are just monoplanes that look like the SOSL on the outside.

Furthermore, we are supposed to believe this little modified mail plane was capable of lifting over 5200 pounds into the air at a take-off speed below 100mph, on a wet and muddy runway? The M-1 this was based on had a gross weight a little more than half that [2700 lbs.], and a range of only 400 miles. So they had to increase that range by about 10 times! To do that, we are told the only necessary modifications were larger gas tanks and a wing five feet longer to a side. The re-design was accomplished in 2 months.

Again, things don't work that way in real life. You don't tinker with a design on an airplane in such large ways, immediately obtaining an increase in range of 10x. And you especially don't do it the month before a world-record flight, when you could only run limited tests. Under normal and real circumstances, the government would never have signed off on this plane, since it was too new to be tested in the proper ways.

Remember, the plane first flew *three weeks* before the big event, so there was no time for Lindy to do proper tests, much less for the government to check it out. Lindy wasn't a military test pilot, he was supposed to be a private individual pursuing a public prize. In that capacity, he would be expected to conform to federal safety standards—which, yes, *were* in effect in 1927. The Air Commerce Act was passed in 1926, and under that set of laws the Secretary of Commerce licensed pilots, certified aircraft, and so on. There is no way they would have certified a fully loaded SOSL, since there is no possibility it was air worthy. It was a fraud, useful only as a prop in a Hollywood movie.

According to the numbers above, there were about 40 cubic feet of gas in the main tanks forward of Lindy. Plus the oil tank “acting as a firewall”. Really, an oil tank as a firewall? Why not several cases of dynamite as a firewall? You will tell me motor oil isn't flammable, but it *is* combustible. With 40 cubic feet of gasoline right in front of it, I should think there might be some cause of combustion, which means a firewall of oil is not going to be much help.

More problems arise if we study the Wright Whirlwind engine and its gas consumption. The numbers don't add up. If we check the charts, we find the engine used 13.2 gal/hr. at 75% power. At 33.5 hours, that is a total consumption of 442.2 gallons. But we are told Lindy only used 366 gallons, which would only work if the engine were running way below 75%. He used only 10.9 gal/hr. That's about 17.5 % less, which means the engines were running at about 62% power. However, we are also told cruising speed was around 110mph, with a top speed of 133mph. Since 110 is 83% of 133, those numbers don't add up. I will be told that speed is not a direct function of power, which is true. But they shouldn't diverge by 21% at this power.

This indicates either an awesome low-altitude tailwind the entire trip or a complete hoax. I am showing you it is the latter.

A similar problem is shown by the oil consumption, which is listed at .77 gallons per hour at 75% power. This means the plane should have had at least 31 gallons of oil on board, which is never listed. Since oil weighs a lot more than gas, that adds considerable weight. That oil would weigh about 236 pounds. Compared to normal oil capacity on such a plane, that would be like having an extra heavy man onboard.

[Added March 3: The mainstream story is that the SOSL was built by Ryan Airlines, but Tubal Ryan actually sold Ryan Airlines just a few months before the SOSL was built. Very curious. It was sold end of November, 1926. Lindbergh ordered the SOSL end of February, 1927. Just *two months* later, the SOSL was delivered. That was around May 1. Just *three weeks* later, Lindy allegedly flew it over the Atlantic.

Who did Ryan sell the Airlines to? Benjamin Franklin Mahoney Jr, a wealthy stockbroker and real estate developer. He was the son of B. F. Mahoney Sr., who owned a retail store chain and was part of a family of wealthy merchants, including J. J. Mahoney and P. H. Mahoney. Mahoney Jr went to Mercersburg Academy in Pennsylvania. For another strange connection, guess who else went there? Jimmy Stewart, who starred in *The Spirit of St. Louis* in 1957.

I want to pause on Stewart for a moment, because his life parallels Lindbergh's in many ways. We are told he was already flying cross country by the late 1930s. He applied for an Air Corps commission in 1941, and received it in 1942, at age 33. Note the number. He was the first movie star to don a uniform in WW2. Although they admit he did not participate in the pilot training program—and admit that the circumstances of that are unclear—he allegedly became a pilot.

During his service, he allegedly rose from private to colonel in four years^t and flew 20 sorties. So he was a colonel when he shot *The Spirit of St. Louis*. He was promoted to brigadier general two years later. We are told he continued to fly, including as pilot of the B-47. Note the number. So we see a lot of red flags on Stewart. He may have done the things they say he did or not. Of course, given what we know, I assume not.

OK, back to Mahoney. Another famous graduate of Mercersburg Academy was Eugene "Lucky" Flunkey, a rear admiral in WW2 who allegedly ordered the only landing party to go ashore in Japan. Want to guess how many men were ordered ashore? No, not 33. Eight.

Another famous graduate was Ralph Talbot, the first Marine aviator to receive the Medal of Honor. He was attacked by nine German planes on August 8, 1918. Let's see, that's 8/8/18. He shot down one of them, leaving eight. He died October 25, 1918. Let's see, October means eighth month. They seem to be wanting to tell us something here.

Another graduate is Cresson Kearny, born 1933, Rhodes Scholar, later OSS. He later joined the Hudson Institute, a RAND Corporation spin-off. He joined Oak Ridge National Laboratory in 1964. Oak Ridge was a spin-off of the Manhattan Project.

So Mercersburg is looking like another spook academy. I found it very difficult to get any good information on the Mahoneys, but if anyone wants to continue my research, I suggest they start there.

This is a good place to follow the money. To follow this line of questioning, we have to return to Tubal Ryan. After years of telling us Ryan designed the Ryan M-1, they now say he didn't. Mainstream sources like Wikipedia now tell us it was designed by William Waterhouse, with Ryan basically stealing both the design and the patent from him. This is a curious beginning to the Lindbergh story, isn't it? More curious still is that they needed to bring in yet another person as the designer of the SOSL.

Although William Hawley Bowlus is listed as the Superintendent of Construction of the SOSL, and should have been capable of completing two months of minor upgrades to the Ryan, we are told 28 year old Donald Hall was the designer of the SOSL. The year before, Hall had left Douglas Aircraft to join the US Army Air Corps, but mysteriously didn't become a pilot. Instead he began working part time for Ryan. So he had just joined Ryan and was working part time. What was he doing the rest of the time? Sounds to me like he had been recruited by Intel in the Air Corps. He didn't last long at Ryan, leaving in 1929. He later became head of the Navy's helicopter division at North Island.

Not only did Hall not last long at Mahoney-Ryan after Lindbergh's event, the whole company didn't last long. It is as if the company was founded to build the SOSL, and then folded. Although Ryan stayed in the business, I could find no

evidence Mahoney did. According to some sources, he was still there in name in 1929, but he wouldn't have gone with the company in its move to St. Louis in 1929.

Which brings us to the name. Why was the plane called the Spirit of St. Louis, when it was built in San Diego? As you see, Ryan Air didn't move to St. Louis until 1929. They tell us it had to do with Lindbergh's supporters in the St. Louis Raquette Club. What is a raquette club? Do they mean racquet club, or are they referring to snowshoeing, or is this some code we are expected to unwind?

The latter, and I can tell you how to unwind it. It is a reference to Raquette Lake, NY, where William Durant built many retreats for the wealthy. He was son of Thomas Durant of the Union Pacific Railroad. The father was also involved in the Credit Mobilier Scandal during Grant's presidency, in which the railroads were caught bribing Congress and the President. At any rate, the son, still filthy rich, built a series of retreats around Raquette Lake, sort of like the retreat you probably know about at Bohemian Grove.

The Raquette Lake retreats were like the Bohemian Groves of New York. These included Camp Pine Knot, Camp Uncas, and Camp Sagamore. Durant sold Pine Knot to Collis Huntington of the Central Pacific Railroad. Camp Uncas went to J. P. Morgan. Sagamore went to Alfred Vanderbilt. I suggest to you that with the "raquette" clue, they are telling you these gentlemen (or their families) are the real backers of the Spirit of St. Louis venture.]

We get many more easy signals this is all a hoax. The top speed of the plane is listed as 133mph. Note the 33. Connect it to the fact that Lindy was by now a 33rd degree mason—probably the youngest one in the country. How long did the trip allegedly take? 33 hours, 30 minutes. The forward tank held 88 gallons. Another favorite number of the spooks. Total fuel capacity was 1700 liters. $1 + 7 = 8$. That's 1230 kg of gas, which is also easy to see the number 33 in. Lindy arrived in Paris on May 21. That's $5 + 2 + 1 = 8$. The event is riddled with in-your-face numerology, and this is only a small taste of it.

