

various members of the crew informed Eckner that the passenger, Joseph Spach, had two dogs that were maintained in the freight room, which is located aft, directly below gas cell number 6. Further, that this passenger was allowed to go back and tend to these dogs at frequent intervals, either to feed them, water them, or merely to pet them, and on various of these trips he was not accompanied by a member of the crew. Eckner also related to Rosendahl that one of the stewards, who has since returned to Germany, mentioned the fact that Joseph Spach appeared to him to be unsympathetic to the airship travel and impressed him as being a peculiar type of passenger; also that this individual remained aloof from the other passengers and was not at all responsive to the explanations of the crew regarding the various technicalities of the airship itself. Commander Rosendahl stated that the only information he had on Joseph Spach there at Lakehurst was to the effect that he was supposedly a United States citizen, using an American passport and that he had been treated at the Fitkin Memorial Hospital at Asbury Park, New Jersey immediately after the accident; that he had been discharged shortly thereafter and had left, as his forwarding address, Douglaston, Long Island, New York. For further information concerning the present whereabouts of Joseph Spach, it is believed by Rosendahl that this would be in the possession of Mr. Rauber, who is a German citizen affiliated with the Hamburg-American Steamship Line in New York City, which is one of the passenger agents for the American Zeppelin Transport Company, which is the American Zeppelin Agency for the German Zeppelin Transport Company. Commander Rosendahl stated that he had talked it over with the Board of Inquiry, which is headed by South Trimble of the Department of Commerce, and it had been decided that Commander Rosendahl was to get in touch with me at the Newark Field Division and request that an investigation be made of Joseph Spach to ascertain his background, as well as a little personal history concerning his recent trip from Germany to the United States aboard the dirigible Hindenburg.

I was also informed by Commander Rosendahl that Joseph Spach is supposed to be an acrobat by profession and in connection therewith Rosendahl stated that it would take a fairly active man to climb the rigging separating gas cells 4 and 5 in order to gain access to the gas shaft that separates these two chambers from the axial girder to the top keel. It is the opinion of Commander

Rosendahl, as well as certain members of the Board of Inquiry, that it was entirely possible that Joseph Spach might have placed either an inflammable substance in the gas shaft in close proximity with the maneuvering valve, or placed a timing device which would have ignited the mixture existing in the gas shaft at the time that the gas is valved off for landing purposes.

Upon receiving this information, I telephonically communicated with Mr. Foxworth, of the Bureau, and related to him the above information. In connection therewith, Mr. Foxworth stated that he would confer with the Director in connection with the instant matter and would communicate with me telephonically as to what procedure should be followed in connection therewith.

Shortly after 3:30 p. m., Daylight Saving Time, I again had telephonic contact with Mr. Foxworth, of the Bureau, at which time he informed that it was the opinion of the Bureau that the investigation requested by the Board of Inquiry, through Commander Rosendahl, should be conducted and that action should be taken to obtain the necessary information that would reveal the background of the passenger Joseph Spach. Also, at this time, it was brought to the attention of Mr. Foxworth that I had further conference with Commander Rosendahl, at which time he had informed me that he had talked with Captain Ernst Lehmann, shortly after the accident, at the hospital in Lakewood, New Jersey, and at this time Lehmann had informed him that he and Anton Wittemann had received a warning. The particulars of this warning were not divulged to Commander Rosendahl by either Captain Lehmann or Captain Wittemann, but they had indicated that they had received a warning that something was going to happen in the stern of the Hindenburg on her initial trip to the United States in the Spring of this year. According to Commander Rosendahl, evidently both Captain Wittemann and Captain Lehmann, (who is now deceased) had confided this information concerning the warning to the appropriate representatives of the German Ambassador in the United States. Commander Rosendahl also stated that Lehmann had made a definite statement to the effect that he was of the opinion that an "infernal machine" had been the cause of the accident and that the accident would have happened, no matter whether they had utilized helium gas or hydrogen gas in the super structure of the Hindenburg.

Commander Rosendahl at this time suggested that it might be a good idea for a representative of the Bureau to interview Captain Wittemann, as he has been given to understand that all of the members of the German crew would be ready and willing to cooperate with the appropriate authorities of the United States in connection with the sabotage theory.

Regarding the suggestion that Captain Wittemann be interviewed by a representative of the Bureau, Mr. Foxworth stated that no action should be taken in connection therewith until further advice was received by me from the Bureau.

Special Agent Malone and myself again conferred with Commander Rosendahl at Lakehurst at 5 p. m. on May 19, 1937, at which time Commander Rosendahl stated that a further discovery had been made that would help support the sabotage theory.

As has been related to the Bureau, in connection with the instant case, in the communication dated May 11, 1937, forwarded by Inspector E. J. Connelley, the authorities at Lakehurst had been in communication with the Bomb Squad of the New York Police Department. For the information of the Bureau, Detective McCarthy of the New York Bomb Squad, has been at Lakehurst and has conducted some investigation of the ruins of the dirigible Hindenburg. Detective McCarthy has previously informed that the results of his examination were negative and that the only thing he was able to ascertain was evidence of a severe explosion in the after part of the ship. Naturally, the type of explosion that had occurred in the stern of the ship was not known and it is true that such an explosion could have been caused by the igniting of the hydrogen gas after it had been mixed with the proper amount of air.

The further discovery mentioned by Commander Rosendahl had to do with the finding of a foreign substance present on the valve head of one of the valves, either in gas cell number 4 or 5; that this valve head had been located by Doctor Ludwig Duer, who is Chief Construction Engineer of the German Zeppelin Transport Company. It is Rosendahl's belief that this foreign substance appearing on this valve head is sulphur, due to the yellow color. This valve head was shown to Agent Malone and myself by Commander Rosendahl, and there is evident thereon a substance, yellow in color, and in

a fairly large quantity. Commander Rosendahl stated that it is the intention of the Board of Inquiry to have a chemical expert test this substance appearing on this valve head in order to definitely ascertain whether or not it is sulphur or other like substance.

It will be recalled that the suggestion previously had been made to Commander Rosendahl by Inspector E. J. Connelley that it might be well for officials at Lakehurst to have an expert from the Bureau of Standards come to Lakehurst and examine the ruins of the dirigible in an effort to ascertain if any foreign substance were present and if so, the nature of the substance. Commander Rosendahl stated that a chemical expert was proceeding to Lakehurst some time during May 20, 1937 to conduct an examination of the foreign substance found by Doctor Duer on the valve head. It was not made clear, at this time by Commander Rosendahl, whether this expert was proceeding from Washington, D. C. and was a employee of the Government, or whether he was an employee of the New York Police Department who was being obtained by Detective McCarthy. Commander Rosendahl stated that the finding of the foreign substance on the valve head was a matter of the utmost of confidence and that he did not wish it to be known that he had allowed the Agents to view this piece of evidence. In view of this fact, no further suggestions were made to Commander Rosendahl by Agent Malone and myself. Rosendahl stated that it is Doctor Duer's opinion that the substance appearing on the valve head is undoubtedly sulphur and if this is true, it would then further lend credence to the fact that the cause of the accident might have been sabotage, as in Doctor Duer's opinion, there was no sulphur substance in the ship, and further that there was no substance that was yellow in color on board the ship.

For the information of the Bureau, at this time it is not known whether the information concerning the passenger Joseph Spach has been put in possession of the New York Police Department, nor whether it is the general knowledge of the sub-committee that is assisting the Board of Inquiry, of which Colonel Hartney is a member. It will be recalled that Colonel Hartney is a representative of the Copeland Investigating Committee at Lakehurst and, as such, has been appointed as a member of the sub-committee which is supposed to function as technical advisors to the Board of Inquiry. It is known, however, that the fact that this foreign substance has been found on one of the valve heads has been put in possession of

the New York Police Department and the New York Police Department has displayed a great deal of secret activity during the instant date at Lakehurst, especially requesting private conferences with the various naval personnel at Lakehurst in the presence of Agent Malone and myself.

For the Bureau's information, the investigation concerning the ascertaining of the general background of the passenger Joseph Spach is going forward and the Bureau will be kept advised as to developments thereof.

At the conclusion of the interview with Commander Rosendahl on the instant date, he informed that both he and his wife had received confidential information from Mrs. Lehmann, wife of the deceased Captain Lehmann, to the effect that Lehmann's life had frequently been threatened, as well as the destruction of the German Zeppelin Transport Company. Commander Rosendahl informed, in connection with this, that he did not feel he should divulge the information he had received from Mrs. Lehmann unless it was absolutely necessary, due to the fact that for him to do so would be to violate a confidence.

For the Bureau's information there is being transmitted herewith copies of a memorandum, dictated for the attention of Inspector E. J. Connelley, by myself, dated May 16, 1937 and May 17, 1937, as well as a memorandum for the file which was submitted by Inspector E. J. Connelley under date of May 18, 1937.

Very truly yours,

*W. S. Devereaux*  
W. S. DEVEREAUX,  
Special Agent in Charge.

WSD:ML  
70-15  
Encl.-9

MEMORANDUM FOR INSPECTOR E. J. CONNELLEY

May 16, 1937

RE: HINDENBURG AIRSHIP CATASTROPHE.

This is to record the fact that on May 11, 1937, I proceeded to Lakehurst, New Jersey, and contacted South Trimble, of the Board of Inquiry representing the Department of Commerce, as well as Commander Rosendahl, of the U. S. Navy. Neither of these individuals had anything on their mind insofar as this Bureau is concerned, and no comment was made regarding the investigation being conducted of the catastrophe.

On May 12, 1937, I proceeded to Lakehurst, New Jersey, in company with Special Agent in Charge R. E. Vetterli. At approximately 11:00 a.m., we were approached by Colonel Hartney, investigator for the Copeland Committee, and Hartney displayed a telegram which he had received from Roger Williamson in Washington. Telegram requested that he, Hartney, ascertain from Vetterli whether or not casts were made of the tracks in the middle of the road on the western side of the reservation, and whether or not they were traced from the fence on the western side of the reservation to the marsh, etc., and suggesting that if this had not been done, that it should be done immediately. Hartney also stated that he had information from Commander Rosendahl that threw an entirely new light on the accident, but that this information was confidential, and that it had to do with the wife of a laborer who resides in the house located near the old abandoned mooring mast. No comment was made to Hartney on this occasion, other than the fact that we, as representatives of the Bureau, were merely observing at this time.

Also, on May 12, conversation was had with South Trimble, and he expressed the thought that he would appreciate the cooperation of the Bureau insofar as having Agents of the Bureau interview the passengers who were on board the ill-fated Hindenburg on May 6, and also take care of any investigative activity growing out from these interviews. Mr. Trimble was informed that this request would be conveyed to you and that we would notify him as to the Bureau's reaction as soon as possible.

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HEREIN IS UNCLASSIFIED  
DATE 9-15-88 BY SP1A-GGM

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On May 13, we saw South Trimble at 10:30 a.m., and informed him that the Bureau was desirous of cooperating in every way possible in matters that would be of mutual interest, and that there could be made available for the investigation suggested by him two Agents, and that we would be glad to have these two Agents work in cooperation with representatives of the Department of Commerce. Trimble stated that after checking the situation, he found that there were only four interviews left to be made and that the inspectors of the Department of Commerce could take care of this situation. He stated he would let us know later in the day if any further assistance from the Bureau was needed.

On May 12, at 2:00 p.m., Mr. Trimble stated to Vetterli and myself that an examination of the wreckage had disclosed a broken propeller in the middle of the ruins and that it indicated that this propeller blade could have been thrown from the propeller shaft of one of the motors into the superstructure of the ship and that this could have caused the accident. He stated that they were contemplating having the appropriate tests made of this propeller blade, in order to ascertain if this theory could be verified.

He also said that he had witnesses that would testify that there was a hole in the side of the Hindenburg before approaching the mooring mast, etc.

On May 12, there were turned over to me by Colonel Hartney, three letters that he requested to be shown to you. He stated that he had shown the one letter signed by [REDACTED] to General Von Boettinger, who is representing the German Ambassador, Hans Luther, at the hearing, and that the General became quite excited and told him, Hartney, that that was the right type of investigation to be made and that there was undoubtedly sabotage connected with the accident. Copies of these letters are attached hereto.

On May 14, 1937, the hearing at Lakehurst was attended by me, accompanied by Special Agent Lee F. Malone, and on this occasion, I conversed with Colonel Hartney, at which time he gave me two more

letters, the same being attached hereto. On this occasion, I discreetly copied these letters and returned the originals to him.

He stated that he was of the opinion greater efforts should be made to conduct a thorough search of the field and further that he had talked with Senator Copeland, the Senator being of a similar opinion, and further, that the Senator was quite put out because this had not as yet been done. Hartney informed that he told the Senator that the F.B.I. was "working like the devil" on the case. I immediately informed the Colonel that our position in the matter was still that of observer, and that if there was any request for activity on our part, it should be made through the Board of Inquiry representing the Department of Commerce, inasmuch as they had full responsibility at the present time, and that upon the receipt of such request, it would be given proper consideration. Hartney informed that he understood perfectly, but that he thought he had to tell the Senator something.

At this time, he also said that he was of the opinion that an explosive bullet that would leave no tracer had been used in causing the accident, and that it was probably through the utilization of a curved out lead bullet in which phosphorus had been placed, and that as the bullet struck the girder in the superstructure, the phosphorus would splatter on this metal and then with the air mixing with the hydrogen, it would be touched off by the phosphorus, and the explosion would ensue.

He also made mention of a spotlight bullet, which is explosive in nature, that had been tested by him on airplane fabric at McCook Field in Ohio, and that these tests taught him that an explosive bullet could ignite a thing in the air immediately upon coming in contact therewith.

He also stated that the Board of Inquiry did not appear to be terribly interested in the sabotage theory, and that they intended to discount the same. No comment was made by me on this occasion.

On May 15, 1937, at 11:15 a.m., I again conversed with Colonel Hartney at Lakehurst, and was again accompanied by Special Agent Malone, and at this time, I again reiterated our position in the matter, namely, that we were merely observers, but that we were perfectly willing

to cooperate in every way possible, providing a formal request was made by the Board. Colonel Hartney on this occasion informed me that he understood perfectly.

He also displayed to me another letter, a copy of which is attached hereto, inasmuch as this letter was copied by me without the knowledge of Colonel Hartney.

Respectfully submitted,

WSD:MML

*W. S. Devereaux*  
W. S. DEVEREAUX,  
Special Agent in Charge.