For another mouthful, let us look at N-X-211, the number of the Spirit of St. Louis, written above the wings. You would think that would be numerology or gematria, but I don't think it is. The number 211 is what they call scrap metal in the business. They are telling you the Spirit of St. Louis is basically scrap metal.



For more misdirection, we are told Lindy flew without a radio, to save weight. He also had no navigation aids and no sextant, flying by the stars and dead reckoning. He also had no lights, although he flew through an entire night. And—are you ready for this?—*he had no gas gauge*. Hoo boy! And people bought this? Since even in the mainstream story the odds were very high Lindy would crash into the

ocean, the very first things he would want were a life jacket, an inflatable raft, flares, and a detachable radio. Otherwise the flight was just suicide.

Compared to the total weight of the craft, the weight of all those things would have been negligible. We might as well be told he flew naked to save weight. Or didn't drink any water or coffee to save weight. It is absurd. They tell us he took along fishing tackle, but no radio. Maybe he was planning to fish for radios. The reason the event is without a radio isn't to save weight, it is prevent the plane from being tracked on the flight. With no radio, the event was easier to fake. All you have to do is ship the plane to Paris, roll it out on the runway, hire a bunch of extras, take some pictures, and send the story to the newspapers.

And you should think about the lack of a gas gauge as well. Weigh these two factors against one another: how *heavy* is a gas gauge versus how *important* is a gas gauge. The gauge weighs almost nothing, but Lindy's life depended on it. Say he has hit the first channel island and has the possibility of landing. If he has gas and knows it, he can continue on. If he has no gas, he must land. If he has no gas and *doesn't* know it, he is guaranteed to crash and probably die.

You will tell me they couldn't fake 150,000 mobbing him in Paris. Why not? Remember, we saw in my last paper that Leni Riefenstahl had 30,000 extras to work with in her Nazi films just four years later. Besides, I never saw a photo or a newsreel of 150,000 people in Paris. This is all we get:



That's just a few hundred people, but even that's faked. You can see the seam on the left where they added more people. Squint and see where the photo goes from gray to black? But you can tell it is a fake in other ways. Where is the wind wheel on the back of the fuselage? It looks to me like they just pasted a picture of a model (which often lacks the wind wheel) into a crowd scene. Also ask

yourself where this photo was taken from. They didn't have helicopters back then, you know. It would have to be taken from a tall tower very near the end of the runway, but they don't have tall towers very near runways, for obvious reasons.



For more indication of a fake: This is supposed to be from Paris. See the gendarmes with the black and white caps? Where is everyone? There aren't more than 50 people there.

That's supposed to be Lindy flying into Paris. Could that be a more obvious fake? As usual, they have several forms of the same photo, to fit everyone's tastes: But no matter how you lighten it or darken it, it still looks like a fake at a first glance. If you don't see it, look how it switches about mid-photo from black shadows to gray shadows. And why does it look like the plane is flying through a cloud of smoke? Was Paris on fire that day?





You will tell me the crowd was stirring up all the dust, but of course that by itself disproves this. Do you think they would have wanted Lindy to have to land with no visibility, when he couldn't see out the front to start with?

If this had been real, they would have cleared the runway for that reason alone. They are supposed to have known he was coming in for several hours. Paris isn't on the coast, you know. Obviously, that is just the plane pasted in over some other crowd scene. It doesn't even look like France to me. This is supposed to be Paris in the late 1920s, and not one man in the crowd has on a beret or a boater? I see a couple of newsboys, but no berets.

And now for the clincher. Lindy left New York at 8am. So after 33.5 hours, it would be 11:30pm in Paris. Paris is six hours ahead of New York. Does it look like that picture was taken at night? But let's go back to this picture:

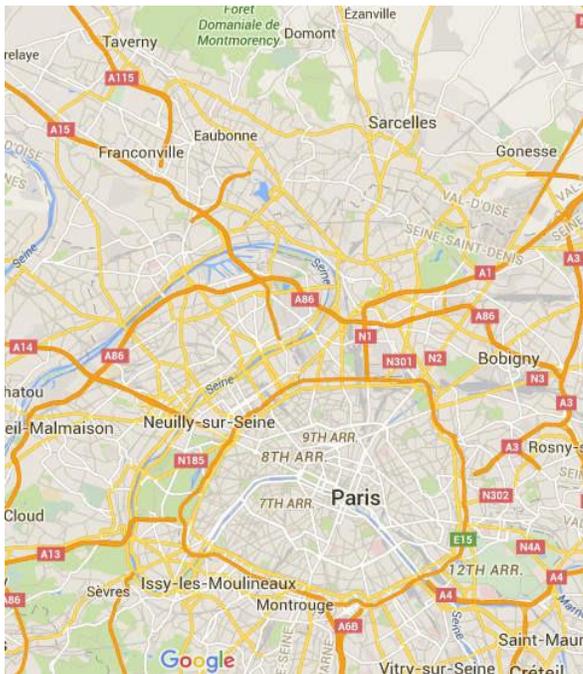


What else is wrong there? Well, that engine is alleged to have just burned 366 gallons of gas and around 25 gallons of oil. Since there are no major exhaust pipes to channel the exhaust underneath, the exhaust comes out the nine little exhaust pipes all around. So that pretty hammered aluminum cladding with the lettering on it should be blackened by 25 gallons of oil being burned. I see almost no signs of that. Notice that in all the pictures of the SOSL, she never seems to get dirty.

Here is another preposterous photo:
So many problems there it is hard to know where to begin. To start with, does that look like 11:30pm local time?

Plus, Lindy was to land at Le Bourget airport, to the northeast of Paris. So the center part of the city was not on his line. He wasn't flying in from Spain or Bordeaux, he was flying in from New York.

In fact, we are told he flew over the southern tip of Ireland, so he was coming in from the north, not the south. He flew from the direction of Cherbourg. That would have taken him roughly over Rouen, coming to Le Bourget from the northwest. As you see from the map, that put him nowhere near the Eiffel Tower.



Le Bourget is just above the A1 marker there, where it says Val-D'oise. Lindy is coming from the direction of A115, Taverny. The Eiffel Tower is in the 7th arrondissement, below the river to the southwest.

The second major problem is that Lindy had no forward visibility. In that situation, do you think he is going to buzz downtown Paris? They have faked the photo to give him an altitude below the top of the Eiffel Tower. At that altitude, there were several cathedrals in the northern part of the city he could have flown into, including Sacre Coeur, way up on a hill in



Montmartre.

One final clue as we leave this mess. To get back to the States, Lindbergh rode on the *USS Memphis*, which was conveniently parked at Cherbourg waiting for him. It took him nine days to return to Washington, and we are told he dictated parts of his

book *WE* to ghostwriter Carlyle MacDonald of the *New York Times* as they traveled. Which means both the Navy and the *New York Times* somehow knew he would make it, despite the odds. Since a normal crossing by ship took nine days, MacDonald had to already be there in Paris waiting for him. And since the USS *Memphis* just happened to be parked at Cherbourg, which he allegedly flew over in route, what is to stop us from assuming the USS *Memphis* also carted both him and the Spirit of St. Louis over from New York? That *is* my assumption. What do you have against it? You will say many people saw him take off in New York. Did they? What's to prevent some rich guys from paying off a handful of people to *say* they saw him, and put it in the papers (which they own)? That *is* my assumption. What do you have against it? Not a goddamn thing.

OK, it is clear they faked this flight, but it may help if you understand *why* they faked it. They were about to launch commercial air travel and they needed a big event to get everyone on the planes. TWA (or its precursors) was founded in 1925 and began operations in 1926. Do you think that is just a coincidence? No, a lot of very rich people had just invested a lot of money in the future of air travel, and they also invested in this Lindbergh hoax. It would allay fears if people thought old Lindy could fly across the Atlantic in that ridiculous little tin-can mailplane with no visibility and just a thermos and a couple of ham sandwiches. Seeing him feted in the greatest ticker tape parade of all time is just what they needed to plant the seed of air travel in the minds of the American public.

Hollywood and Madison Avenue knew they needed this tall, handsome, fresh-faced bachelor kid to sell the idea, not Admiral Byrd, who was by then almost 40 and not nearly as photogenic as Lindy.

And especially not the little Frenchman Rene Fonck. His winning would have been a disaster for this advertising campaign, since there would be no tickertape parade in New York, no million-selling book, and the speaking tour would have been in French. *Mon Dieu!* It would also be a reminder to America that the greatest flying ace of WW1 was not American or even British, but French.



The faked flight was actually just prep work for the publication of the book *WE*, which of course sold millions of copies. The scumbag G. P. Putnam was one of the brains behind that part of this hoax. He was the head of Putnam Publishing, and was of course of the old Putnam family of Boston Brahmins, going back to James Putnam before the Revolution. Putnam was also another ranking spook, and at the time we may assume he outranked Lindbergh in that category, despite Lindbergh's 33rd degree status. Lindbergh was only 25, but Putnam was almost 40 and had been in Military Intelligence in WW1. The mainstream bios tells us he was in field artillery, but that is a likely cover. These rich boys normally went into Intelligence, never getting anywhere near a trench or a patch of mud.

If you remember, this same Putnam was behind the promotion of Amelia Earhart just a year later (with the book *20 hrs., 40 min.*, 1928), done for the same purpose. He even allegedly married her. But I will unwind that in a future paper.

According to Wikipedia:

1927 marked the breakout year of commercial aviation in the United States [and] the beginning of what came to be called the Lindbergh boom. In April, the month before Lindbergh's flight, 97,000 pounds (44,000 kg) of mail flew on airplanes. In September, that figure was up 50 percent, to 146,000 pounds (66,000 kg). The number of applicants for pilots' licenses tripled that year," and the number of airplanes quadrupled.

That's what it was all about, you see, and that was no accident. Like all other important things, the Lindbergh boom was planned beforehand and promoted to the hilt afterwards. Just think of all the money being made. If you want to know who Lindbergh's real backers were, just look at who was making money in those years from the Lindbergh boom." Miles Mathis. End

I think by now you more than agree the life of Lindbergh reveals a character who went well beyond the role of a brave and patriotic pilot. But there's still more!

The Flying Frankenstein:

Aviator Charles Lindbergh was obsessed with macabre experiments to find the secret of eternal life

By [David Leafe](#) UPDATED: 18:56 EDT, 2 July 2008

Dressed head to toe in robes of black, their faces covered by heavy hoods, the satanic-looking figures assembled around a table on which lay the motionless body of a cat, bled to death in readiness for the gruesome procedure ahead. The walls, ceilings and floors around them were all black, too, the participants in this secret gathering believing that too much light impeded their concentration.



But one man stood out among the silhouettes in the gloom. Taller than most, and with strikingly blue eyes visible through the slits in his hood, Charles Lindbergh had become one of the most famous men in the world after his solo non-stop flight from New York to Paris in his aeroplane, the Spirit of St Louis. Now he had embarked on a quest which promised to overshadow even that momentous achievement.

If all went well on that April morning in 1935, he and his colleague Dr. Alexis Carrel would have taken a historic step towards achieving what man had strived for since time immemorial: to conquer death and enable human beings to live forever.

The story of Lindbergh's search for immortality is revealed in a fascinating new book which tells how he killed his children's pets in the name of his research, contemplated experiments on psychiatric patients and emulated Adolf Hitler in his determination to restrict the promise of eternal life to an elite of white Westerners. But perhaps the most incredible revelation of all is that Lindbergh and Carrel were no delusional Frankensteins. Based on sound scientific principles, their work laid the foundation for medical breakthroughs which today make the promise of perpetual life tantalizingly closer to reality.

For Lindbergh, the path leading to that groundbreaking experiment in 1935 could be traced back to his childhood when, as a shy and virtually friendless young boy growing up on a farm in Minnesota, he dreamed of becoming a doctor. A failure at school, he didn't get the required qualifications so he became a pilot instead, but he always saw himself primarily as a scientist.

During his 33-and-a-half hour flight he claimed to have seen 'inhabitants of a universe closed to mortal men' moving around his aircraft, some of whom he believed had spoken to him. From then on, he decided that his mission in life was to become one of these immortals - not as a ghostly apparition but as a flesh-and-blood human. 'If man could learn to fly,' he asked himself, 'why could he not learn how to live forever?'

This might have remained an unexplored dream had not his sister-in-law, Elizabeth Morrow, suffered a bout of rheumatic fever, leaving one of her heart valves so badly damaged and her health so precarious that she and her husband had to get permission from her doctor every time they wanted to make love. Lindbergh could not understand how a simple valve could cause so much suffering. He regarded the human heart as just a pump that could be fixed or replaced like any other mechanical part and, on a visit to the Rockefeller Institute in New York, he met a man who shared his ideas.

Founded by John D. Rockefeller, the world's richest man, this haven where scientists could pursue their dreams free from the demands of clinical practice was home to the laboratories of the French surgeon Dr. Alexis Carrel. In 1912 he had won the Nobel Prize for Medicine for his pioneering work on sewing severed blood vessels back together, but he had other - rather less scientific - interests. A believer in spiritualism, and the ability of psychics to contact the dead, Carrel was convinced of the immortality of our souls and saw no reason why our bodies should not similarly last forever.



In his search for eternal life Charles Lindbergh allied himself to the sinister medical experiments of Dr. Alexis Carrel. His early attempts to play God had included a failed attempt to bring a 3,000-year-old Egyptian mummy back to life, but his work had a far more serious side. The first scientist to succeed in growing human tissue in the laboratory, he was convinced that his techniques might one day be extended

to create replacement body parts, anticipating the promise of stem cell research by more than half a century.

He was also researching how diseased organs might one day be removed from the body to be repaired and then re-inserted. To keep them alive while they were outside the body, Carrel was perfecting a technique called perfusion which involved placing the organ concerned in a glass chamber and artificially pumping it with blood.

So far his experiments on the thyroids of cats, dogs and chickens had failed because of bacterial contamination and he needed a mechanical genius to design a perfusion pump which was infection-free. Who better than Lindbergh? He had, after all, helped fashion the Spirit of St Louis out of wood, canvas and piano wire and flown it for more than 33 hours without a co-pilot, a radio, or even a front windscreen.

Two weeks later, he came back with some designs which so impressed Carrel that he invited Lindbergh to work alongside him at the Institute and so began the partnership which would lead to the groundbreaking experiment on that hapless cat in 1935. But it got off to a faltering start, Lindbergh's pumps lacking the pressure needed to perfuse a whole organ. He laboured unsuccessfully to perfect them until the beginning of 1932 when his work was given a terrible new impetus by the tragedy surrounding his 20-month old son, Charles Jnr.

On the night of Tuesday, March 1, Lindbergh returned to the family home in New Jersey after working in Carrel's laboratory. He was reading some scientific papers in his study when his baby's nursemaid ran in to tell him that his child was missing from his crib. There was a ransom note on the windowsill. Lindbergh was still a huge celebrity, receiving some 3,000 fans letters a month, but when the child's body was subsequently discovered in a wooded area some five miles away, some newspapers implicated him in his son's death. They alleged that Charles Jnr had been born physically or mentally defective, a situation his 'perfect' father found so abhorrent that he murdered him.

Charles and his devoted wife of three years, Anne (who also flew and co-authored books with him), were utterly traumatised. Seeking refuge from the maelstrom swirling about him, Lindbergh returned to work at the Rockefeller Institute barely three months after his son's disappearance.

Sometimes he spent long hours in the library there, reading grisly accounts of how early pioneers of perfusion tried to bring guillotined corpses back to life by injecting their cold cadavers with warm blood. At other times, he worked through the night in Carrel's laboratory, hidden away on the top floor of the Institute. But wherever he was in the building, he knew he could escape the pointing fingers that dogged his every step outside.

One of his rare spells of absence came in February 1935 when a carpenter named Bruno Hauptmann was accused of the abduction and murder of Charles Jr. Lindbergh attended every day of the trial but he returned to the sanctuary of Carrel's laboratory almost as soon as Hauptmann was found guilty. There, he continued working feverishly until, finally, fewer than two months later, he was ready to test his latest prototype.

And so, on that memorable April morning in 1935, that unfortunate cat was strapped to a table, drained of its blood and offered up to Carrel and Lindbergh in their flowing black robes (Carrel thought that an all-black environment was more hygienic). Removing the animal's thyroid, Carrel placed the gland in the perfusion chamber designed by Lindbergh. They then faced an anxious wait to see whether it would survive outside the body which had housed it.

To their delight, the thyroid was still alive and functioning even after 18 days. Soon the two men had successfully perfused many other animal organs - including hearts, livers, pancreases and in one ghoulish case the entire limb of a miscarried human fetus.

These were remarkable breakthroughs but it was clear that there was a sinister side to them. Both men believed in eugenics - the idea that the genetic stock of the human race should be improved by allowing the weak to be eliminated and encouraging the strong to reproduce.