[REDACTED]

[REDACTED]

[REDACTED]

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May 11, 1937

Colonel Harold E. Hartney  
U. S. Senate Bldg.  
Washington, D. C.

Dear Colonel:

I am offering, what I believe, a logical reason for an investigation on a, perhaps, remote clue on what might be the cause of the Hindenburg explosion.

The Hindenburg has been coming to this country for years. It was not extraordinary news. The day she arrived it was dark, dull and rainy, and she hung up for a few hours to land, waiting until after six o'clock. According to all the rules of human nature, most people wishing to take pictures of the ship would have left for home.

With all this, this accident was photographed from every angle. As a matter of fact, I have never seen an event more profusely photographed.

To me, it seems a possibility that a bunch of photographing racketeers would frame an accident of this kind, as they would any other big job for money. I understand that the amount of money taken in from these photographs runs into large sums.

I also notice that some of the men who were notified to stay off the ship were newspaper men. This may be caused by a distant friendship for these men, by the fact those involved had an acquaintanceship in the newspaper field.

I am offering this only as a lead which, I believe, is supported by good logic. I have no direct evidence for my conclusions.

I hope to see you when you are in New York. I am at the above address at all times.

Most cordially

/s/ [REDACTED]

[REDACTED]

b7c

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[REDACTED]

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(Original letter written in ink in German)

I was sorry to hear of the catastrophe. As I learned by newspapers that Senator Copeland wants to investigate in the case I wish to inform you that in case the zeppelin flew over New York about four o'clock, the 6th (of May) at that time I was driving with some people. Three boys, about 9 - 10 years of age, sat at the window. There was a small aeroplane connected with a rope with the airship and flying up to her (or around). The 3 boys said what does the little want there. They have seen it and I have seen it. We drive with the elevated through Bronx Park on East Side. In case the zeppelin crossed that vicinity something was tied on it, I am sure. The small (plane) was over and on (the airship). We could see it clearly as it was very low. I do not know the boys.

A Heartbroken

Envelope addressed and postmarked as follows:

"New York, N. Y.  
Sta. K  
May 7 8 - PM  
1937

H. Senator

Copeland.

(D = N. Y.)

(In pencil)  
Wash D.C.  
City-- "

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General P. O. N. Y. May 7

Senator Copeland,  
Washington, D. C.

You should send for Sam Untermyer, Raddi Wise and the half jew, half wop Mayor La Guardia in your Hindenburg examination. These men all favor baycotted Germany and are on record as saying they even would prevent the boxer, Max Schmelling, from fighting here if they could do so.

The Hindenburg was fired at in lower New York--I saw it from a skyscraper window. Three shots came from a point close to the elevated structure at Chambers Street and Greenwich as the airship was heading toward the Battery after circling Manhattan.

Some hireling of anti-nazis did this job and was paid by the jews whom I have mentioned. Call them and ask about their boycott organization, the names of their agents, and you'll get the murderer of those people on the Hindenburg.

And it wont be long now, Senator, before Americans start massacring kikes just as other nations have done. They are no good sons of bitches and have been so for ages.

b1c [REDACTED] (Sig't. typed)

Envelope addressed and postmarked as follows:

"HUD. TERM. ANNEX. N. Y.  
MAY 7, 10.30 AM  
1937

Senator Royal S. Copeland

U.S. Senate

Washington, D.C."

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80 OCT 21 1964

Letter written in ink on plain paper. No envelope.

C

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P

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b7c

5-9-37

Col. Harold E. Hartney,  
Lakehurst, N. J.

Dear Sir:

Please, for the sake of Christian humanity, do not allow yourself to become befuddled & confused, or frightened & intimidated by Jewish arrogance & dominance in the attempts to side track the cause of the Hindenburg disaster.

Jews, big and influential in this Jewish-run Christian country of ours, are determined to imitate the investigators with every scheme their cunning brains are capable of to concoct, & so camouflage the truth with all kinds of phantastic theories, intended to throw you off your feet. Jews are experts at deceit. Their Talmud teaches them from childhood on the value of deceit against the gays (Christians) & the hate for those Christians.

Everything in logic, common sense and psychology - from the S. S. Bremen incident & the La Guardia case, to the intense hate for Germany the threatened success of a good will through the Hindenburg points to Jewish sabotage. But if one must have facts to be impressed, they are there to; witnesses testified that the fire started thru a comparatively small tongue of flame which suddenly burst out of the hull of the ship - showing conclusively, & above & beyond all side-tracking issues of phantastic Jewish theories, that a flaming bullet (of which there may be a hundred different simple devices) had been shot into the hull. Pure and Simple, it was an act of Jewish sabotage, inspired by Talmud - preached hate.

Yours very respectfully

/s/

b7c

*Copied from  
letter shown me  
by Col Hartney  
5/14/37*

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Typed note.

Colonel; First paragraph not necessarily true; person might have figured on choosing time when everyone was at one place on field, and even guards would be looking toward ship; also, fanatic would be apt to take pleasure in killing all in ship.

Second paragraph very good. Search should certainly be made in aft of ship for some timing device. Perhaps you could suggest it to Board.

bK /s/ [redacted] (in pencil)

Pretty good letter, hay?

Attached is piece of paper written in pencil as follows:

Send to Col. Hartney Special Delivery.

Typed

Suggest that this be turned over to Vetterli.

Envelope addressed to:

Senator Royal S. Copeland,  
Senate Chamber,  
Wash., D. C.

Postmarked: N. Y. C. - N. Y. Sta A  
5-10-37 2 PM

Letter as follows:

The Disaster to the Hindenburg.- I do not believe - was caused here - For this reason. It would have been much safer to have fired an incendiary bullet - later in the night. because if the first one missed - they could repeat - until success - and it is reasonable to suppose that the wrecking of the craft would be the only thing sought. If murder was sought - it would have been tried minutes before - as no one knew that the end would be so sudden.

My theory is that, if it was not an accident, - it was planned before the ship left Germany that is, a time device was installed then, so timed that it would work after the ship was anchored - they figured on a normal crossing which would have the ship anchored about three hours earlier - But as she was late (as I understand the schedule) it was (the Blast) in a sense, premature.

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30 OCT 21 1964

*Rec'd from  
Col. Hartney 5/14/37*

The only thing to do is, to screen every oz. of ashes - if a time device (probably a small alarm clock - Eight day) is found, particularly in the rear third of the ship, then one may be sure that - it was sabotage! If not, then I firmly believe, it was natural causes - beyond our present knowledge. And all the investigations are so much -- waste time!

b7c

/s/ [REDACTED]

Written in pencil. "No address."

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(Written on the reverse side of this letter was the following:)

Eloise:

I am trying to find out all info about such nuts. This guy might actually have done the dirty work, or some other disgruntled inventor like him.

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30 OCT 21 1964

- 2 -

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This letter was copied on May 15, 1937  
while in the possession of Colonel Hartney,  
at Lakehurst, New Jersey.

b7c

5-9-37.

Honorable Royal Copeland,  
U. S. Senator,  
Wash., D. C.

Dear Senator:

In case of the yesterday Zeppelin disaster at Lakehurst,  
N. J. as well as the disasters of Shenandoah, Akron, Macon, may I inform you  
that Zeppelin competitions in America against my airship invention are  
now out of my way.

I am the inventor of a real American dirigible patented  
1914 in Wash. but which was refused for adoption at the lighter than  
air competition in 1928 by the Gov't. experts in Wash. The result  
of this refusal was that both adopted Zeppelin imitations had a  
short life. If you Honorable, are an ardent furtherer of a real  
& good American invention of original construction in that line,  
I hope you will recommend it for construction, such disasters as  
in the past will never happen in the future.

I will construct an real American helium airship, better  
& saftier than a Zeppelin, it will cost lesser money, useful for  
war as well, as commerce, and which will be constructed to land  
on the water surface by means of pontoons.

Awaiting your kind reply on this subject

Most respectfully,  
Yours,

b7c

/s/

(Typed on a card attached to the above letter was the  
following:)

Col:

This disgruntled inventor goes so far as to say xxxxxxxxx  
that since the Hindenburg disaster, "Zeppelin competi-  
tions are now out of my way." We have copies here; so  
Vetterli can have this.

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1937

(signed in pencil)  
(Oh all right)

May 17, 1937.

MEMORANDUM FOR INSPECTOR E. J. CONNELLEY

On the morning of May 17, 1937, Special Agent Lee F. Malone and myself proceeded to Lakehurst, New Jersey, to attend the hearing regarding the Hindenburg disaster of May 6. We attended the morning hearing and in compliance with telephonic instructions received from Special Agent in Charge Vetterli, I left with the Board of Inquiry the address and telephone number of the Newark Field Division and informed them that other commitments necessitated my returning immediately to Newark, New Jersey, and that if there were any developments in connection with the investigation being conducted by the Department of Commerce regarding the Hindenburg disaster wherein the Bureau could be of any service, that if the Board would contact the Newark Field Division and make a request for any activity on the part of the Bureau, that this request would receive due consideration and that they were to feel that the Bureau wished to cooperate in every practical manner.

I was informed by Major Schroeder and Mr. Mulligan, of the Board, that thus far there was no indication of a violation in which this Bureau would be interested, but that if anything arose that they felt would be of interest to the Bureau or that they felt the Bureau could be of assistance to the Board in completing their investigation, they would feel free to communicate with this Field Division. They both informed me that they appreciated very much our presence at Lakehurst. Further, that they had a great deal of confidence in the Bureau and that if there was any indication of sabotage or the like they would probably want to contact this division. I also left the address and telephone number of this division with Captain Rosendahl, Commander of the Naval Base at Lakehurst and gave him the same explanation that I gave the Board of Inquiry. Rosendahl also stated that thus far there was no evidence of sabotage or of a criminal violation, but that he certainly had appreciated the presence of representatives of the Bureau at the Naval Base and that he would appreciate very much our contacting him periodically so that he could keep us informed as to any developments. No further comment was made by me regarding the remarks of either the Board or Rosendahl.

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Colonel Hartney was not contacted by me on the instant date.

Agent Malone and myself arrived in Newark, New Jersey at 1.20 P. M. and no further action will be taken by this division at Lakehurst until further instructions are received from the Bureau.

Respectfully submitted,

WSD:RBT

W. S. DEVEREAUX,  
Special Agent in Charge.

- 2 -

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MEMORANDUM FOR THE FILE

May 18, 1937.

RE: HINDENBURG

On May 11, 1937, in a telephone conversation with Mr. Tamm as to the requests previously made apparently by Roger Williamson to Commander Rosendahl that a search be made of the field where the Hindenburg fell which he, Williamson, suggested that we should supervise, Mr. Tamm advised we should indicate to Commander Rosendahl that we necessarily cannot act upon requests for investigation by a Senatorial Committee inasmuch as this would possibly place us in a position to be criticized, but that should the committee investigating the disaster of the Hindenburg or Mr. Rosendahl have some ideas for investigation, this might make a difference as to what we would do in the situation inasmuch as this would possibly place before us some situation coming within our investigative jurisdiction. Reference is made to my previous indication that if a search were to be made, this could just as well be made in any of the area over which the Hindenburg circled for approximately two hours before it made its landing at the Naval Air Station. It was indicated, at that time, that we were entirely friendly and agreeable with both Commander Rosendahl and Mr. Trimble of the Commerce Department Investigating Committee, but, however, they had made no request of us, as yet, for investigation.

On May 12, 1937, as a result of the request made by Mr. Trimble to Agents Vetterli and Devereaux, this information was communicated to Mr. Tamm at 6:11 p. m.; that Mr. Trimble indicated that it would be desirable possibly for us to check, or to check in cooperation with their Inspectors, the various passengers who arrived on the Hindenburg in order to learn the names of any persons who were at the field to meet them and thereafter interview these latter persons for any of their observations while at the field.

on May 12, 1937, at 10:18 p. m., Mr. Tamm, in a telephone conversation, advised that the Director had instructed that it would

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*Devereaux*

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be desirable for us to cooperate in any way possible with Mr. Trimble; that we should suggest to him that we would be agreeable to checking the list of passengers as previously above-indicated; that, however, this should be done in conjunction with the Inspectors of the Department of Commerce; that we would be very glad to work with them in handling this situation, however, it was suggested that we request the Commerce Committee to obtain the list of passengers from the Zeppelin Company and thereafter we would have two of our men work with two of the Department of Commerce Inspectors.

On the following day, May 13, 1937, Mr. Trimble was advised in accordance with the above situation and at this time he advised Agents Vetterli and Devereaux that they had checked out most of these passengers and at this time they had none that they desired us to check, but that they would call upon us for any assistance if they desired it and they have not, as yet, suggested to us any inquiry, although we have indicated to them that we were very desirous of rendering any and all possible assistance to them and that we would consider any request for investigation they made and if same was proper, in accordance with what we should handle, we would be glad to immediately make the necessary inquiry.



E. J. CONNELLEY,  
Inspector.

EJC:ML

**Federal Bureau of Investigation**  
**United States Department of Justice**  
 936 Raymond-Commerce Building  
 Newark, New Jersey

Mr. Nathan	✓
Mr. Tolson	✓
Mr. Baughman	
Mr. Clegg	
Mr. Coffey	
Mr. Downey	
Mr. Egan	
Mr. Foxworth	✓
Mr. Glavin	
Mr. Harbo	
Mr. Joseph	
Mr. Lester	
Mr. Quinn	
Mr. Tracy	
Miss Gandy	

PERSONAL AND CONFIDENTIAL

May 21, 1937.

DECLASSIFIED BY SP1A-6 GVM  
 ON 9-15-89

Director  
 Federal Bureau of Investigation  
 Washington, D. C.

Re: DESTRUCTION AIRSHIP HINDENBURG

Dear Sir:

On May 20, 1937 at 6:00 P.M., Commander C. E. Rosendahl, of the Naval Air Station at Lakehurst, New Jersey, contacted Special Agent in Charge Devereaux by telephone and advised that a chemist associated with the Bureau of Mines and Explosives who receives compensation from the Association of Railroads in the eastern part of the United States, had made an examination of the gas valve which had been located by Dr. Ludwig Duerf, Chief Construction Engineer of the German Zeppelin Transport Company, and had determined that the foreign substance present on the valve head was not sulphur or any active acid. The chemist advised Commander Rosendahl that to really determine what composed the deposited substance, a detailed, minute examination would have to be made, and suggested that the examination be made by the Bureau of Standards at Washington, D. C.