In Carrel's suite of laboratories was a foul-smelling room called the 'mousery' where thousands of rodents were allowed to roam free and fight, often to the death. The winners were given females to impregnate, the losers were given autopsies. The aim was to see whether this contributed to the creation of 'heroic' mice which were resistant to disease and lived longer.

'If I could do the same tests on humans, I might produce a man who could jump 20ft in the air and live to be 200,' said Carrel. Clearly both men believed that, if immortality was achieved, it should only be for the select few. Since they shared a horror of Western civilization being overtaken by racial 'inferiors', they were in no doubt this elite should be white.

In securing life everlasting for the lucky minority, they also appear to have been prepared to sacrifice lesser mortals to their research. Their correspondence with various state mental hospitals provides a clue as to who their intended human subjects might have been. In a letter to Carrel, the administrator at one such institution asks: 'When are you coming to look over some of our feeble-minded prospects?' Since neither Lindbergh nor Carrel had any psychiatric training, one can only conclude their visits had one purpose: to choose humans unable to give proper consent on which perfusion experiments could be conducted.

Whatever plans they might have had were interrupted when Hauptmann unsuccessfully appealed against his death sentence in the autumn of 1935. Lindbergh received many death threats from Hauptmann's supporters, some directed at his three-year-old son Jon who was born in August 1932, just a few months after his older brother's murder.

Lindbergh decided to move his family to the safety of Britain, where he rented a large house in Kent and continued his work. Soon, Lindbergh's attention was diverted elsewhere. An enthusiastic supporter of Hitler, who he described as a 'great man', he returned home in 1939 to dissuade the U.S. government from joining the war against Germany but was reviled for his views.

In August 1974 he was admitted to hospital in New York, dying of lymphoma. He spent only a few days there before insisting on returning to his home in the Hawaiian island of Maui. His doctors advised that the journey would almost certainly kill him and accused him of 'abandoning science' in leaving behind the hospital and the hightech machinery which might prolong his life.

But Lindbergh was adamant. Somehow he survived the flight home and there, at the age of 72, the man who tried so hard to fight death finally succumbed to the fate which awaits us all.

*Adapted from THE IMMORTALISTS by David M Friedman,
published by JR Books. 0845 606 4206.*

Oh, this is just peachy! Now we can lay some more credit, even modern medical advancements, onto the shoulders of the character who accepted money and fame from the beginning, who had four separate families that he kept secret from themselves and the public plus who masqueraded as a woman part time in front of the whole world without telling anyone. Yes, sure, we can trust this guy to operate on cats and remove pancreases from animals with no worries to their well-being! Gosh, thanks Lindy, for your wonderful contributions to sorcery and majick!



Amy & Edwin Earhart's wedding photo.

Well now what if all three of these articles were to appear on CBS News? How do you think people would react? How long would it take for all the fraud perpetrated upon the people of America to sink in? The fact is the news would leave people hanging; they wouldn't be able to fathom why anyone would every devise such a plan. Therefore, now is the time to expose some truths about Lindbergh and Earhart. We need to get the ball of truth rolling sooner or later.

Earhart's name

At this point we need to go back and look at Earhart's birth, her parents and her early home life. But before we even do that, let's look at her last name. If ever there was a sign of a name being contrived to fit a subject, this must be at the very top of my list. The name is ear-hart but is pronounced air-heart. Hmm. Now, if I was looking for a name for a character for a comic book story I was writing, and the character needed to appear to have a kindred connection to the subject; and in this case, it was "flying an airplane through the air with all her heart", would a name with air and heart in it work? Yep, it sure would! They just changed the lettering a little to Earhart instead of Airheart. It was the perfect sounding name. If it was contrived, how did they legitimize it?

For a possible clue, I turned to ancestry.com and looked up the father of Amelia. He was listed as Edwin Stanton Earhart, born in 1868. His father is listed as David Earhart, born in 1818, and his father (another) David Earhart, born in 1789, and his father, Anthony Earhart, born in 1756. But we're just getting started.

The ancestors of Edwin go all the way back to 1721 where the original name of David Ehrhardt, born in Philadelphia is listed. And then Philip Reinhart Ehrhardt, born in Germany in 1696, then Hans Michael Ehrhardt, born in Germany in 1663. I'm sorry, that's all that was listed!

Holy Cow! What a pedigree for Amelia's supposed father. Well, so much for saying this name was selected because it was a subliminal acronym for the lady of flight. That would imply that they began planning this since 1756 when Anthony changed the name from Ehrhardt to Earhart. So, this must be a dead end.

Still, I was a bit suspicious of this family being connected to a bloodline or lodge because the family's first child is listed as stillborn; opening the possibility for the child having been given away or possibly served as a "first blood" sacrifice, a common trait of the elite when their first born are deemed unfit by the local mother superior. Earhart's family tree was easy to get and extremely definitive. How could they have faked the name?

As it turned out, it wasn't faked. They only needed the name, not the person. It was the name "Amelia Earhart" that they wanted and to legitimize it they needed to make a deal with the original human owner. They did make a deal. As you will see, they took over the name "Amelia Earhart" by having the real Amelia Earhart change her identity to a new name. In this case they came up with Irene Craigmile. She will henceforth be referred to as Irene #1.

The Mysterious Case of the Two Irene's

If Lindbergh really was posing as Earhart, how would he provide a cover that was good for 24 hours of every day when he couldn't be posing as her for more than a few hours each week? How about some mind-blowing evidence from the website?

<http://www.irene-amelia.com/id101.html> "Protecting Earhart"

At the beginning of this chapter I stated that Amelia Earhart and Charles Lindbergh were played by the same person. And I just stated that there really was an Amelia Earhart before this. And I stated that she changed her name to Irene Craigmile. But there was another Irene, and she played the part of the character we all know as Amelia, except for the photographs and the flying. She was the hometown face of Amelia Earhart. Lindbergh was the international face and the actual person doing the flying.



Amelia in 1908 at the age of ten.



Schlesinger Library, Radcliffe Institute, Harvard University

Harvard University, Schlesinger Library on the History of Women in America, 20003733_1



You are looking at the real Amelia Earhart, from lower left, these three photos are attributed to Amelia Earhart in her childhood, middle years and later as a nurse. Next, going clockwise we have the original Irene Craigmile (Irene #1) and later in life shown at right in the two photographs. I believe that these are all the same person. Look at the resemblance. These photos almost confirm the original Amelia Earhart became Irene Craigmile and lived out her life in relative obscurity.

Later, the second Irene, Irene Bolam, (Irene #2) would impersonate her from 1928-1937. This character is shown at right. Note the resemblance to Charles Lindbergh and the Amelia shown in the photographs (played by Lindbergh). She even has a gap in her front teeth, like the one “Amelia” played by Lindbergh had.



But it is not Lindbergh nor is it “Amelia”. This is the one who played Amelia Earhart in everyday life, the one who supposedly was the famous woman pilot and adventurer. She provided the necessary person to cover for the original Amelia Earhart. As you can see, she could easily pass for the real Amelia whenever needed, such as private events where people got the idea that “Amelia” lived a normal life just like everyone else.

To latch on to the name Earhart, the name Amelia Earhart was temporarily taken over by an imposter, Irene #2. She became “Amelia Earhart” and carried on a public life as “Amelia Earhart”.

To make matters more difficult to properly sort out later, after “Amelia Earhart” supposedly went down in the sea off the Island of Saipan, she had to disappear. This is when she took on the name Irene Craigmile Bolam. To summarize: Irene #1 was named Irene Craigmile. Irene #2 changed her name to Irene Craigmile Bolam.

At right: Irene #2 was photographed in 1965 when her picture was snapped by an investigator by the name of retired Air Force Major, Joe Gervais who had spent years investigating Amelia Earhart's disappearance before he met her, Irene Craigmile Bolam, on August 8, 1965. This is the 2nd Irene, the woman who played Amelia from 1928 until 1937 as the woman character on the ground.



With Irene #2 to play the role, the real Amelia Earhart just had to change her name such that she could live out a life free from the fame and glitter of “Amelia Earhart”. She thusly became Irene Craigmile, AKA Irene #1.

After “Amelia Earhart’s” disappearance in 1937 Irene #1 continued to live her private life but very little of it is known. Irene #2 spent some years in Japan before coming back to the U.S. where she lived until her death in 1982 undercover as Irene Craigmile Bolam. Note the confluence

of names; both Irene's and both using Craigmile. This was no amateur setup and cover. Here's a quote from the website:

“The assertion of Amelia's survival after her 'disappearance' was never taken lightly: Over the years, private investigative researchers combined to unearth many important truths about Amelia Earhart's 1937 world-flight.

Most drew the same conclusion: Without public awareness, Amelia Earhart continued to live overseas while in Japan's care well beyond the day she purportedly 'disappeared.'

A few felt equally as strong that she continued to live beyond World War Two in the United States cloaked with a different identity. The suggestion was greeted by 'official silence' in Washington and Tokyo. The general public also found it very hard to comprehend. To date, the governments of Japan and the United States have never expressed an 'official opinion' on the subject of Amelia Earhart's 1937 world flight ending or outcome.”

As discussed, the original Amelia Earhart got to live a life free of the fame of “Amelia Earhart”. Good for her, but this is not honest living so don't expect me to endorse the act or practice of doing it. Meanwhile, here is an explanation from the web site “Protecting Earhart” as to why the original Amelia Earhart had to change her name. But beware as there is also an attorney Irene (Irene O’Crowley)!

“In the 1930s, the original Irene O’Crowley Craigmile and Amelia Earhart were friends. In 1932, after Amelia soloed the Atlantic she and her pilot friend, Viola Gentry, helped introduce Irene #1 to the world of flying airplanes. Unexpectedly though, in 1933 Irene #1 became pregnant out of wedlock by way of her flight instructor, Al Heller, and that summer the two eloped to marry. Irene #1’s brief flying days of about 20 hours came to an end at that point when a son was born to them in early 1934. Their marriage would later be annulled leaving the surname of 'Heller' to no longer be attributed to Irene Craigmile.”

“Attorney Irene and Nina Price remained friends and associates of Amelia's throughout her following nine years of fame. Attorney Irene had emceed Amelia's ZONTA induction luncheon where Amelia first met Attorney Irene's niece, the original Irene Craigmile. Nina Price was head of the New York City ZONTA chapter Amelia joined after she relocated to New York from Boston. Nina Price received all New York ZONTA correspondences for Amelia, and had served as ZONTA's first International Relations Chairman, a mantle Irene #2 would years-later have. Although Amelia did not always attend ZONTA meetings, back then she was revered as the ZONTA's most prominent member.

Attorney Irene O’Crowley and Nina Price also respectively served as the legal contract advisor and chief promoter for the Amelia Earhart signature luggage line. Into the 1960s Amelia Earhart Luggage was still headquartered in attorney Irene's hometown of Newark, New Jersey.”

“The forensic analysis also determined that photos Irene #1 are very scarce, and clear photos of her do not appear to exist at all. Larry Heller himself admitted he held no pictures of his mother pre-dating the mid-1940s. It is also the case that Larry Heller, beginning at age four became the subject of a lengthy custody battle after his father, Al Heller left Irene #1 on the east coast and moved to Buffalo, New York where he took a job at the Curtis-Wright factory.”

“The file on the annulment of Al Heller and Irene #1’s marriage and the ongoing custody battle over their son is extensive, with harsh accusations of poor parenting and promiscuous behavior described by both parents about each other. In all the custody battle lasted from 1939 to 1942. Their son, Larry was often left in the charge of others then, and he was enrolled at a boarding school at a very young age.”

“Irene #1 appeared to no longer exist after the 1930s, and what became of her is a mystery unto itself. A clue about Irene #1 did come to exist when a later life acquaintance of Irene #2, a 1970s radio show host by the name of Diana Dawes of Princeton, New Jersey, mentioned in a 1993 recorded statement how she understood Irene #1 had died at some point, thus enabling Amelia to assume her identity.” *(Note: I presume they meant to say “thus enabling Irene #2 to assume the identity of Irene #1”).*

“According to record, Irene #1 never flew again. Her Pilot's License was also never renewed, except for one final time, ironically May 31, 1937... The day before her friend, Amelia Earhart left the United States on her world flight, never to be seen again.”

This is only part of the full article. As it is we must struggle through a confluence of names that make proper unraveling of the story almost impossible! But I hope you have seen enough by now to believe there was a purposeful cover-up of the real “Amelia Earhart” and that the “Amelia” character who was photographed and catalogued into American history as an aviation hero was a creation that included a professional choreographer, a set man, a prop man, a makeup artist, a photographer and a writer.

In the meantime, let’s continue with more about Irene #2 from the same website.

“The mid-1940s also marked the time period Irene #2 began using the identity of 'Irene Craigmile,' after the time period (1939-1942) when Amelia's friend, Attorney Irene Rutherford O’Crowley handled the filing of the bizarre marriage annulment of Al and Irene Heller, the biological parents of Larry Heller. When the annulment was finalized, the Irene Heller name reverted back to Irene Craigmile, the name Irene #2 took on. After Irene #2 married Guy Bolam in 1958, she then became commonly known as 'Irene Bolam.’”

"Nobody in the public realm knows exactly where she was or what she was really doing those eight years she was gone. All we do know is by 1946 she was living on Long Island working as a bank figurehead by the name of Irene Craigmile." Joe Gervais quote from a filmed interview by Tod Swindell.”



Above: The new Irene Craigmile [AKA Irene #2, FKA Amelia Earhart] front and center at a Christmas Bank party, 1947. Ten years had passed since she was last recognized as 'Amelia Earhart.'

Irene #2 was obviously well connected to the people who planned and carried out the Earhart-Lindbergh masquerade. This photo was taken shortly before she began serving as an Assistant Vice President for the Great Neck National Bank of Long Island, New York... where she also made her home after World War Two.

“Great Neck was the same place where as Amelia she had lived with Marion Stabler and her family after relocating from California to the east coast in 1924. Amelia's sister, Muriel described her stay there as 'Amelia's recovery period from her second sinus operation.' Amelia was still living with the Stablers when she briefly re-enrolled at Columbia University in February of 1925. (She dropped-out before taking finals.)

“When the above photo was taken Irene #2 was with the Peoples National Bank of Rockville Centre, Long Island. Given her position there, she was possibly instrumental in securing the 1946 loan for her old pal, Percival H. Spencer of the Republic Aviation Corporation located in Farmingdale, Long Island. Specifically, through her bank branch, funding in the multi-millions was arranged for the RC-3 Seabee single engine, pusher-propeller amphibious aircraft Mr. Spencer had designed. The funding enabled the plane to be mass-produced and sold to the US Navy, of which over 4,000 of them eventually were.”



Above: The RC-3 Seabee amphibious airplane.

“Before as Amelia, she had spent time at the nearby Garden City, Long Island Curtis-Wright plane manufacturing plant where she met the visiting Jiro Horikoshi, Japan's genius designer of its WWII Zero fighter plane. Interesting to note as well, prior to World War Two, Japan had purchased and received forty-nine Lockheed Electras from the same Lockheed plant in Burbank that Amelia's came from.” *(There's that Japanese connection again!)*

But onward we must go in our investigation. What better place to double check trivia facts and public consensus than Wikipedia (the official public propaganda source):



Marriage to George Putnam

Earhart and Putnam in 1931

Earhart was engaged to Samuel Chapman, a chemical engineer from Boston; she broke off the engagement on November 23, 1928. During the same period, Earhart and publisher George P. Putnam had spent a great deal of time together. Putnam, who was known as GP, was divorced in 1929 and sought out Earhart, **proposing to her six times before she finally agreed to marry him.** After substantial hesitation on her part, they married on February 7, 1931, in **Putnam's mother's house** in Noank, Connecticut. **Earhart referred to her marriage as a "partnership" with "dual control".** In a letter written to Putnam and hand delivered to him on the day of the wedding, she wrote, "I want you to understand I shall not hold you to any mid-evil code of

faithfulness to me **nor shall I consider myself bound to you similarly."**

Earhart's ideas on marriage were liberal for the time as she believed in equal responsibilities for both breadwinners and pointedly kept her own name rather than being referred to as "Mrs. Putnam". When *The New York Times*, per the rules of its stylebook, insisted on referring to her as Mrs. Putnam, she laughed it off. **Putnam also learned that he would be called "Mr. Earhart".**

There was no honeymoon for the newlyweds as Earhart was involved in a nine-day cross-country tour promoting autogyros and the tour sponsor, Beech-Nut chewing gum. Although **Earhart and Putnam never had children**, he had two sons by his previous marriage to Dorothy Binney (1888–1982), a chemical heiress whose father's company, Binney & Smith invented Crayola crayons: the explorer and writer David Binney Putnam (1913–1992) and George Palmer Putnam, Jr. (1921–2013).

They got married at his mom's house. (*Sure they did!*) They had no code of faithfulness. (*It wasn't a marriage.*) They took no honeymoon. (*That would have confirmed them as homosexuals.*) They had no children? (*Nor did they choose to adopt.*)

This is the most obvious set up for a fake marriage that could be scripted.