RECORDED

62-48190-19

Commander Rosendahl advised that the committee was taking steps in the immediate future to have this suggested examination made by the Bureau of Standards at Washington, D. C. MAY 22 1937 P.M.

He further advised that the German Commission is now of the opinion that the deposit appearing upon the valve head could possibly have originated from a fire extinguisher which was located in the aft portion of the ship, and that it was either a deposit from the burned rubber or the discharged fluid of this fire extinguisher.

For the assistance of the Bureau there is transmitted with this letter a photostatic copy of the diagram of the Hindenburg which is marked LZ-129, and a photostatic copy of the diagram of the

COPIES DESTROYED  
 30 OCT 16 1964

Hindenburg showing the location of the Hindenburg personnel at the time of the accident. The latter is marked M-105-115.

Very truly yours,

*W. S. Devereaux*  
W. S. DEVEREAUX,  
Special Agent in Charge

LFM:cc  
Encls. (2)  
70-15

on this envelope

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-15-88 BY SP0260



ENCLOSURE

62-48190-17



WITTMANN HERZOG-H.

CONTROL CAR - PLAN

BITTER - H.  
BEUTELE - H.  
SCHADLER - H.

HENNEBERG  
BALLA

SCHLAPP-D.  
LENZ-H.

SCHMIDLER-D.  
SCHLEY-D.

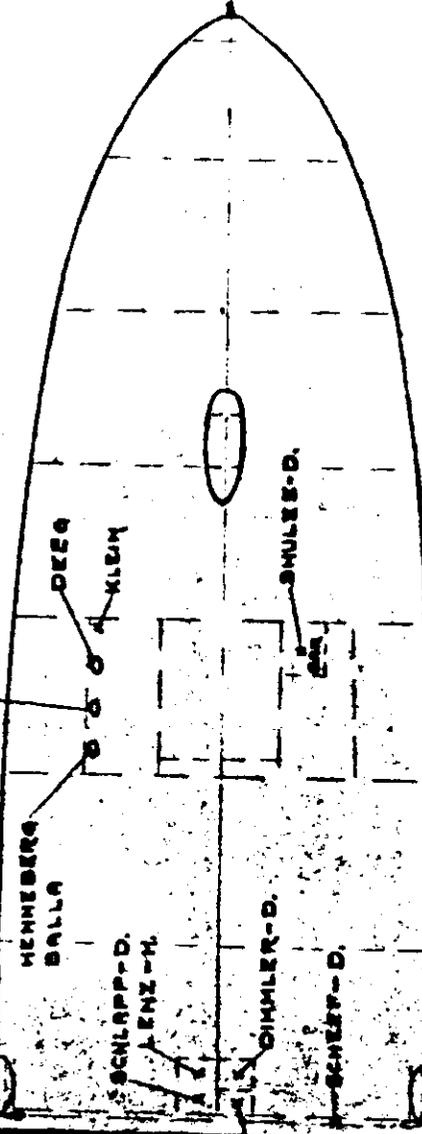
SCHÄUBLE  
ZEFFEL - H  
DORFLEIN  
OTSEB

MUNNEMACHER  
KUBIS

DEEG  
KLEIN

SMULES-D.

DR. RUDIGER - H.

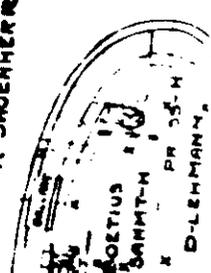
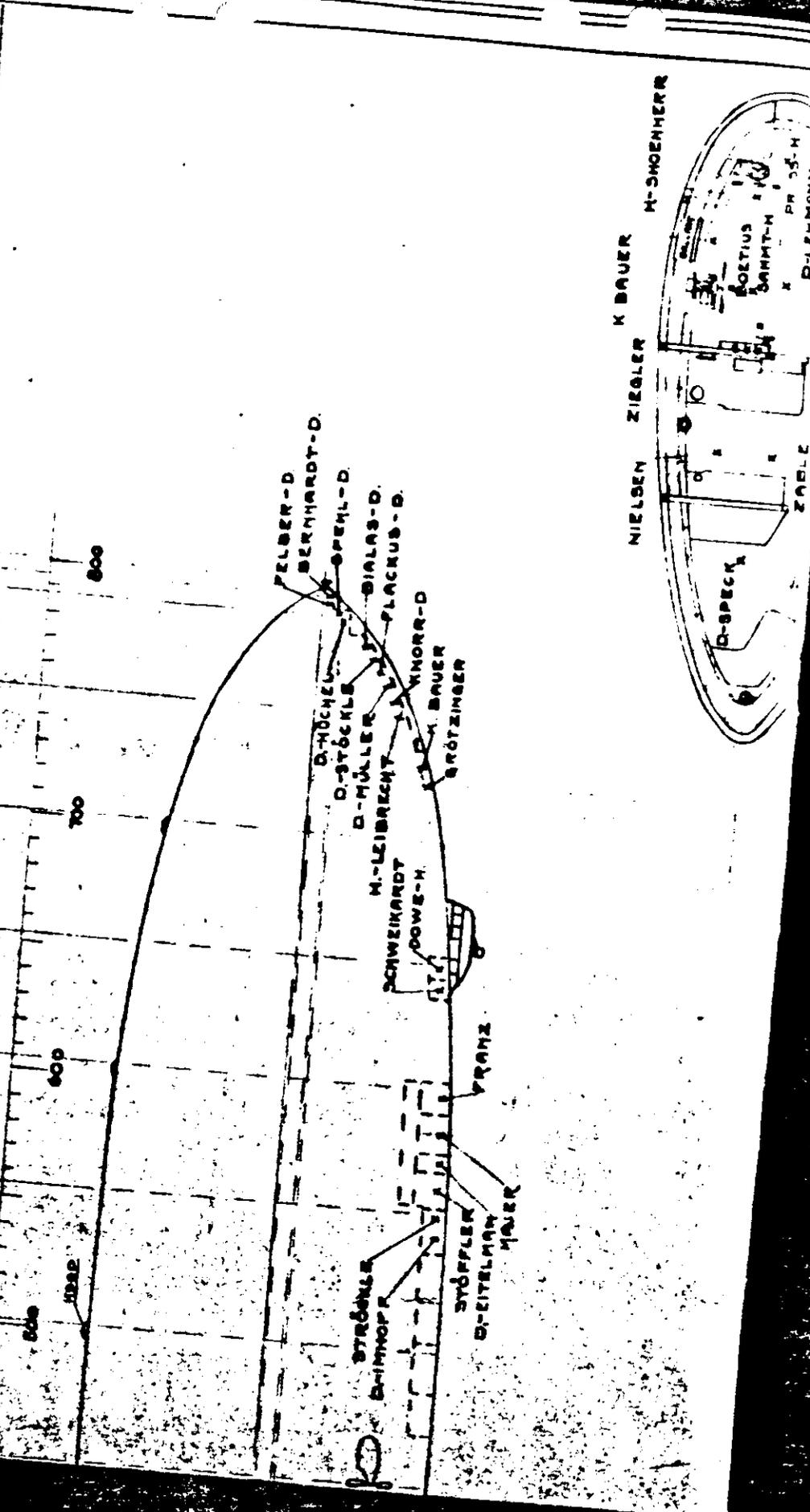


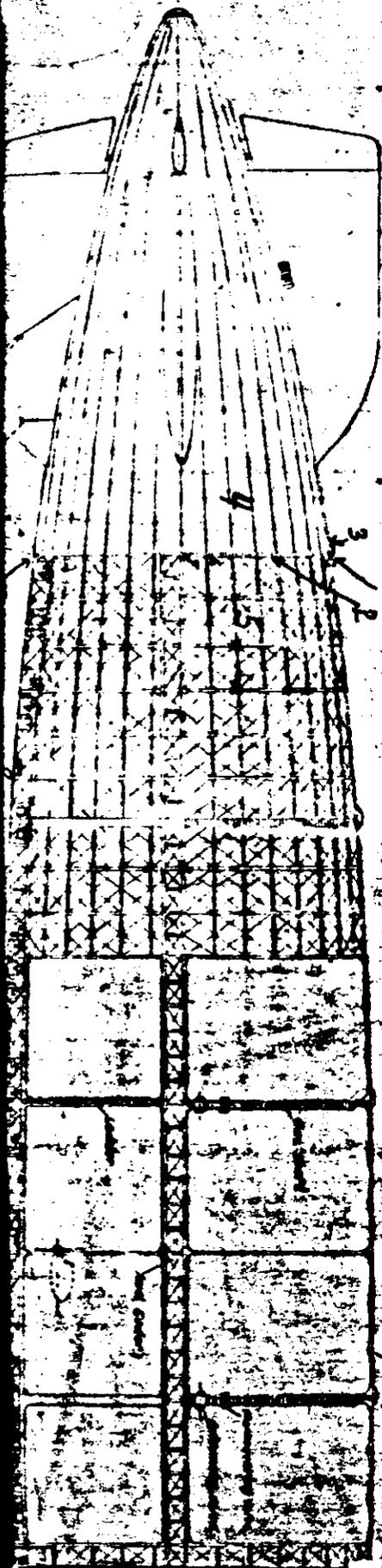
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U.S. NAVAL AIR STATION LAKEMURST, N. J.																			
HINDENBURG PERSONNEL										M-105-115									
NAME										PIECE NUMBER									

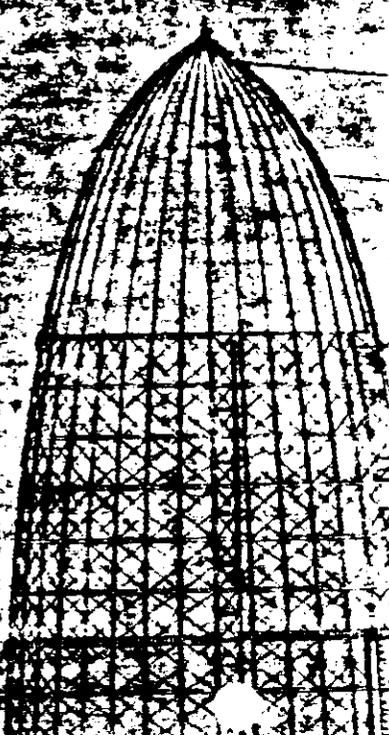
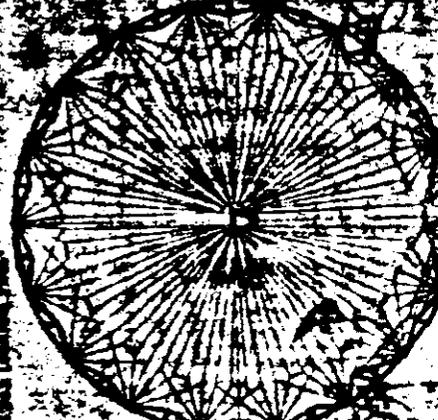
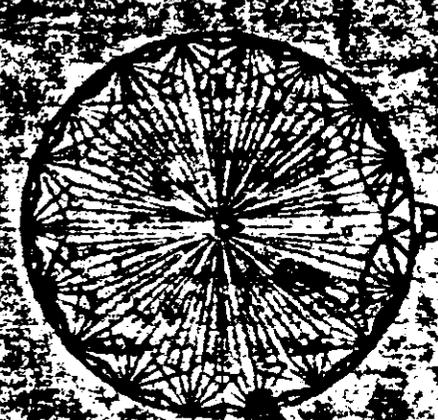
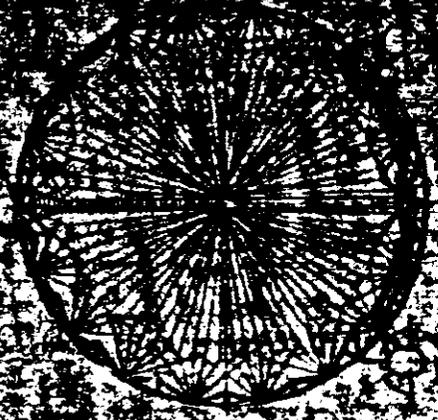
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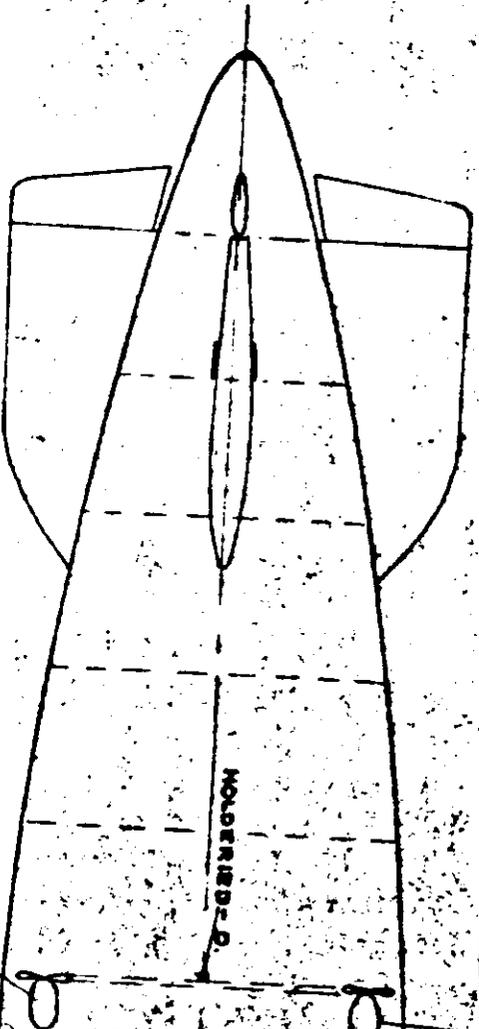


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FR. 2282 PR. 140 LOOKING PORT.



FR. 2280 LOOKING AFT.