Speculation on disappearance

It is not important that we know all the theories, but here they are. After 80 years there are now thousands of books, articles and movies devoted to the subject; enough to keep the public going on discussing it forever. The situation reminds me of the same predicament we are in today regarding the Titanic.

Crash and sink theory

Many researchers believe that the Electra ran out of fuel and that Earhart and Noonan ditched at sea.

Gardner Island hypothesis

The Gardner Island hypothesis assumes that Earhart and Noonan, having not found Howland Island, would not waste time searching for Howland. Instead, they would turn to the south and look for other islands.

Japanese capture theory

Another theory is that Amelia Earhart was captured by Japanese forces. This theory came about as a result of the similarities of Earhart's Lockheed Electra's components to the Mitsubishi A6M Zero.

Spies for FDR

A World War II-era movie called Flight for Freedom (1943) starring Rosalind Russell and Fred MacMurray furthered a myth that Earhart was spying on the Japanese in the Pacific at the request of the Franklin D. Roosevelt administration.

Tokyo Rose rumor

A rumor that claimed that Earhart had made propaganda radio broadcasts as one of the many women compelled to serve as Tokyo Rose was investigated closely by George Putnam.

Assuming another identity

In November 2006, the National Geographic Channel aired episode two of the Undiscovered History series about a claim that Earhart survived the world flight, moved to New Jersey, changed her name, remarried and became Irene Craigmile Bolam. Subsequently, Bolam's personal life history was thoroughly documented by researchers, eliminating any possibility that she was Earhart.

Whoa ho! What did you just read in the last theory? Wiki hit the nail on the head with Irene Craigmile Bolam. After that, it looks like they went on to deliberately botch the story.

Do you really believe that National Geographic conducted a valid investigation when they concluded without a shadow of a doubt that Earhart had a double life when the article failed to point out Irene #1, Irene Craigmile?

Now you can see the obvious link between Lindbergh, Earhart and Hindenburg. Now you can see how the plan allowed the greatest form of air travel yet to be devised just slip away. It was all replaced with a couple of characters.

We traded technology for heroes, but in the final analyses, they weren't heroes. They weren't even a "they". All of us ingenious free-lance renegades just sat and watched the show while the greatest form of flying of all time just disappeared. Think folks! How did they do that to us? By using long range plans, plus being good at deceiving the masses.

Why did these perpetrators of this aviation masquerade go to so much effort? Why were Lindbergh and Earhart conceived and released upon the unsuspecting public? Answer: To torpedo hydrogen anti-gravity trans-Atlantic travel! So, just how should the stories of Charles Lindbergh and Amelia Earhart be written up?

First, we need to realize why “Amelia Earhart” never came home. It is because “she” came home as Charles. When Lindbergh got back he just put pants back on. I believe that both he and co-pilot Noonan were returned to the states from Saipan under a prior agreement with a Japanese Navy operative.

Charles Lindbergh and Amelia Earhart

Lindbergh and Earhart were part of the theatrical stage that brought the world "modern" aviation. They got us to love flyers and flying when they had stolen the best designs and tucked them away. And now today, going on 80 years later, jets are plowing through the sky at 5,000 gallons per hour.

To play a woman, a man must have total disrespect for the men he is deceiving. This is what is wrong with the back to back characterizations of Charles Lindbergh and Amelia Earhart. Both persons were the pilots who were to define aviation, and in Amelia’s case, the human requirements for future female American aviators and many of the English-speaking women worldwide. Now, with the likely truth that Lindbergh and Earhart were played by the same person, what has been gleaned and written about them needs to be completely overhauled.

For instance, they depicted Lindbergh as: “Flying solo for 33 hours and 30 minutes in a plane with no windshield such to make the first solo transatlantic crossing from New York to Paris in an airplane.” That was in 1927, supposedly.

Here’s the same for Earhart, “Flying solo for 15 hours in a plane with 2x the horsepower and flying only 2/3 the distance she accomplished the first solo transatlantic crossing by a woman in an airplane”. That was in 1932.

Lindbergh went on to world-wide fame and business success for his entire life. Earhart received some praise for the same event, but her carrier was cut short and put on indefinite hold where it has remained ever since.

When you take an honest look at the outcomes of the two events, one performed by a man and one supposedly performed by a woman, they still gave us an example of a man being overly revered and a woman being fractionally revered for accomplishing the same feat. First, they diminished the female’s effort by having her accomplish the feat a full five years after the male had performed it (*this was to the day, by the way!*). Then they lessened it even more by giving her a six-passenger plane and only having to fly 2/3 of the distance.

As a result, the true renderings of Lindbergh and Earhart’s accomplishments today delineate the desired media depictions in which men are to be portrayed as the heroes while women are to be portrayed subservient to men. Another dead giveaway; this was a setup from the same elitist control group as per demonstrated by the subliminal message of the “inferior” Amelia Earhart given to the public.

But we're still not through with this story! In fact, some of the best is still to come. Two history-changing events occurred on nearly the same historical dates when "Amelia" embarked on her two most famous trans-oceanic flights.

Case 1: The Lindbergh Intrusion

The first occurred on May 12, 1932, just eight days before her takeoff on her famous transatlantic crossing from Newfoundland to Ireland, the first solo trans-Atlantic crossing by a woman. Just as the story was building about Amelia's upcoming transatlantic attempt it was taken over by a story about Charles Lindbergh's toddler boy. This was just eight days before her heroic flight and now the headlines read, "Charles Lindbergh's missing son found dead!"

I ask you to consider *what are the odds of this chain of events taking place within days of each other, when both main subjects just happen to be the two most premier aviation stars in the free world?* You can analyze its unique combinations. For this to be deemed a "coincidence" it should not contain more than one unique combination, but as you will see, it contains three: 1. Both events involved two pilots, 2. Both events involved two pilots, of the same event (crossing the Atlantic solo in a plane), 3. Both events involved two pilots, of the same event, and at the same time (when the stories appeared in the media). These are too many linked-coincidences for them all to be chalked up to a coincidence.

Let's review what ended up happening to Earhart's accomplishment verses Lindbergh's. Charles makes his epic solo flight across the Atlantic in 1927. The entire world goes into euphoria over the bravery of the man and the outlook for human travel. Just five years later Amelia makes her courageous solo flight across the Atlantic. America notices some; the rest of the world hears more about Lindbergh's lost toddler.

Hold on! What did I just suggest - that Charles Lindbergh's son was kidnapped to divert attention away from the fact that a woman was performing the same thing a male hero had? This is getting too strange, you think. Could somebody or someone really have wanted to stop a woman's efforts to succeed desperately enough to go to the extremes of sacrificing people? How deep does this story get? How about the fact Lindbergh had already tried unsuccessfully to bring a mummy back to life and was removing the pancreases and thyroid glands of animals to see if they would continue to live outside the body just a few years later?

Anna Hauptmann's crusade

As soon as one starts to dissect the Lindbergh kidnapping it doesn't take long to discover a glaring problem regarding the actual case itself. First, at the onset of the kidnapping, the main suspect in the case was Charles Lindbergh himself. But the person who was tried, convicted and executed for the kidnapping and murder was a married German immigrant who just happened to possess a criminal record from his former country.

Bruno Hauptmann was his name. Hauptmann was the perfect target; a German immigrant with a former conviction. Never mind that it had been a minor crime committed before he immigrated. Never mind that he had served his sentence. Never mind that the evidence in the kidnapping case was inconclusive; this was Lindbergh's toddler, somebody was going to pay and it sure as hell wasn't going to be Lindbergh! And we must keep in mind that these times were war building times. Germans were to be the bad guys.

As a result, as the thirties wore on, Germans were more and more labeled as bad guys. This is exactly what they have done to Americans regarding Middle Easterners today: labelling the other side as terrorists by our monopolized press. Was Hauptmann falsely accused and executed? Perhaps the following article will help:

Hunterdon County Democrat

For 60 years from the day the police came to her home and hauled away the man she loved, Anna Hauptmann told whoever would listen that her husband was innocent. Long after the electric chair stopped Bruno Richard Hauptmann from maintaining his innocence, his widow plodded on. She spent the final years trying to exonerate him of one of America's most notorious crimes: the 1932 kidnap-murder of the infant son of aviator Charles Lindbergh.

Anna Hauptmann's six-decade crusade ended quietly last week in a hospital in Lancaster, Pa., where she died at the age of 95 on Oct. 10, the 69th anniversary of her marriage. "In my mind, Anna Hauptmann was a heroine," said Robert Bryan, her attorney for 13 years. "She deserved better than what the world gave her."