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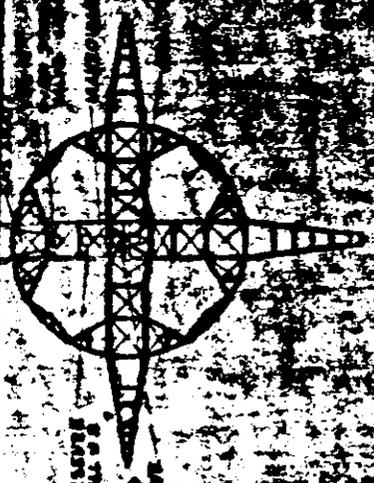
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D-BÄHNHÖLZER

HOLDERB-D

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DRITTSCHEN  
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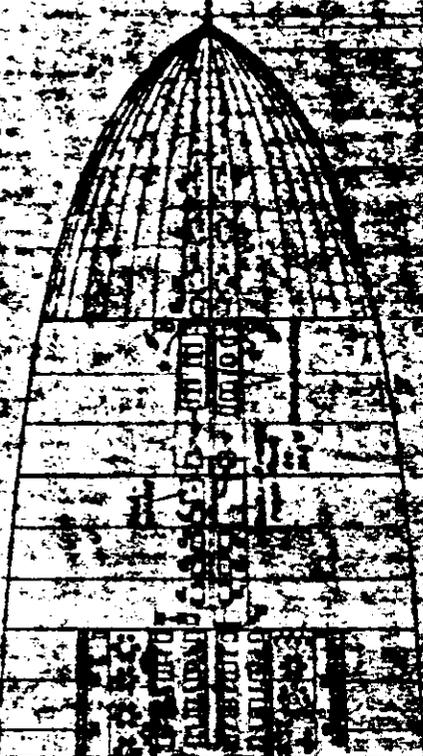
BOTTOM VIEW



OVER PRESSURE  
VALVE CALL 08

MANUVERING VALVE  
CALL 08

EXECUTIVE OFFICE  
COPY PLEASE DO  
NOT REMOVE



# FEDERAL BUREAU OF INVESTIGATION

Form No. 1  
THIS CASE ORIGINATED AT **NEWARK**

FILE NO. **70-396**

REPORT MADE AT <b>Washington, D. C.</b>	DATE WHEN MADE <b>5-24-37</b>	PERIOD FOR WHICH MADE <b>5-24-37</b>	REPORT MADE BY <b>H. P. BURRUSS</b> <span style="float: right;">RFB:EB</span>
TITLE <b>DESTRUCTION OF AIRSHIP "HINDENBURG"</b>			CHARACTER OF CASE <b>GOVERNMENT RESERVATION MATTER</b>

**SYNOPSIS OF FACTS**



*w*  
*f*  
*b1c*

-RUC-

**REFERENCE:** Letter from Newark Division dated May 21, 1937.

**DETAILS:** AT WASHINGTON, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-18-88 BY SP1A66 cm

For the information and guidance of other divisions, in the event the office of origin should instruct investigation thereby, the reference letter indicates that the Board of Inquiry of the Department of Commerce, headed by South Trimble, Jr., through Commander C. L.

APPROVED AND FORWARDED: *[Signature]*  
SPECIAL AGENT IN CHARGE

DO NOT WRITE IN THESE SPACES

<p>6248190 20</p>	<p>MAY 25 1937</p>
<p><i>[Handwritten initials]</i></p>	<p><i>[Handwritten mark]</i></p>

COPIES OF THIS REPORT  
3-Bureau  
5-Newark (special delivery)  
2-Washington Field

**COPIES DESTROYED**  
**30**  
**OCT 18 1964**

Rosendahl, U. S. Navy, requested this Bureau to ascertain the identity and background of one Joseph Spach, a passenger aboard the airship "Hindenburg" on the fatal trip ending May 6, 1937, at Lakehurst, New Jersey.

The reference letter further indicates that it has been determined that Joseph Spach had access to the aft portion of the airship to tend two dogs which he owned and which were confined in the aft freight room. As Spach had access to the rear portion of the ship, some suspicion has, therefore, attached itself to Spach, as at various times he was in the stern of the ship unaccompanied.

b7c

[REDACTED]

b7c

[REDACTED]

[REDACTED]

[REDACTED]

b7C

[REDACTED]

[REDACTED]

b3/b7C  
PRAIRS

[REDACTED]

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[REDACTED]

REFERRED UPON COMPLETION TO THE OFFICE  
OF ORIGIN

RECORDED  
INDEXED  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
FILE

ropes had been dropped down about 4 minutes  
I think a small wire might have been hidden  
in one of the ropes, with a spy or communicant  
both on the ship and on the landing crew.  
A pocket battery is enough to make a sufficient  
spark. This 4 minutes would give the person  
on the ship time to get ready to jump and  
the one on land time to get rid of the  
ropes and battery. Maybe I am wrong. But  
Please write and tell me.

I remain  
Sincerely

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-15-88 BY SP1/...

WAC:RAM

62-48190

-21

June 16, 1937.

RECORDED

Special Agent in Charge,  
Newark, New Jersey.

Dear Sir:

I am transmitting herewith copies of

**[REDACTED]**

concerning the Hindenburg  
disaster.

It is desired that this information be transmitted  
to Commander C. E. Rosendahl at Lakewood, New Jersey.

Very truly yours,

John Edgar Hoover,  
Director.

Enclosure #A-10940.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1/ASB/um

COMMUNICATIONS SECTION  
MAILED  
JUN 16 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION,  
U. S. DEPARTMENT OF JUSTICE

*[Handwritten signatures and initials]*

*[Handwritten initials]*

*[Handwritten initials]*

62-48190-21 June 16, 1937.

WAC:LAN

b7C

[Redacted]

Dear [Redacted]

This will acknowledge receipt of your letter dated May 21, 1937, regarding the Hindenburg disaster, and I appreciate your writing me your views concerning this matter.

Very truly yours,

John Edgar Hoover,  
Director.

CC CHICAGO

COMMUNICATIONS SECTION  
MAILED  
JUN 16 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1036/m

*[Handwritten signature]*

936 Raymond-Commerce Building  
Newark, New Jersey

May 21, 1937.

Special Agent in Charge  
Washington, D. C.

Re: DESTRUCTION AIRSHIP HINDENBURG

Dear Sir:

The Board of Inquiry of the Department of Commerce, headed by South Trimble, through Commander C. E. Rosendahl, U.S.N., has specifically requested the Federal Bureau of Investigation to ascertain the identity and background of one JOSEPH SPACH, a passenger aboard the Airship Hindenburg on the fatal trip ending May 6, 1937 at Lakehurst, New Jersey.

It has been determined that Joseph Spach had access to the aft portion of the airship to tend two dogs which he owned and which were confined in the aft freight room. As Spach had access to the rear portion of the ship, some suspicion has, therefore, attached itself to Spach, as at various times he was in the stern of the ship unaccompanied.

[REDACTED]

It is requested that this investigation be expedited.

Very truly yours,

INDEXED  
*cm*

W. S. DEVEREAUX,  
Special Agent in Charge

62-48190-21X

LFM:cc

\*cc-Bureau

70-15

SPECIAL DELIVERY

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A/BGM

MAY 25 1937

*pat*

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

PEF:DM

May 24, 1937.

Time - 4:55 P. M.

MEMORANDUM FOR MR. TAMM

Re: Hindenburg

I called SAC Devereaux at the Newark Division and told him that the Director had approved the conduct of the interview with Captain Wittemann, who is supposed to have knowledge of the warning allegedly received by officials of the Hindenburg.

Mr. Devereaux stated that since Dr. Eckener's testimony, the attitude at the hearings had changed somewhat, Dr. Eckener having testified he believed the accident was due to static electricity. Mr. Devereaux stated that accordingly he felt he should talk to Commander Rosendahl before conducting this interview, to be sure that the Commander still desired it. I told him that was satisfactory.

Respectfully,

*P. E. Foxworth*  
P. E. FOXWORTH.

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HEREIN IS UNCLASSIFIED  
9-16-88 BY SP1A/G/6m

62-48190-22

RECORDED

SEARCHED  
INDEXED  
SERIALIZED  
FILED  
*[Handwritten initials]*

May 21, 1957

b7c

phoned from Baltimore

[redacted] stated that according to the latest press dispatches two fragments of aluminum purportedly from the Hindenburg had been brought in from some distance from the explosion. He believes this definitely points towards sabotage. He stated that the press indicated the officials were going to call in a metallurgist expert and he is afraid that they will dissolve the metal and thereby destroy it. He thinks that he might be of material assistance in this matter and thought he would call it to our attention.

AS 4

I told [redacted] that we were not in the investigation at the present time but he stated that he had written to Commander Rosendorf two days after the accident and had offered his services but having not heard from Commander Rosendorf, he thought it might be possible for us to communicate with the Department of Commerce concerning his qualifications. He referred to the notice to the effect that the New York Bomb Squad has been called in on the case and he commented that all they usually do is to look around for a gas pipe. I told [redacted] that he ought to get in touch directly with the Department of Commerce but he insisted that he felt we might communicate with someone in the Commerce Department concerning his qualifications in a matter of this kind as he is perfectly willing to go to Lakehurst and offer his services in the matter. A copy of this memorandum is being routed to Mr. Tamm.

[redacted] also stated he was forwarding to you a scientific paper which he wrote some time ago with respect to metals and explosives as he thought this might be of particular interest to the personnel in the crime laboratory.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1 R/W/6/88

Clyde Tolson.

RECORDED  
&  
INDEXED

62-48190-2

G J  
P  
R

10

Federal Bureau of Investigation  
United States Department of Justice

936 Raymond-Commerce Building,  
Newark, New Jersey.

May 25, 1937.

Director,  
Federal Bureau of Investigation,  
Washington, D. C.

RE: AIRSHIP HINDENBURG;  
GOVERNMENT RESERVATION MATTER.

Dear Sir:

Shortly after the Hindenburg disaster, Roger Williamson, Clerk of the Investigating Committee of the Senate Committee on Air Commerce, headed by Senator Copeland, advised that there were certain footprints leading on to the reservation at Lakehurst, New Jersey, and Roger Williamson had come to the conclusion that these footprints were made by some unknown party who entered the reservation, and according to a theory advanced by Roger Williamson, possibly fired an incendiary bullet into the Hindenburg and thus caused its disaster. Incidentally, there is nothing so far to substantiate his contention or theory.

As a result of this report, on Sunday, May 9, 1937, Special Agents in Charge W. S. Devereaux and R. E. Vetterli, at Lakehurst, New Jersey, on the Government Reservation, photographed footprints that were found and pointed out by Roger Williamson. One small photograph, together with appropriate descriptive data affixed thereto, and properly numbered alphabetically, together with two enlarged photographs of each picture taken, are submitted herewith to the Bureau:

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
- M - DATE 9-16-89 BY SP1A/C/m

Portions of actual footprints found near gate, within the reservation at Lakehurst, New Jersey, approximately three feet from the fence.

RECORDED & INDEXED  
- N -

Actual footprint inside reservation at Lakehurst, New Jersey, near gate referred to in previous photographs. Is actual photograph of one of the footprints marked in white and shown in photograph "L".

62-48190-24	
FEDERAL BUREAU OF INVESTIGATION	
SEARCHED	INDEXED
SERIALIZED	FILED
MAY 27 1937	
FBI - NEWARK	

Handwritten: 267, 24, 24

1 ENCL W

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30 X OCF 10 1964

Copy and Specimens Retained in Laboratory  
5-27-37 MT

See serial 17 b7c

UNRECORDED COPY TO INVEST. UNIT  
ORIGINAL TO LABORATORY.

- O -

Photograph of actual footprints approximately fourteen feet inside reservation at Lakehurst, New Jersey.

- P -

Photograph of one of the actual footprints shown in photograph "O". Indicates person was apparently wearing either rubbers or over-shoes or arctics.

- Q -

Photograph of one of the actual footprints shown in photograph "O". Indicates person was apparently wearing either rubbers or over-shoes or arctics.

These footprints were found in an area of within 14 inches to a little over 14 feet from the gate. No facilities were had for making casts of these prints on Sunday, however, you will note the photographs, in certain respects, are quite clear.

In addition, on the following day, May 10, 1937, photographs were made by Special Agent in Charge R. E. Vetterli of the road bordering the reservation at Lakehurst and the gate over which the unknown parties climbed to permit their entrance into the reservation. The photographs submitted are as follows:

- A -

Photograph of road and fence bordering reservation at Lakehurst, New Jersey. Reservation is on the right.

- B -

Continuation of road and fence bordering reservation at Lakehurst, New Jersey. Reservation is on the left. Reflects same road shown in "A", only in opposite direction.

- 2 -

14

- C -

Additional photograph of fence and road bordering reservation at Lakehurst, New Jersey as reflected in photographs "A" and "B". Also reflects gate in center of picture which permits entry to the reservation.

- D -

Portion of road and fence bordering reservation at Lakehurst, New Jersey. Also more definite picture of gate which permits entry to the reservation as referred to in photograph "C".

- E -

Close-up view of gate referred to in photographs "C" and "D".

- F -

Photograph of portion of gate mentioned in "E", also contains picture of Bureau car on road which leads from the center of the reservation to the gate exit mentioned in photographs "C", "D" and "E". In the distance are the mooring masts, one of which was to be used in mooring the Hindenburg.

- G -

Bureau car on reservation road which leads to gate exit referred to in photographs "C", "D" and "E".

- H -

Photograph of portion of gate mentioned in photographs "C", "D" and "E", also part of fence over which unknown persons climbed at this point.

- I -

Photograph of portion of gate mentioned in photographs "C", "D" and "E", also part of fence over which unknown persons climbed at this point.

- 3 -

14

- J -

Portion of fence over which unknown persons climbed, at point shown, to permit their entry to the reservation at Lakehurst, New Jersey. The two white spots were placed to show location of footprints after climbing fence.

- K -

Photograph taken inside the reservation at Lakehurst, New Jersey, reflecting portion of fence and location of footprints near fence, which latter are reflected by the two white spots. Same footprints are shown in photograph "J".

- L -

A different picture of the same footprints referred to in photographs "J" and "E".

On May 10, 1937, Special Agent in Charge Vetterli, accompanied by Special Agent (A) W. D. Fay, endeavored to make casts of the prints within the immediate area of the gate, however, a heavy rain had occurred and despite efforts to preserve them, they were in such a state that it was impossible to make proper casts, however, the photographs taken are clear and show, in detail, practically anything that a cast would show.

On Monday, May 10, 1937, accompanied by Special Agent (A) Fay, there were located, about 1100 feet from the gate shown in the photographs above, other footprints made by the same parties and Exhibit "R", attached hereto, is a life-size photograph of a cast made of one of the footprints found about 1100 feet from the gate in question. Photograph is also attached of a life-size picture of a heelprint, which was located and from which a cast was made. They are described as follows:

- R -

This is a life-size photograph of a plaster of paris cast made of a footprint on the reservation at Lakehurst, New Jersey. The footprint was found about eleven hundred feet from the gate shown in

- 4 -

11

photographs "D", "E" and "F", and on the road which leads from the gate referred to above to the center of the reservation.

The cast was made on May 10, 1937 at Lakehurst, New Jersey by Special Agent in Charge R. E. Vetterli, assisted by Special Agent (A) W. D. Fay.

The cast is being retained at the Newark Division office.

The cast indicates the person was wearing either rubbers or arctics.

- S -

This is a life-size photograph of a plaster of paris cast made of a heelprint on the reservation at Lakehurst, New Jersey. The Heelprint was found about eleven hundred feet from the gate shown in photographs "D", "E" and "F", and on the road which leads from the gate referred to above to the center of the reservation.

The cast was made on May 10, 1937 at Lakehurst, New Jersey, by Special Agent in Charge R. E. Vetterli, assisted by Special Agent (A) W. D. Fay.

The cast is being retained at the Newark Division Office.

The cast indicates the person was wearing either rubbers or arctics.

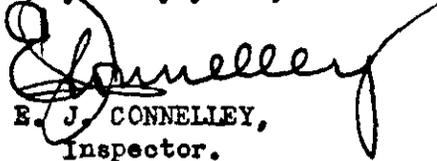
Two of each of the above photographs are being submitted to the Bureau. The measurements of the actual footprint can be more accurately made by the Bureau from the life-size photograph of the cast.

On this same date, May 10, 1937, it was still raining, however, casts were made of four footprints and one heelprint, all of which are being retained at the Newark Division Office for possible future reference.

You will note from the photographs, particularly photograph "R", that one of the individuals who entered the reservation was apparently wearing rubbers or galoshes and possibly the name of the maker of the rubber or galosh can be brought out by the laboratory from further study of the photograph and, if necessary, the cast will be furnished for this purpose in the event anything definite develops to warrant further investigation along this line.

The investigation outlined above was in accordance with instructions received from Inspector E. J. Connelley.

Very truly yours,



E. J. CONNELLEY,  
Inspector.

REV:ML

70-15

Enc.-18 55

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Report

Case: Re: Airship Hindenburg; Government  
Reservation Matter.

Number: 62-48190-24

Specimens: 62-48190-24 Two large photographs and 1 small photograph of  
each of the following:

- Q1 Portions of actual footprints found near gate, within the reservation at Lakehurst, N. J., approximately three feet from the fence. Exhibit M.
- Q2 Actual footprint inside reservation at Lakehurst, N. J., near fence and gate referred to in previous photographs. Is actual photograph of one of

Examination requested by: Newark (5/25/37)

Date received: 5/27/37 MT 5 p.m.

Examination requested: Footprint

Result of examination:

Examination by: [redacted] #1

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1B/66m

b7c ans  
6-1-37  
[initials]

**EXPEDITE**

the footprints marked in white and shown in photograph "L." Exhibit N.

- Q3 Photograph of actual footprints approximately fourteen feet inside reservation at Lakehurst, N. J. Exhibit O.
- Q4 Photograph of one of the actual footprints shown in photograph "O." Indicates person was apparently wearing either rubbers or over-shoes or arctics. Exhibit P.
- Q5 Photograph of one of the actual footprints shown in photograph "O." Indicates person was apparently wearing either rubbers or over-shoes or arctics. Exhibit Q.
- Q6 Photograph of road and fence bordering reservation at Lakehurst, N. J. Reservation is on right. Exhibit A.
- Q7 Continuation of road and fence bordering reservation at Lakehurst, N. J. Reservation is on left. Reflects same road shown in "A," only in opposite direction. Exhibit B.

*Handwritten notes:*  
Q6, Q7, Q8, Q9, Q10, Q11, Q12, Q13, Q14, Q15, Q16, Q17, Q18, Q19, Q20, Q21, Q22, Q23, Q24, Q25, Q26, Q27, Q28, Q29, Q30, Q31, Q32, Q33, Q34, Q35, Q36, Q37, Q38, Q39, Q40, Q41, Q42, Q43, Q44, Q45, Q46, Q47, Q48, Q49, Q50, Q51, Q52, Q53, Q54, Q55, Q56, Q57, Q58, Q59, Q60, Q61, Q62, Q63, Q64, Q65, Q66, Q67, Q68, Q69, Q70, Q71, Q72, Q73, Q74, Q75, Q76, Q77, Q78, Q79, Q80, Q81, Q82, Q83, Q84, Q85, Q86, Q87, Q88, Q89, Q90, Q91, Q92, Q93, Q94, Q95, Q96, Q97, Q98, Q99, Q100, Q101, Q102, Q103, Q104, Q105, Q106, Q107, Q108, Q109, Q110, Q111, Q112, Q113, Q114, Q115, Q116, Q117, Q118, Q119, Q120, Q121, Q122, Q123, Q124, Q125, Q126, Q127, Q128, Q129, Q130, Q131, Q132, Q133, Q134, Q135, Q136, Q137, Q138, Q139, Q140, Q141, Q142, Q143, Q144, Q145, Q146, Q147, Q148, Q149, Q150, Q151, Q152, Q153, Q154, Q155, Q156, Q157, Q158, Q159, Q160, Q161, Q162, Q163, Q164, Q165, Q166, Q167, Q168, Q169, Q170, Q171, Q172, Q173, Q174, Q175, Q176, Q177, Q178, Q179, Q180, Q181, Q182, Q183, Q184, Q185, Q186, Q187, Q188, 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- Q8 Additional photograph of fence and road bordering reservation at Lakehurst, N. J., as reflected in photographs "A" and "B". Also reflects gate in center of picture which permits entry to the reservation. Exhibit C.
- Q9 Portion of road and fence bordering reservation at Lakehurst, N. J. Also more definite picture of gate which permits entry to the reservation as referred to in photograph "c." Exhibit D.
- Q10 Close-up view of gate referred to in photographs "C" and "D." Exhibit E.
- Q11 Photograph of portion of gate mentioned in "E," also contains picture of Bureau car on road which leads from the center of the reservation to the gate exit mentioned in photographs "C," "D" and "E." In the distance are the mooring masts, one of which was to be used in mooring the Hindenburg. Exhibit F.
- Q12 Bureau car on reservation road which leads to gate exit referred to in photographs "C," "D" and "E." Exhibit G.
- Q13 ~~XXXXXX~~ Photograph of portion of gate mentioned in photographs "C," "D" and "E," also part of fence over which unknown persons climbed at this point. Exhibit H.
- Q14. Photograph of portion of gate mentioned in photographs "C," "D" and "E," also part of fence over which unknown persons climbed at this point. Exhibit I.
- Q15 Portion of fence over which unknown persons climbed, at point shown, to permit their entry to the reservation at Lakehurst, New Jersey. The two white spots were placed to show location of footprints after climbing fence. Exhibit J.
- Q16 Photograph taken inside the reservation at Lakehurst, N. J., reflecting portion of fence and location of footprints near fence, which latter are reflected by the two white spots. Same footprints are shown in photograph "J." Exhibit K.
- Q17 A different picture of the same footprints referred to in photographs "J" and "E." Exhibit L.
- Q18
- Q18 This is a life-size photograph of a plaster of paris cast made of a footprint on the reservation at Lakehurst, N. J. The footprint was found about eleven hundred feet from the gate shown in photographs "D," "E" and "F," and on the road which leads from the gate referred to above to the center of the reservation. Exhibit R.
- Q19 Life-size photograph of a plaster of paris cast made of a heel-print on the reservation at Lakehurst, N. J.

June 4, 1937.

RECORDED

62-48190-24

Special Agent in Charge,  
Newark, New Jersey.

Re: Airship Hindenburg;  
Government Reservation Matter.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AGG/m

Dear Sirs

Reference is made to your letter dated May 25,  
1937, relative to the above-entitled case covering the  
transmittal of photographic specimens of questioned foot-  
prints found on the Government Reservation at Lakhurst,  
New Jersey.

An examination was made of all footprint photo-  
graphs submitted but no identification of the make of  
footwear could be effected. The Bureau does not maintain  
a reference file of material of this nature and the possible  
letters or figures appearing on the life size photograph of  
a plaster of Paris cast could not be clearly deciphered. In  
this respect, however, it is suggested that the original  
cast be carefully packed and transmitted to the Bureau in  
order that a more satisfactory examination may be made of the  
numbered area.

From the appearance of the photographs, it is  
concluded that the footprints were made by rubber footwear  
such as rubbers or arctics.

The photographs submitted in the instant case are  
being retained in the Laboratory's files.

COMMUNICATIONS SECTION  
MAILED  
JUN - 4 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

Very truly yours,

John Edgar Hoover,  
Director.

*JWH*  
*[Handwritten signature]*

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

PEF:DM

May 22, 1937.

MEMORANDUM FOR MR. TAMM

Re: Hindenburg

While talking with Mr. Devereaux on May 19, 1937, he stated he had received a request from Commander Rosendahl for certain additional investigation in this case. Commander Rosendahl informed Mr. Devereaux that he had talked with Captain Ernst Lehmann shortly after the accident at the hospital in Lakewood, New Jersey, and at that time Lehmann had informed the Commander that he, Lehmann, and Anton Wittemann had received a warning; the particulars of this warning were not divulged to Commander Rosendahl by either Captain Lehmann or Captain Wittemann, but they had indicated they had received a warning that something was going to happen in the stern of the Hindenburg on her initial trip to the United States in the spring of this year. According to Commander Rosendahl, evidently both Captain Wittemann and Captain Lehmann, who is now deceased, had confided this information concerning the warning to an appropriate representative of the German Ambassador in the United States. Rosendahl also stated that Lehmann had made a definite statement to the effect he was of the opinion that an "infernal machine" had been the cause of the accident, and that the accident would have happened no matter what type of gas had been utilized.

Rosendahl suggested to Devereaux that it would be a good idea for a representative of the Bureau to interview Captain Wittemann as he, Rosendahl, had been given to understand that all members of the German crew would be ready and willing to cooperate with the appropriate authority of the United States in connection with the sabotage theory.

I told Mr. Devereaux that no action should be taken in connection with Commander Rosendahl's suggestion pending receipt of further advice from the Bureau.

Respectfully,  
*P. E. Foxworth*  
P. E. FOXWORTH.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-78 BY SP1A6644

*You. Do so at once.*

RECORDED  
&  
INDEXED

62-48190-25  
FEDERAL BUREAU OF INVESTIGATION  
MAY 27 1937 A. M.  
U. S. DEPARTMENT OF JUSTICE  
TAMM  
FOXWORTH  
ONE  
FILE

*Memorandum  
5/24/37  
JH*

*JH*  
*EW*  
*Vogel*

IN REPLY REFER TO

REF. NO.

DEPARTMENT OF COMMERCE  
BUREAU OF AIR COMMERCE  
WASHINGTON

Investigation Board  
Naval Air Station  
Lakehurst, N.J.

May 26, 1937.

Federal Bureau of Investigation  
Department of Justice  
Washington, D. C.

Gentlemen:

The enclosed letters have been received by the Department of Commerce Investigation Board in the course of its investigation of the Hindenburg disaster.

Since the matters involved apparently come under the jurisdiction of the Department of Justice, they are forwarded to your Bureau for consideration and such action as may be deemed advisable.

Yours very truly,

*South Trimble, Jr.*  
South Trimble, Jr.,  
Chairman.

1 ENCLW

*Letter Newark  
6-3-37  
PEF*

RECORDED  
&  
INDEXED

62-48190-26	
FEDERAL BUREAU OF INVESTIGATION	
MAY 28 1937 P. M.	
U. S. DEPARTMENT OF JUSTICE	
TAMM	FILE
FORWORTH	ONE

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30 OCT 16 1964

*Vertical handwritten notes on the left margin, including "Federal Bureau of Investigation" and other illegible text.*

Newark N.J. 5/23-37.

Mr. Rosenbalk  
Lackhurst Wf.

Dear Sir: —

While on the way to Toms River I  
pass two men in a high priced car,  
talking to a tall rather poorly dressed man  
he had a rifle and when he saw me  
coming he tried to conceal the rifle  
a little later when I came back they were  
still there the tall man quickly hiding  
his rifle under his overcoat, I could hear one  
man in the car saying "hided quick"

Evidently they were waiting for the air-  
ship Hindenburg, I wanted to ask if the  
air ship arrived, as soon as I stopped my car  
they started in the opposite direction the tall man  
jumped in the car, but as I went on, they came  
back, the man with the rifle was about 30 years old  
blond, while the two in the car were about  
28 and 35 dark typical Jewish looking.  
from different sides I heard it was a  
Jewish deed hope this may help to solve  
the problem

Respy Tom Fagan

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30 OCT 16 1964

Carl Arthur  
38 Bayard Street  
**A.C. BARNES COMPANY**  
(INCORPORATED)  
*New Brunswick, New Jersey*

9-16-38



Investigation Committee  
of the Hindenburg.  
Lakehurst, N.J.

OFFICE HEADQUARTERS  
FIRST INSPECTION DISTRICT  
ROOSEVELT FIELD No. 1  
GARDEN CITY, LONG ISLAND  
NEW YORK

IN REPLY REFER TO  
FILE

DEPARTMENT OF COMMERCE

~~AERONAUTICS BRANCH~~

BUREAU OF AIR COMMERCE

GARDEN CITY May 22, 1937.

Major R. W. Schroeder,  
Hindenburg Investigation Board,  
U. S. Naval Air Station,  
Lakehurst, N.J.

Dear Mr. Schroeder:

Enclosed is a copy of a letter received in this Office  
from Mr. Stoffer.

This is forwarded for your information.

Very truly yours,

  
S. L. WILLITS,  
Supervising Inspector.

Encl.

May 19, 1937.

Mr. Sanford Willitts,  
Bureau of Air Commerce,

Dear Sandy:

On display in the window of a restaurant at 711-7th Ave., New York City is a charred triangular girder section which is labeled as being part of the Hindenburg wreckage. It is about ten inches across each of the 3 sides and about two feet long and the ends show that a hack saw was used to cut it off.

On account of the Department's present control of the wreckage and constant guard maintained from the crash period I thought this information would be helpful in locating the parties who took the wreckage part away from Lakehurst before the investigation was completed.

(s) Charlie Stoffer

Bird in Hand Restaurant is name.