Mrs. Hauptmann lived her final four years in New Holland, Pa., about 40 miles west of Philadelphia, where she spent much of her life. She never remarried and she never forgot the man she called Richard. In his honor, she refused to say, "liberty and justice for all" when she pledged allegiance to the American flag.

"He was dead, but his spirit, what he stood for, lived on with her," said Mr. Bryan, a San Francisco attorney. "She made her decision to fulfill her obligation to Richard Hauptmann. Her love for him was boundless."

Mr. Hauptmann maintained his innocence until his electrocution in 1936. In 1981, Mrs. Hauptmann hired Mr. Bryan, a death-penalty specialist, to help her cause. They gathered evidence to support her claim and persuaded New Jersey to release hitherto secret evidence.

"She said: 'Mr. Bryan, I've been waiting all these years. I don't have any money. I'm not important to society. But you've got to help me clear my husband's name. I owe that much to him before I die,' " said Mr. Bryan.

Through the years, Mrs. Hauptmann maintained the same story: that on March 1, 1932, the night the child was kidnapped -- that "nasty and cold night," as she called it during a 1991 visit to Flemington -- her husband picked her up from the bakery where she worked and the two drove to their home in the Bronx, where they stayed through the night.

"I'm here again fighting for my husband. He was innocent, as innocent as you and me," said Mrs. Hauptmann during her Flemington visit. "My husband was innocent, and God knows it. Is there really a God in heaven? God saw us drive home. Why did He let them do that?"

Her visit to Flemington was her only one since the trial. "I said if I came to Flemington, I don't know what will happen to me," said Mrs. Hauptmann. "When I think what they did to me here, I didn't know if I was strong enough."

During the trial, prosecutors built a circumstantial but strong case. Some of the \$50,000 in ransom money was found in Mr. Hauptmann's garage. Handwriting experts testified his writing was on 14 ransom notes. Prosecutors said Mr. Hauptmann made a ladder to reach up to the Lindbergh nursery, and the child died when the ladder collapsed. The baby's body was found in a shallow grave several miles from the Lindbergh home two months after the kidnapping.

In recent years, Mrs. Hauptmann filed lawsuits alleging fraud and wrongful death, but they were rejected because of prosecutorial immunity and because the statute of limitations had expired. She also appealed in 1986 to the New Jersey Legislature, which said the matter was better left to the courts.

"She used to talk about when she died, she would go to be with Richard," said Mr. Bryan. "But, she said: 'I have a job to do here first. Once this is done, I'll die and go be with Richard.' "So, I have to believe that she is with Richard today."

Survivors include a son, Manfred Hauptmann.

The Hauptmann's case certainly had all the typical ingredients of a set up. The selection of German immigrants with a prior "record", then being accused of such a hideous crime as stealing the Lindbergh's baby, would well serve to dishonor German people during these politically-hyped months leading up to the United States involvement in the "inevitable" next world war. The fact that they were targeted to take the blame in the Lindbergh kidnapping trial is today a text book example of finding the perfect scapegoat.

In the meantime, we have at the very least a case looking more and more like it was perfectly timed to diminish Amelia (the woman) and expound Charles (the man). After all, even a hoaxed event could have become a worldwide inspiration for women. They didn't want this to occur at any cost. Then again, it is possible that Lindbergh just happened to accidentally kill his son in a miscalculated medical procedure just days before his biggest event posing as a transsexual.

Case 2: The Hindenburg Intrusion

Let me reiterate: The first time the woman took off, Lindbergh's baby took the stage. Now the second history-changing event related to "Amelia Earhart" was to occur. This time it was just 15 days prior to her departure on May 21, 1937 from Burbank, California on her attempted circumnavigation.

Just when her event should have been building up in the press, what came instead was the burning of the Hindenburg in front of the whole world, thus the world was primed for another disaster not a triumph.

Before I go any farther with the Earhart story it is important that we are both up to date on

what is the latest truth that has been revealed concerning her disappearance. In doing my research I found noteworthy similarities with the Earhart and the Titanic stories. One of them is the fact that both still engage television and media to maintain their false storylines.

For example, in the case of the Titanic, they continue to make television specials about her sinking from striking an iceberg even though there is a mountain of new evidence which shows that she didn't. In the case of Amelia, they are still making television specials about her crashing near some remote island because she ran out of fuel, when in fact she had extra gas tanks with plenty of fuel and had likely flown right into the Japanese navy and thus never was missing.

I inferred to the possibility that the Hindenburg was burned in Lakehurst, New Jersey on May 6, 1937 to set the proper stage for "Amelia Earhart's" circumnavigation which was set to begin on May 21st? Do I believe that the Hindenburg was destroyed for this reason? No. But since they were going to destroy the Hindenburg anyway, why not comingle their schedules so that they could explode the Hindenburg close to or just before Earhart's takeoff?

After all, the plan was to remove dirigibles from the skies before World War II began. It would not be that difficult to schedule the two events close together. I know these elitist war mongers can get that done. They had their people in all the places where flights, airport services, training, mapping, maintenance of aircraft, etc. were reserved and scheduled. They knew what Hindenburg's 1937 flight schedule was and they were part of the planning and scheduling of Earhart's flight.



Amelia Earhart Didn't Vanish

After the U. S. occupied the Marshalls in 1944, liberating it from Japan, Admiral Nimitz was put in charge there.

Later, in 1965 during an interview, Admiral Nimitz informed Fred Goerner, who was investigating the case, how such a truth about Earhart was long ago "known and documented in Washington."

Part of what was known was Amelia Earhart's continued survival after her described 'disappearance'.

Nimitz Quote: *"Amelia Earhart and her navigator did go down in the Marshall Islands and were picked up by the Japanese."*

Admiral Chester Nimitz, WWII Fleet Commander

Here's another interesting quote:

"Weighing all the evidence put together, I believe she did survive. I believe she survived and came back to the United States, but that she wanted her privacy."

2009 quote of Lou Foudray, Supervisor of the Amelia Earhart Birthplace Museum.

Although the mainstream media has consistently supported the disappearance of "Amelia Earhart" as a mystery, with recent information coming forward it appears that the subject of her disappearance was, to the United States Military, no mystery.

There is now much evidence that Earhart and Noonan were in fact captured by the Japanese and held in a prison camp. In this scenario, they normally would have been treated as spies for the simple reason they had been set up to look that way by the United States Military.

It is hard to believe that "Amelia's" plane vanished from the entire U.S. and Japanese Navies. It is more plausible that the incident was covered up to avoid a nasty confrontation with Japan. But it's much more plausible that the bankster-crudelums set it up since after all they had financed the stunt to make "Amelia" the most publicized and endeared "woman" of modern times.

Look, these are the same guys who made oil deals with both sides during wars between both sides. Both sides were run by war mongers who needed lots of oil and lots of oil connections. A few favors supplied along the way is no big deal for these big players. It would have been a piece of cake to find a contact beforehand such that someone in the Japanese Navy would be told where to pick them up and then return them to the United States.

The Hindenburg verses Amelia Earhart

The aviation industry deserved the input of a woman pilot but didn't get it. What it got instead was a made-up character who posed for a camera to produce photographs that made flying in crazy piston powered contraptions appear cool and glamorous.

The perfectly-timed Hindenburg burning was heavily promoted as an air disaster of epic scale, and it was followed by epic repercussions. It primed the public for more air disasters making it easier to accept "Amelia's" air disaster. The fact is, we shouldn't have accepted the unscientific cause of the Hindenburg's burning and we shouldn't have accepted the media's explanation that Earhart's plane had simply disappeared, but we did.

Was the Hindenburg disaster, weeks before Amelia's epic circumnavigation a precursor to her plane coming down? Go back to the Titanic for a minute. Was the Niagara's ramming of an iceberg three days before the Titanic headed out into icy waters a precursor to her hitting an iceberg? The easiest way to get people to accept a tragedy is to have one just before it. In this case, there was one before it that was even worse.

If you had to write a script for a movie about a pioneer hero that ends with an anti-climax what might be the best way to create it? How about just letting the lead character go away

and then having the movie end? That's the story the world got about Amelia Earhart. The news media deliberately left her life story on a ship outside the harbor that never came into port. As time went by people waiting anxiously on the dock became saddened and over time many became dis-heartened. This effectively put every upcoming young woman inspired to do things like fly airplanes and pioneer roomier aircraft on an indefinite "hold".

The media further reduced Amelia's accomplishments from then on as she was subliminally highlighted in subsequent stories as being *a failure in the end because she ran out of fuel*. In the end, what we got was a revolutionary form of air transportation that was quickly forgotten and a movie character masquerading as a woman who could never be forgotten.