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30 OCT 16 1964

CLASS OF SERVICE DESIRED	
DOMESTIC	FOREIGN
TELEGRAM -	FULL RATE CABLE
DAY LETTER	DEFERRED CABLE
NIGHT MESSAGE	NIGHT CABLE LETTER
SHIP RADIOGRAM	RADIOGRAM

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

# Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables



All America Cables

Mackay

Radio

RECEIVER'S NUMBER
CHECK
TIME FILED
STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to Form

NEWYORKCITY  
20 MAY 1937

**HINDENBURG DISASTER INVESTIATION  
LAKEHURST N.J.**

HINDENBURG DISASTER FAR MORE COMPLICATED. DRESDEN STARTED INVESTIGATION WEEKS BEFORE DISASTER. TO AVOID A COMEDY PLEASE MAKE NO POSITIVE STATEMENT UNLESS ABSOLUTELY SURE. MANY ITEMS MUST BE CLEARED BEFORE YOU CAN REPORT NO SABOTAGE. CONSEQUENTLY PROVE TECHNICAL CAUSES TO THE POINT SINCE I AM UNDER AN AMERICAN LEGAL RESTRICTION TO REPORT THE TRUTH I MUST INSIST UPON TRUE STATEMENTS OR RATHER STATE IMPOSSIBILITY FINDING THE TRUE CAUSE. HINDENBURG SPECIAL LAW NOVEMBER 1936 IS KEEN TO SITUATION I EXPLAINED THAT TO CAPT LEHMANN WEEKS BEFORE LAW WAS FORMULATED. I DID NOT WALK TWO BLOCKS TO HIS FUNERAL SERVICES. PLEASE START REORGANIZING SEVERAL CONDITIONS WITHIN THE ZEPPELIN FIRM. BE NEVER AGAIN FLYING HINDENBURG NAME OVER LAKEHURST. NO DANGER OF THIS CLASSIFICATION IF ANOTHER HINDENBURG SAILS OVER NEWARK NEWYORK BALTIMORE. PLEASE REMEMBER DRESDEN SERVICE NEVER MAKES MISTAKES.

RECD 0830-FG

DRESDEN DIENST BORNEMANN  
424 W. 46 ST

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30 OCT 16 1964

NO. 00110 1981  
0012 DELETED

## POSTAL TELEGRAPH-CABLE COMPANY

TRANSMITS AND DELIVERS THE WITHIN MESSAGE SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the UNREPEATED MESSAGE rate, whether caused by the negligence of its servants or otherwise, beyond the sum of FIVE HUNDRED DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any message received for transmission at the REPEATED-MESSAGE rate, beyond the sum of FIVE THOUSAND DOLLARS; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any message received for transmission at the SPECIALLY VALUED MESSAGE rate, beyond the sum at which such message shall be valued, by the sender thereof when tendered for transmission and for which payment is made or agreed to be made of the amount of the repeated-message rate and an additional charge equal to one-tenth of one per cent of the amount by which such written valuation shall exceed five thousand dollars; nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages.

2. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company or by any other means of communication when necessary to reach its destination.

3. Domestic messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

4. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

5. The Company shall not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

6. It is agreed that prompt and correct transmission and delivery of this message shall be presumed in any action for recovery of tolls thereto; subject, however, to rebuttal by competent evidence.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all foregoing terms.

8. NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

### POSTAL TELEGRAPH-CABLE COMPANY

CLARENCE H. MACKAY, CHAIRMAN OF THE BOARD  
A. H. GRISWOLD, EXECUTIVE VICE-PRESIDENT

#### CLASSES OF SERVICE

##### DOMESTIC MESSAGES

**FAST TELEGRAMS.** A full-rate expedited service.

**DAY LETTERS.** A deferred day service at rates lower than the fast telegram rate. One and one-half times the Night Letter rate for the transmission of 50 words or less, and one-fifth of the initial rate for each additional 10 words or less.

**SPECIAL TERMS APPLYING TO DAY LETTERS.** In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letter is, in all respects, subordinate to the priority of transmission and delivery of full rate telegrams.

(b) This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full rate telegrams under the conditions named above.

**NIGHT MESSAGES.** Accepted up to 2.00 a. m. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day. Night messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

**NIGHT LETTERS.** Accepted up to 2.00 a. m. for delivery on the morning of the ensuing business day, at rates still lower than night message rates, as follows: The fast telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such rate for 10 words shall be charged for each additional 10 words or less.

**SPECIAL TERMS APPLYING TO NIGHT LETTERS.** In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

(a) Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

##### CABLE MESSAGES

**FULL RATE MESSAGES** receive regular and prompt service in their order of filing. Code language permitted.

**DEFERRED RATE MESSAGES** at one-half of the full rate to follow full rate messages. Must be in plain language of country of origin, or of destination, or in French. For particulars as to countries where this class of service is effective will be furnished upon application to any Postal Telegraph office.

**NIGHT CABLE LETTERS** at reduced rates. Must be in plain language of country of origin, or of destination, or in French where transmitted by telegraph to destination. Subordinated to the priority of transmission of full and deferred rate messages. Must be posted, when sender so directs, to countries where this service is not available, tariffs to countries from which such messages are posted. Under latter circumstances messages must contain complete mailing address including chargeable posting instructions (i. e., "Post London," etc.). Minimum word basis of twenty to twenty-five words applied. Code addresses may be used except for messages delivered by post. Full explanation by text address indicator "NLT" required and charged for as one word. For further particulars at any Postal Telegraph office.

NO EMPLOYEE OF THIS COMPANY IS AUTHORIZED TO VARY THE FOREGOING.

1st Endorsement    MAD, Fort Mifflin, Pa.

17 May 1937

**From:** Senior Member, Board of Investigation into HINDENBURG Disaster.  
**To:** Senior Member, Department of Commerce Board of Investigation into HINDENBURG Disaster, U.S. Naval Air Station, Lakehurst, N. J.  
**Via:** Commanding Officer, Naval Air Station, Lakehurst, N.J.  
**Subject:** Papers pertaining to HINDENBURG disaster

1. Forwarded, for information.

*Gordon W. Haines*  
GORDON W. HAINES.

---

2nd Endorsement  
NA4/LZ-129(10)    U. S. NAVAL AIR STATION    18 May 1937.  
LAKEHURST, N. J.

**From:** The Commanding Officer,  
**To:** Senior Member, Department of Commerce Board of Investigation into HINDENBURG Disaster, U. S. Naval Air Station, Lakehurst, N. J.

1. Forwarded.

*J. L. Kenworthy, Jr.*  
J. L. Kenworthy, Jr. - P.

7 B I

38 yard Street.  
New Brunswick, N.J.  
May 12th, 1937.

Investigation Committee  
of the "Hindenburg".  
Lakehurst, N.J.

To whom it may concern.

Dear Sir:

As an eyewitness of the terrible "Hindenburg" disaster and as an American resident of German descent I have much interest of solving the horrible accident or at least to know what caused the tragedy of the ship.

I had been at the hangar short after 6 P.M. D.S.T. while it was still raining. About 7 P.M. the "Hindenburg" was visible thru rain clouds coming from the west towards the hangar and turned left towards the northern part of the landingfield where it made another turn towards the mooring mast. It also released gas over the woods. As it came close to the mast the motors were awful loud, but I never thought, that there could be something wrong as this was my first adventure of watching the Hindenburg's landing. A few seconds later I noticed the landing ropes coming down from the nose of the ship one at a time. Shortly after that I discovered ~~at~~ a flame at the tail of the ship and a few seconds later again I heard the first explosion which was followed by two or three more. According to that I always was the opinion that it must have been an inside job as I didn't notice any bullets hitting the ship either.

But the main reason I'm writing these lines is the following :

Before the ship was in sight a young lady, I judge her between 25 and 30 years of age, acted kind of nervous and tried to get an envelope. The young man who was selling postcards and pictures of the "Hindenburg" asked her for what she wanted, as he didn't have any. Her reply was that she wanted to send a message to her mother on board of the ship, as she couldn't wait. If she had

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30 OCT 16 1964

11

a brother on the ship, I presume he was a member of the crew as she was of german descend.

I don't want to say, that she or he has something to do with the catastrophe, but one can never tell, as there are many possibilities especially if you come to the conclusion that it was an inside job.

Yours truly

Carl Atney.

## Local Eyewitnesses Tell Horror of Hindenburg Crash

Three New Brunswick residents were eyewitnesses of the Hindenburg disaster at Lakehurst the day before yesterday. They are Mrs. Margaret Sallinger of 78 Maple street, Miss Helen Riley of 302 Townsend street and Carl Artner of 36 Bayard street. Mrs. Sallinger's companions on a pleasure trip to watch the mooring of the huge air liner.

"You'll never forget it; you can't forget it—but it seems to be like a dream; it doesn't seem possible," said Mrs. Sallinger last night in describing her experience.

It was the greatest thrill of her life, she said, to stand by the fence that keeps spectators back and watch the long silvery sky liner come down to earth.

"But the explosion was not a thrill," she said. "It was a shock. At first a sheet of flame shot like fireworks from the tail. We thought it was some sort of a signal," Mrs. Sallinger went on. And then came the first explosion.

### Spectators Stunned

The deafening roar, much louder than the loudest fireworks, rooted the spectators, stunned in their tracks. A moment later the second blast sent a sheet of flame tearing through the shining hull, the casing seeming to fly off all at once, and pandemonium broke loose.

Everyone on the sidelines was running and screaming hysterically. "We thought the end had come," she said. "I grabbed Helen's arm and she grabbed mine, I guess, and we just ran."

But soon the panic was over. Some of the women were still hysterical, but the crowd was turning to watch the end of the zeppelin, not themselves.

"We saw one old woman standing there. She was being held up. I imagine it was by her sons. She was crying," Mrs. Sallinger said. "Men were standing there dazed. Two girls were running."

"Miss Riley was hysterical, and while I was more calm on the outside, inside I felt pretty terrible. I was shaking. My legs were so weak that I could hardly move. The chap we were with felt pretty bad. He was as pale as a ghost."

Mr. Artner is of German stock and has taken the experience harder than his two companions. He had led the party to see the pride of the Fatherland complete its first 1937 trip to the United States, after having seen it leave on its last trip in 1936.

"Everything was in confusion for about five minutes," Mrs. Sallinger went on. "Everyone was running back and forth and then of course the field ambulances and fire trucks and the plane passenger cars went right in."

"We saw a man being led from the wreck. His hair was all gone except a little knot right on the top of his head, and his coat was ripped from his back and his trousers were torn and he was all burned. He seemed dazed, not uttering a sound. His eyes were staring straight ahead."

"Two guards led him within 15 feet of the spectators so we could see him. They were looking for someone who knew him and could help him. They asked the people if anyone recognized him."

"We saw a man in an ambulance. His face and head were all red and we could see all the blood and all his clothes seemed to be burned. Two internes or guards were holding him up."

and convention in Asbury

**REFORMED**

21 S. Second Ave.  
Rev. James E. Mulder.

9:00 a. m., early service of worship. Sermon, "The Uncrowned Queen."

10:00 a. m., church school.  
11:00 a. m., children's church service of worship. Willis Zenk speaks.

11:00 a. m., morning service of worship. Sermon, "The Uncrowned Queen."

2:30 p. m., Intermediate C. E. Mother's Day program.

7:00 p. m., young people's service.

8:00 p. m., rehearsal of the young people's choir.

**Announcements:**

Wednesday, 8 p. m., meeting of Community Men's Club. This will be ladies' night and the monthly business meeting.

Thursday, 62nd anniversary meeting of Board of Foreign Missions in Woodcliff Community Church, Woodcliff, N. J. Sessions at 10:30 a. m. and 2:30 p. m.

Friday, 8 p. m., "The Bean Town Choir," a three act comedy by the adult choir.

Saturday, 10 a. m., junior and junior high choir rehearsal.

**Franklin Park**

**SIX MILE RUN REFORMED**  
Rev. Charles J. Scudder.

9:30 a. m., Sunday school, Bible classes and communicants class with the pastor.

10:30 a. m., divine worship, sermon.

**Announcements:**

Wednesday, 2:30 p. m., meeting of the Junior C. E. Society.

Thursday, 10:30 a. m., Woodcliff N. J. The anniversary meeting of the Woman's Board of Foreign Missions.

**Berdine's Corner**

**BERDINE'S CORNER CHAPEL**  
Berdine's Corner, North Brunswick  
Rev. Emmett B. Waite.

10:30 a. m., Mother's Day service. Dr. Henry Scudder, former missionary to India will speak.

**Announcements:**

Monday, 8 p. m., Sunday school board.

Wednesday, 7:15 p. m., young people's roller skating party; 8 p. m., meeting of the board of trustees.

Thursday, 4 p. m., junior choir.

Wednesday, 1:30 p. m., Ladies Aid Society.

Thursday, 4 p. m., Junior Choir rehearsal; 7:45 p. m., mid-week service.

Friday, 7:30 p. m., Boy Scouts; 7:45 p. m., E. Y. P. U. business meeting.

**Piscataway**

**ST. JAMES EPISCOPAL**  
Woodbridge Ave.

Rev. W. E. Phillips.  
7:45 a. m., Holy Communion.

8:30 a. m., church school.

11:00 a. m., morning prayer. Sermon subject, "The Ascension of Jesus Christ."

**Announcements:**

Monday, 2:30 p. m., district meeting of the W. A.

Thursday, 7:30 p. m., choir rehearsal.

**New Durham**

**UNION CHAPEL**

Rev. Donald N. Correal.  
10:00 a. m., Sunday school.

11:00 a. m., Holy Communion with the Rev. John E. Slater, professor of Bloomfield College and Seminary in charge. Roll call.

8:00 p. m., evening service. Guest speaker, Rev. Edgar G. DeBolt of Dunellen.

**Announcements:**

Wednesday, 8 p. m., prayer service at the chapel.

Thursday, 8 p. m., choir practice at the chapel.

**Stelton**

**BAPTIST**

Rev. Walter Swaffield.  
10:00 a. m., Sunday school with a class for everyone.

11:00 a. m., special Mother's Day service. Sermon by Rev. Walter J. Swaffield. Topic, "The Motherhood of God."

7:30 p. m., a Mother's Day service at the Baptist Chapel on Woodbridge Ave., Piscataway, with Herman D. Sorg, leading.

**Announcements:**

Tuesday, 8 p. m., annual church meeting in the church recreation rooms. Reports from all organizations, nomination and election of officers for the ensuing year.

Friday, 7:30 p. m., the Church will hold a rally. Motion picture of India and Japan will be

COMMANDANT'S OFFICE

EF30

NAVY YARD

PHILADELPHIA, PA.

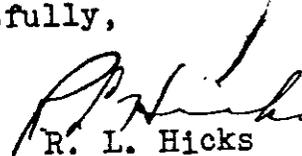
13 May 1937

MEMORANDUM FOR Captain G. W. Haines, USN.

I am enclosing a letter Captain Martin received from a man with whom he talked at Lakehurst the night of the crash.

Captain Martin thought that perhaps there might be some information in it of use to you.

Respectfully,

  
R. L. Hicks

## SEA POWER

OFFICIAL MAGAZINE OF THE NAVY LEAGUE

P. O. BOX 1070, CITY HALL STATION

NEW YORK

Greenwich, Conn.

9 May 1937.

Dear Capt. Marv:

I have little to say that would be of value to the investigation except I feel it may be important that both Rowdahl's Chey and Houseman said to me that the Hindenburg very passed nearly over residence 13 and apparently "charcoal" was dropping from the stern.

I saw a member of the ground squad carrying away a length of girder 6 ft or more. He was not a sailor and looked at me a little ashamed. It must have been blown clear of the wreck for the Hindenburg was abloge from stern to stern at the time.

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30 OCT 16 1964

He mentioned to me that the fire started on the Port side aboard the stern propeller

I saw Capt Lehman (a Prussian) emerge from  
the wreck, he was bleeding from scalp wounds  
and the left side of his face was black.

When the fire reached a point near the bow  
there was a series of explosions like a pack  
of giant fire-crackers going off which I took  
to be the flares exploding.

With all good wishes, I am,

Sincerely yours,

Alison Levey

June 3, 1937.

RECORDED

62-1190-26

Special Agent in Charge,  
Newark, New Jersey.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AC/um

Dear Sirs:

I am transmitting herewith photostatic copies of a letter received from Mr. South Trimble, Jr., Chairman, Investigation Board, Naval Air Station, Lakehurst, New Jersey, dated May 26, 1937, together with photostatic copies of the following documents which were transmitted to the Bureau by the Department of Commerce:

Letter dated May 23, 1937, at Newark, New Jersey, from Tom Fagan, addressed to Commander Rosenahl, together with the enclosing envelope;

Letter dated May 22, 1937 to Major R. W. Schroeder from S. L. Willits, to which is attached copy of a letter dated May 19, 1937, to Mr. Sanford Willits from Mr. Charles Stoffer;

Copy of Postal telegram dated May 20, 1937, addressed to Hindenburg Disaster Investigation from Dresden Dienst Bornemann;

Paper entitled "1st Endorsement NAD, Fort Mifflin, Pa. 17 May 1937";

Letter dated May 12, 1937, addressed to Investigation Committee of the Hindenburg, from Carl Artner; to which is attached a news clipping entitled "Local Eyewitnesses Tell Horror of Hindenburg Crash," together with the enclosing envelope.

- Mr. Tolson
- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Hendon
- Mr. Pennington
- Mr. Quinn
- Mr. Nease
- Miss Gandy

JUN - 3 1937  
F. B. I.  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

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30 OCT 16 1964

SAC-Newark

-2-

June 3, 1937.

Re: Memorandum dated May 13, 1937, for Captain G. Haines,  
to which is attached a letter dated May 9, 1937, addressed  
"Dear Captain Marvin" from Nelson Macy.

It is desired that you consult Commander Rosendahl regarding these  
various letters and ascertain what inquiries, if any, he desires made in  
connection with them.

Very truly yours,

John Edgar Hoover,  
Director.

Enclosure No. 863791.

*Original enclosures retained Bureau  
file*

JOHN EDGAR HOOVER  
DIRECTOR

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

EAT:RP

May 25, 1937

MEMORANDUM FOR THE DIRECTOR

*[Handwritten signature]*

*K  
B  
B/C  
C*

I do not believe the Bureau should take any action towards endeavoring to have the Department of Commerce request the assistance of [redacted] in connection with the Hindenburg investigation, and unless you advise to the contrary no action will be taken along these lines.

Respectfully,

*I agree.*

*EAT*  
E. A. Tamm.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AC/um

RECORDED  
&  
INDEXED

62-48190-27
FEDERAL BUREAU OF INVESTIGATION
MAY 28 1937 P.M.
U.S. DEPARTMENT OF JUSTICE
TOLSON LAWRENCE ONE FILE

*hc*

*168*

Federal Bureau of Investigation  
United States Department of Justice

607 U. S. Court House  
Foley Square  
New York, N. Y.

TJD:ML

REGISTERED

May 28, 1937.

Director,  
Federal Bureau of Investigation,  
Washington, D. C.

Dear Sir:-

The enclosed anonymous communication stating that the destruction of the dirigible "Hindenburg" was caused by a bomb placed by Captain Lehman of that vessel was received at this Division today.

I am not familiar with the extent of the Bureau's participation in the investigation being held to determine the cause of the destruction of the "Hindenburg" but in view of the possibility that this anonymous communication might be of value, I am forwarding it for the purpose of examination for latent prints, if this is deemed desirable.

In opening the mail, this letter has been handled by Miss Pauline Shoobs, stenographer in this Division, and by Assistant Special Agent in Charge T. J. Donegan. There is a remote possibility that this anonymous communication was forwarded by one of the members of the crew, and it might be deemed advisable to compare any latent prints found thereon with the fingerprints of the survivors.

A copy of this communication is being forwarded to the Newark Division.

Very truly yours,

*R. Whitley*

R. WHITLEY,  
Special Agent in Charge

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-15-88 BY SP1A/SLM

Encls. - 2

cc - Newark (with enclosure)

1 ENCL W

RECORDED

INDEXED

62-48190-28	
MAY 29 1937	
TAMM	ONE

COPY DETACHED IN S. F. P. S. 6/11/37

Copy and Specimens Retained in Laboratory 6-17-74

bc

47P

Handwritten initials and marks

W

Y

COPY

The Hindenburg was destroyed by a clock work time fire bomb. This was all planned weeks before. The purpose to obtain helium. It was not intentioned to destroy passengers by it but because of 2 hours delay to make mooring plan was upset. Had mooring been on right time all but 5 or 4 of crew also all passengers away and maybe no lives lost at all. Lehman placed bomb aft 4.30 - 5 o'clock PM Time to go about 7 P.M. No other on ship knew of bomb or the plan. Eckner did. He had got Berlin O.K. Some of aft flames showed color chemical used. Perhaps metal near stern now will show different heat flame marks where Lehman set bomb, not sure but worth looking for. Eckner said he would have helium sure, said this last Feb. Dont let him.

62-48190-28

17

Federal Bureau of Investigation

Date 6/1 1937

FROM: Technical Laboratory

TO: Single Fingerprint Section

Case Number: 6248190-28

No latent fingerprints developed \_\_\_\_\_

Iodine prints developed on \_\_\_\_\_

Silver nitrate prints on \_\_\_\_\_

\_\_\_ Identiscope negatives attached hereto.

REMARKS: \_\_\_\_\_

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A/BGM/s

676

E. P. Coffey

By: \_\_\_\_\_

Examiner.

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

# 17044  
4041

Laboratory Report

Case: **Airship Hindenburg;  
Government Reservation Matter.**

Number: **62-48190-28**

*file*

Specimens: **62-48190-28 Q20 Handprinted letter beginning "THE HINDEBURG WAS\*\*\*".  
Q21 Envelope postmarked New York, N. Y. Sta F2 May 28, 1937  
12:30 PM.**

Examination requested by: **New York**

Date received: **6-1-37 ft 10 am ( 6-1-37 12:00 Noon chp)**

Examination requested: **Document-Fingerprint**

*b7c*

Result of examination:

Examination by: 

**cc-Newark**

**EXPEDITE**

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-22-88 BY SPL/KC/um

*No latent developed; slip attached*



RAL:ERG

June 10, 1937

62-48190 -28 RECORDED

Special Agent in Charge,  
New York, New York.

Re: Airship Hindenburg;  
Government Reservation Matter.

Dear Sir:

With reference to Laboratory Report # <sup>17044</sup>, in connection with the above entitled case, there are transmitted herewith photographic copies of the following specimens which your office submitted for examination:

62-48190-28: Q20 and Q21

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

5-16-84

SP1026

*Handwritten signatures and initials:*  
CPC  
CPC  
RAL

COMMUNICATIONS SECTION  
MAILED  
JUN 10 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION,  
U. S. DEPARTMENT OF JUSTICE

Very truly yours,

John Edgar Hoover,  
Director.

Enclosure #1015509

*Handwritten mark:* W

CT:ACB

May 21, 1937.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A/66m

Memorandum from Baltimore.

also stated that according to the latest press dispatches two fragments of aluminum purportedly from the Hindenburg had been brought in from some distance from the explosion. He believes this definitely points towards sabotage. He stated that the press indicated the officials were going to call in a metallurgist expert and he is afraid that they will dissolve the metal and thereby destroy it. He thinks that he might be of material assistance in this matter and thought he would call it to our attention.

I told [redacted] that we were not in the investigation at the present time but he stated that he had written to Commander Rosendorf two days after the accident and had offered his services but having not heard from Commander Rosendorf, he thought it might be possible for us to communicate with the Department of Commerce concerning his qualifications. He referred to the notice to the effect that the New York Bomb Squad has been called in on the case and he commented that all they usually do is to look around for a gas pipe. I told [redacted] I thought he ought to get in touch directly with the Department of Commerce but he insisted that he felt we might communicate with someone in the Commerce Department concerning his qualifications in a matter of this kind as he is perfectly willing to go to Lakehurst and offer his services in the matter. A copy of this memorandum is being routed to Mr. Tamm.

[redacted] also stated he was forwarding to you a scientific paper which he wrote some time ago with respect to metals and explosives as he thought this might be of particular interest to the personnel in the crime laboratory.

RECORDED  
&  
INDEXED

62-48190-29  
Clyde Tolson.

copy

Office of the Director  
Federal Bureau of Investigation  
United States Department of Justice

Record of Telephone Call or visitor

May 21 1937

Time 10:20 AM

Name [redacted] tele from Baltimore

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1066um

Details:

[redacted]  
[redacted] that he would like Mr. Hoover to call him when he  
came in. Operator 51 at Baltimore will complete  
the call. He would not speak to an assistant.

[redacted]  
[redacted] that he recently called in  
and offered his services in connection with any  
investigation that the Bureau was conducting in  
connection with the Hindenberg disaster, he was  
informed by Mr. Quinn at that time that the Bureau  
was conducting no investigation in the case.

ebs

Memo Dir. 5/21/37 T.

Please call him tell him Mr. Hoover out of  
town & find if anything Mr. Tolson can do.

RECORDED

62-48190-29

*Handwritten initials and scribbles*

ORIGINAL FILED IN

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

HMC:MT

June 3, 1937.

62-48190

MEMORANDUM FOR MR. NATHAN

Re: Airship Hindenburg;  
Government Reservation Matter.

Mr. R. G. Nichols of the Board of Inquiry, Commerce Department, called at my office this morning and submitted as evidence in the above-entitled case two pieces of dural found some 4,000 feet from the wreckage. It was requested that the laboratory ascertain, if possible, if the cause of the pieces being blown through the air for such a distance be due to an explosion or concussion other than by hydrogen gas. A formal letter requesting the examination is being submitted. Special photographic object shots are to be made especially of both ends of Exhibit #52.

There were also submitted a photograph and negative taken by one Dr. S. B. Smith of Delhi, New York, for a photographic examination to determine if the two spots appearing thereon are due to flaws in the negative or in the printing of the same or to any other possible substance.

Although it was stated that there is no cause for expediting the examination, Mr. Nichols asked that he be informed by telephone District 2200, Branch 649, in order that he might personally call for the evidence. He stated that he very much appreciated the assistance and courtesy rendered, and I assured him of the Bureau's desire to cooperate in matters of this kind.

RECORDED & INDEXED

Respectfully,

E. P. Coffey.

62-48190-30

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A26/m

*[Handwritten signatures and initials]*

R  
H  
BY

JOHN EDGAR HOOVER  
DIRECTOR

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

EPC:ON

June 2, 1937.

MEMORANDUM FOR MR. NATHAN.

Re: Request of Mr. Nichols of  
the Bureau of Air Commerce  
for laboratory examination.

Mr. Nathan	.....
Mr. Tolson	.....
Mr. Baughman	.....
Mr. Clegg	.....
Mr. Coffey	.....
Mr. Dawson	.....
Mr. Egan	.....
Mr. Foxworth	.....
Mr. Glavin	.....
Mr. Harbo	.....
Mr. Joseph	.....
Mr. Lester	.....
Mr. Nichols	.....
Mr. Quinn	.....
Mr. Schilder	.....
Mr. Tamm	.....
Mr. Tracy	.....
Miss Gandy	.....

Mr. Nichols of the Bureau of Air Commerce of the Department of Commerce phoned and asked if he could bring over certain exhibits in the Lindenburg Case for laboratory examination. He wanted to bring the exhibits over personally and I told him that this would be all right but I suggested that he direct a letter to the Bureau making a formal request for the examination in order that it might properly be of record.

Respectfully,

E. P. Coffey

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A/Glum

RECORDED

62-48190-31

JUN 2 1937

oo  
BY

*[Handwritten signature]*



DEPARTMENT OF COMMERCE

DIRECTOR OF AIR COMMERCE

WASHINGTON

June 2, 1937

Mr. J. Edgar Hoover  
Federal Bureau of Investigation  
Department of Justice  
Washington, D. C.

Dear Sir:

The Board of Inquiry convened by order of Secretary Roper to inquire into the circumstances attending the destruction of the airship "Hindenberg" at Lakehurst on May 6 has procured two pieces of dural which were found some 4,000 feet from the wreckage.

It has been suggested that there is a probability that some explosion or concussion other than hydrogen gas may have caused these pieces to be blown through the air for such a distance.

It is requested that your laboratory make a thorough investigation and examination of exhibits No. 52 and 53 for evidence of chemical content or traces of explosive matter which may or may not be present.

A statement from your laboratory as to your findings will be of considerable value to the Board of Inquiry.

Cordially yours,

*Fred D. Fagg*  
Fred D. Fagg, Jr.  
Director

RECORDED

62-48190-32
FEDERAL BUREAU OF INVESTIGATION
JUN 4 1937

Copy and Specimens Retained in Laboratory

mc

B

*207*

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

#

17044

Laboratory Report

Case: Airship Hindenburg;  
Government Reservation Matter.