What did Charles Lindbergh have to do with the Titanic?

I mentioned at the beginning of this chapter that there was a connection between Charles Lindbergh and the Titanic. To understand that connection fully, I need to give away part of what is exposed in the final chapters of this book. First off, both stories are based on scenarios that are so highly unlikely most should have never fallen for them in the first place.

In the case of the Titanic, we have an unsinkable ship (*unsinkable by any normal means, not military demolition or torpedoing*) that sank faster than any old steam ship, and in the case of the Spirit of St. Louis we have a 450 gallon petrol bomb being flown by one man for 33 hours landing in Paris at night with no windshield.

I didn't fully understand how such stories could ever be fully accepted by the main populace. Over the years I have noticed there is a preponderance of them in the presstitute news media. But it wasn't until I read this quote, taken from the Urantia Book, that I began to understand what is going on. They were referring to mota, a "place" where humans ascend to and reside in after we die (*as in heaven, if you can believe such a thing!*). And there we all would be taught certain paradoxes about human existence that we needed to learn. This was one of them:

"The argumentative defense of any proposition is inversely proportional to the truth contained."

When I read this, I understood immediately and as I thought about it more and more, I came to believe it. I began to understand why the media and presstitutes seem to always get behind such ludicrous stories.

Here are a few examples of propositions heard in the past that contained no truth:

Oswald using a bolt action rifle/JFK hit with three precision shots,
Osama bin Laden from a cave/World Trade Towers are brought straight down,
Tim McVey with fertilizer bomb/Oklahoma Federal Building is completely demolished,
Lindbergh flies across the Atlantic/33 hours in sitting position with no windshield,

and don't forget the best one of all time:

Unsinkable Steel Ship Titanic/Sunk by striking ice.

Now it started to all make total sense. And so, the story came to be.

From a Masonic website known as skirret.com:

“The solo Atlantic crossing had made Lindbergh wealthy and famous, but he didn't rest on these laurels. He continued to work to build the image of aviation. He made a spectacular tour by air of 75 American cities. One of these cities was St. Louis. There he was greeted by the members of his Masonic Lodge.

From the records of Keystone Lodge No. 243 comes the account of the "Lindbergh Night." It took place on February 15, 1928, and will long be remembered by those Freemasons who were not yet born. Those who were there passed along to those who came later the triumph of that evening.

More than 300 Masons were present, including Grand Master Anthony F. Ittner, when the Lodge opened at 7:30 P.M. Because it wasn't certain that Lindbergh could be present, the Master Mason Degree was conferred by "The Boosters," a highly acclaimed ritualistic team.

Charles Lindbergh did make it and was escorted into the Lodge. The Master warmly greeted this distinguished member, related with pride many of Lindbergh's accomplishments, and praised him for his service to his fellowman.

After the applause had diminished, the Grand Master added his welcome and presented Lindbergh with an engrossed Gold Card — Keystone Lodge No. 243 had made the hero of the occasion a Life Member. Then a short recess was called to allow those in attendance to greet their world-famous member.”

Let me interject a few questions here, if I may. Why did so many members (300) of the Masonic lodge celebrate Lindbergh's feat as a grand accomplishment by the lodge? Just how much of a role did the masons have in this over-hyped transatlantic crossing by Lindbergh? Who or what were the highly acclaimed “Boosters” and why were they part of Lindbergh's crowning?

Meantime, on with a bit more of the story as told by the masons.

“On May 27, 1929, Lindbergh married Anne Morrow. To protect their privacy, he built a home in Hopewell, New Jersey. It was from there that their 20-month-old son, Charles, was kidnaped and murdered in March 1932. This event changed their lives. To what extent no one will ever know. But it did cause them to flee to England in search of peace.”

They fled to England because it was Lindbergh himself who was the original suspect in the kidnapping of his toddler son. Here's more:

“After Pearl Harbor was bombed, Lindbergh offered his services to his country.

Roosevelt turned him down, and put pressure on the aviation industry to keep him out. Henry Ford, a member of Palestine Lodge No. 357, Detroit, and who disliked Roosevelt, a member of Holland Lodge No. 8, New York City, gave Lindbergh a job as a technical consultant.”

I don't see how they could make it any more obvious that Lindbergh was more than just regular dude Freemason when in fact his effort and his reputation had the whole organization of Free Masons backing up and covering for him. What happens when the Masons get control of businesses and corporations? Let's look at some of them:

The same Sarnoff who oversaw the list of survivors from the Titanic on April 14th through April 18th, 1912 was a mason, later becoming the first president of RCA where he later headed up the formation of NBC. He also led in the development of color television.

Where has television gotten us today? It has gotten us false news, constant surveillance, destruction of our family unity and kids who never learned to read. But wait until you hear this story!

It begins in 1911 when David Sarnoff supposedly installed and operated a wireless radio on a ship that was hunting seals off Newfoundland and Labrador. The story goes he used the technology to relay the first remote medical diagnosis from the ship's doctor to a radio operator at Belle Isle. The medical diagnosis in this case was an infected tooth. Now since seamen who hunt whales have been dealing with infected teeth for centuries, I pegged this for a BS cover story.

What was the real radio test about? My guess is that it was a test of a similar setup that would be aboard the Titanic and tested from a point where the Titanic was to be sunk the following year. Belle Isle is about the same distance from New York as the Titanic wreck site and would provide an additional triangulated position with the other two coordinates.

That following year Sarnoff supposedly led two other operators at the Wanamaker station (*by the way, the Wanamaker station was in a hotel in downtown New York City*) to confirm the fate of the Titanic. The press later exaggerated Sarnoff's role as the sole hero who stayed by his telegraph key for three days to receive information on the Titanic's survivors. Since the event began on a Sunday, when the store would have been closed, researchers have questioned whether Sarnoff was at the telegraph key at all.

But as history recorded it, at the time of the Titanic disaster in 1912, Sarnoff worked for the Marconi Radio Company and was a manager of the telegraphers. He got written up as one of the heroes who supposedly stayed at his post to get people all the details. Only Sarnoff and Marconi had the exclusive rights to the only list of passenger survivors, and this went on for several days after Titanic had already sank.

This means Sarnoff delayed information that was available within hours of the event for 3 or 4 needless days! Both Carpathia and New York had radios for cryin out loud!!

The true Legacies of Lindbergh and Earhart

Since men designed the aircraft and the system for flying, re-fueling, taking off, navigating and maintaining an airplane, they came up with a means of travel through the atmosphere that suited them and other men just fine. However, since the system they designed was designed by and for men, it did not necessarily make sense to women. We should have gotten a real woman to test and approve our flying contraptions, not a man posing as one!

As it stands, the world's foremost aviation star was an adulterer with four families, who also masqueraded as a fictitious woman. As a result, whatever feminine input the aviation industry received was corrupted by masculine tendencies.

Don't make the mistake of thinking that things men design by themselves do not need the design input of a woman for it to make sense to both sexes of humans. For instance, if we look at the current design of our aircraft they truly do not make sense, being of such a design that they fall from the sky and explode if they just run out of fuel. Perhaps if women had been able to provide their input into the aircraft design itself perhaps they would have tended more toward an airship design like the Hindenburg. In this case, they were cleverly bypassed.

We would obviously have a better form of air transportation now if women had been able to be a significant part of the evolution of air travel. Today however, only 2% of all pilots at the captain level are women. If women with a natural ability to fly had been sought out and coveted rather than falsely misrepresented by oilygarchy-paid male actors, the world could have 50 times more than the current 300 women airline pilots worldwide. That's as many as 14,700 qualified women pilots who never became pilots and thus never had any influence on an industry we all accept.

If we would have had real females and moms involved in the development of our best human-engineered flying mechanism, common sense might have dictated to them to give up a little speed to have greater safety and comfort. Common sense to them might have dictated the design of a craft that wouldn't crash to the ground as soon as it ran out of fuel. Common sense to them might have also said include more room during the flights so kids and people had something to do rather than just sit in one spot for endless hours like we do now. I don't know. I'm not a woman. I've never spent time as a mother.

By comparing the facial features in the photographs of Earhart and Lindbergh there is almost no doubt that "Amelia-the-photographed-flyer" was played by Lindbergh. Additional incrimination is heaped onto "the case of the masquerading Lindbergh" when one gains knowledge of all his improprieties (4 families), his fake airplane (barely flew), his ghoulish operations (on cats and cadavers) and the fact he was profiting off his fame and notoriety to the hilt.

This is how the proper evolution of the airplane was derailed, leaving us with the petroleum-gulping flying mechanisms we have now. And it was all done by a tranny.