June 3, 1937

Number:

62-48190-28

Specimens:

- Q20. Handprinted letter beginning "THE HINDENBURG WAS"  
Q21. Envelope postmarked "New York, New York, Station F2,  
May 28, 1937, 12:30 P.M."

RECORDED

62-48190-33  
FEDERAL BUREAU OF INVESTIGATION  
JUN 7 1937 A.M.  
U. S. DEPARTMENT OF JUSTICE  
ENCLOSURE ONE FILE

Examination requested by: New York

Date received: 6-2-37

Examination requested: Document - Fingerprint

Result of examination:

Examination by: [redacted]

The handprinting on the instant anonymous letter has been compared with the handprinted section of the anonymous letter file maintained in the Laboratory but no identification was effected. A photographic copy of this letter will be placed in that file for future comparison purposes and in the event an identification is effected your office will be notified.

The specimen designated as Q20 is a sheet of plain white onion skin paper measuring approximately 11x8 1/2" and containing the watermark "FIDELITY ONION SKIN Esleeck Manufacturing Company". The address of this company is Turners Falls, Massachusetts. The envelope designated as specimen Q21 is plain white, has a smooth finish, measures approximately 6 1/2 x 3 7/10" and contains no watermark.

The original evidence was treated for the development of latent fingerprints but none of value was developed.

Photographic copies of the evidence submitted will be forwarded to your office within the next several days.

THE ORIGINAL EVIDENCE IS BEING RETAINED IN THE LABORATORY FOR USE IN ANY SUBSEQUENT EXAMINATIONS WHICH MAY BE DESIRED. SHOULD YOUR OFFICE DESIRE THIS ORIGINAL EVIDENCE FOR USE IN ANY SUBSEQUENT PROCEEDINGS WHICH MAY DEVELOP THE BUREAU SHOULD BE NOTIFIED IN AMPLE TIME TO PERMIT TRANSMITTAL.

- 1-Bureau
- 2-New York
- 1-Newark
- 1-Laboratory

9-16-37

SPIAG

June 3, 1937

RECORDED 62-48190-33

Special Agent in Charge,  
New York, New York.

Re: Airship Hindenburg;  
Government Reservation Matter.

Dear Sir:

There is transmitted herewith the laboratory report covering the examination of specimens submitted by your office in connection with the above entitled matter and received in the Bureau June 1, 1937.

Very truly yours,

*J. E. Hoover*

John Edgar Hoover,  
Director.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AC/m

Enclosure: #1015101

COMMUNICATIONS SECTION  
MAILED  
JUN - 4 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

*WPA for BW*

*pal*  
*G. P. H.*  
*[Signature]*

JJM:DMS  
62-48190

June 7, 1937.

Mr. Eugene L. Vidal,  
Director,  
Bureau of Air Commerce,  
U. S. Department of Commerce,  
Washington, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A/LLM

Attention: Mr. Reeder S. Nichols,  
Air Line Radio Inspector.

Dear Mr. Vidal:

Reference is made to the visit of Mr. Reeder S. Nichols,  
Air Line Radio Inspector of the Bureau of Air Commerce, on June  
3, 1937, at which time he submitted two pieces of dural from the  
Airship Hindenburg with the request that they be examined for  
the presence of nitrate.

Chemical examination of these pieces of metal disclosed  
no evidence of nitrate. Further examination was conducted for  
the presence of nitrites, which under certain conditions is the  
decomposition product of nitrates, but the latter examination  
also resulted negatively.

A separate report will be submitted covering the examina-  
tion of the photographs.

In accordance with your request the evidence is being  
retained in the Laboratory.

Assuring you of my desire to be of assistance in these  
matters, I am

RECORDED & INDEXED

Sincerely yours,

John Edgar Hoover,  
Director.

62-48190-3  
JUN 11 1937  
U.S. DEPARTMENT OF JUSTICE

COMMUNICATIONS SECTION  
MAILED  
JUN 8 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

Federal Bureau of Investigation  
United States Department of Justice  
936 Raymond-Commerce Building  
Newark, New Jersey

June 10, 1937.

Director,  
Federal Bureau of Investigation,  
Washington, D. C.

ATTENTION: TECHNICAL LABORATORY

Re: AIRSHIP HINDENBURG:  
GOVERNMENT RESERVATION MATTER.

Dear Sir:

With reference to the request set out in your letter of June 4, 1937 there is being transmitted under separate cover the original cast of the footprint previously submitted to the Bureau in life size photograph.

An examination of the original cast may be of assistance in deciphering the numbered area referred to.

Very truly yours,

*W. S. Devereaux*  
W. S. DEVEREAUX, P.M.  
Special Agent in Charge.

LFM:RBT  
cc - Bureau  
70-15

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-81 BY SP1A566mm

*Q*

62-48190-35

RECORDED

*Handwritten initials and marks*

COPIES DESTROYED  
30 OCT 16 1964

Copy and specimens retained in Laboratory

*6/14/37*

*b7c*

*[Redacted area]*



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Report

Case: Airship Hindenburg;  
Government Reservation Matter.

Number: 62-48190-35

Specimens: Original of 62-48190-24 Q18 now being submitted; photograph  
previously submitted.

Examination requested by: Newark

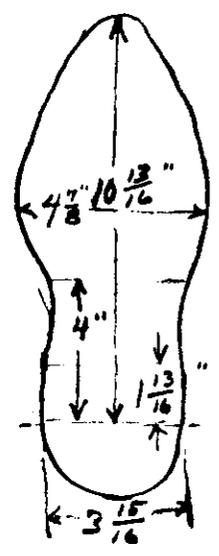
Date received: 6-14-37 ft 10 am

Examination requested: Footprint

Result of examination:

Examination by: [Redacted] b7c

Plaster cast  
broken when  
received. No  
ident possible  
as no more  
detail possible  
from cast  
than from print.  
Cast being returned



ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1 A.S. cum

b7c ans. 6-18-37  
[Redacted]

[Redacted] 6-15-37  
b7c

Federal Bureau of Investigation  
United States Department of Justice  
936 Raymond-Commerce Building,  
Newark, New Jersey.

June 10, 1937.

Director,  
Federal Bureau of Investigation,  
Washington, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AC6m

RE: AIRSHIP HINDENBURG;  
GOVERNMENT RESERVATION MATTER.

Dear Sir:

In response to the request of the Board of Inquiry  
of the Department of Commerce to ascertain the identity and back-  
ground of Joseph Spach which has previously been set out as  
Joseph Spach, and which request was called to the attention  
of the Bureau on May 21, 1937 by letter, the following informa-  
tion is submitted.

[REDACTED]

[REDACTED]

*see under  
b7c  
b7D*

COPIES DESTROYED  
30 OCT 16 1964

62-48190-36  
TWO WOE  
MAY 22 1937

XXXXXX  
XXXXXX  
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FEDERAL BUREAU OF INVESTIGATION  
FOIPA DELETED PAGE INFORMATION SHEET

5 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b7c; b7d with no segregable material available for release to you.
- Information pertained only to a third party with no reference to you or the subject of your request.
- Information pertained only to a third party. Your name is listed in the title only.
- Documents originated with another Government agency(ies). These documents were referred to that agency(ies) for review and direct response to you.

\_\_\_\_\_ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

\_\_\_\_\_ Page(s) withheld for the following reason(s):  
\_\_\_\_\_  
\_\_\_\_\_

For your information: \_\_\_\_\_  
\_\_\_\_\_

The following number is to be used for reference regarding these pages:  
65-45170-36 pages 2-6

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X NO DUPLICATION FEE X  
X FOR THIS PAGE X  
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186

b1c  
X

[REDACTED]

The above investigation was conducted by Special Agent Lee F. Malone of the Newark Field Office. It is suggested that as the Board of Inquiry of the Department of Commerce, headed by South Trimble, is now in Washington, D. C. compiling their report with reference to the destruction of the airship Hindenburg, that the above information be conveyed to them for the purpose of determining whether they desire any further investigation to be conducted as to Joseph Spaeh.

It is noted, for the information of the Bureau, that although a request for an investigation of Joseph Spaeh was made by Commander Rosendahl, U. S. Navy, he conveyed this request as a representative of the Board of Inquiry of the Department of Commerce, and the Board of Inquiry is the proper authority to pass on any further investigation with reference to Joseph Spaeh. However, Commander Rosendahl will be contacted in the near future with reference to additional leads which are to be referred to him, as set out in Bureau letter of June 3, 1937.

Very truly yours,

*W. S. Devereaux*  
W. S. DEVEREAUX,  
Special Agent in Charge.

~~W. S. Devereaux~~  
70-15  
Enc.-1

*on file in brief*  
ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE \_\_\_\_\_ BY \_\_\_\_\_

ENCLOSURE

62-48190-36

188

FEDERAL BUREAU OF INVESTIGATION  
DEPARTMENT OF JUSTICE

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE OR NON-  
PAYMENT OF POSTAGE \$300

*Encl: 1 Bureau*

0 other encls  
ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-81 BY SP1/edw

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**FEDERAL BUREAU OF INVESTIGATION  
FOIPA DELETED PAGE INFORMATION SHEET**

11 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

- Deleted under exemption(s) b7C, b7D with no segregable material available for release to you.
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- Information pertained only to a third party. Your name is listed in the title only.
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\_\_\_\_\_ Page(s) withheld for the following reason(s):  
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\_\_\_\_\_

For your information: \_\_\_\_\_  
\_\_\_\_\_

The following number is to be used for reference regarding these pages:  
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X NO DUPLICATION FEE X  
X FOR THIS PAGE X  
XXXXXXXXXXXXXXXXXXXXX

WAO:HEM  
62-48190-X

RECORDED

June 24, 1937.

Mr. South ~~Trumble~~, Jr.,  
Solicitor,  
Department of Commerce,  
Washington, D. C.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4-16-88 BY SP1 ALC/ctm

Re: AIRSHIP HINDENBURG.

Dear Mr. Trumble:

At the request of Commander C. E. Rosendahl, United States  
Navy, the following investigation has been conducted regarding  
Spach, who was a passenger on the airship Hindenburg:

[REDACTED]

b7c  
b7D

[REDACTED]

COPIES DESTROYED  
30 DEC 16 1964

*Handwritten initials and marks*

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XXXXXX  
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FEDERAL BUREAU OF INVESTIGATION  
FOIPA DELETED PAGE INFORMATION SHEET

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- Information pertained only to a third party. Your name is listed in the title only.
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\_\_\_\_\_ Pages contain information furnished by another Government agency(ies). You will be advised by the FBI as to the releasability of this information following our consultation with the other agency(ies).

\_\_\_\_\_ Page(s) withheld for the following reason(s):  
\_\_\_\_\_  
\_\_\_\_\_

For your information: \_\_\_\_\_  
\_\_\_\_\_

The following number is to be used for reference regarding these pages:  
62-48190-36 (cont)

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XXXXXX  
XXXXXX

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X NO DUPLICATION FEE X  
X FOR THIS PAGE X  
XXXXXXXXXXXXXXXXXXXXX

Mr. South Trimble, Jr.

- 9 -

June 24, 1937.

b7c



I would appreciate advice as to whether the Board of Inquiry desires further investigation regarding ~~Smith~~.

Very truly yours,

John Edgar Hoover,  
Director.

192

Federal Bureau of Investigation

U. S. Department of Justice

936 Raymond-Commerce Building  
Newark, New Jersey

June 11, 1937.

Director,  
Federal Bureau of Investigation,  
Washington, D. C.

ATTENTION: TECHNICAL LABORATORY

Dear Sir:

I am transmitting herewith original  
executed Government Bill of Lading #J-82913  
which covers the shipment of a plaster of paris  
cast of a footprint taken at Lakehurst, New  
Jersey in connection with the case entitled  
AIRSHIP HINDENBURG, GOVERNMENT RESERVATION  
MATTER.

Very truly yours,

*W. S. Devereaux*  
W. S. DEVEREAUX,  
Special Agent in Charge.

WSD:RBT  
cc - Bureau  
Encl. 1

UNRECORDED COPY TO INVEST. UNIT  
ORIGINAL TO LABORATORY.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-81 BY SP1A6um

RECORDED  
&  
INDEXED

62-48190-37	
FEDERAL BUREAU OF INVESTIGATION	
JUN 14 1937 P.M.	
U. S. DEPARTMENT OF JUSTICE	
LABORATORY	FILE

*ONE*

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80 OCT 21 1964

177  
194

JOHN EDGAR HOOVER  
DIRECTOR

**Federal Bureau of Investigation**  
**United States Department of Justice**  
**Washington, D. C.**

EAT:DM

June 11, 1937.

Time - 3:40 P. M.

MEMORANDUM FOR THE DIRECTOR

I telephoned the Washington Field Office and inquired of Special Agent Hickey as to the commitments of Agent Louis Loebel. Mr. Hickey stated that Agent Loebel was not working on anything special and I told Agent Hickey that I desired Agent Loebel to go over to the Department of Commerce for the purpose of interviewing Mr. South Trimble. I informed Agent Hickey that Mr. Trimble desired an Agent to look over the material in their files with reference to the Hindenburg disaster in order to determine if they have any information of interest to the Bureau.

Mr. Hickey said that Agent Loebel would be designated to do this.

Respectfully,



E. A. TAMM.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A66/m

RECORDED

62-48190-38	
FEDERAL BUREAU OF INVESTIGATION	
JUN 14 1937 P.M.	
U. S. DEPARTMENT OF JUSTICE	
EDISON	FILE

JEB:CEK

June 11, 1937.

Time 3:10 PM

MEMORANDUM FOR MR. TAMM

Re: Hindenburg disaster.

South Tribble, Jr., Solicitor for the Commerce Department telephoned and stated that in connection with the Hindenburg disaster there were some letters in their file which had not been turned over to the Bureau agents to look over and Mr. Tribble would like to have an agent come over and go thru the file to make sure there was nothing of value in it; that he would like to have the agent come over tomorrow morning to his office. I advised him that I would have an agent there in the morning.

Mr. Tribble further stated that in connection with the above matter a man has made some fantastic accusations of some high government officials including some men in the Bureau; that this man is a so-called decoder of the Red network and his accusations involved charges of narcotic and White Slave Traffic violations and Mr. Tribble would like to have an agent come over and sit in on an interview with this man to see if there is anything to his charges. He stated that although the charges are fantastic, yet he is a pretty shrewd individual. He stated he would let the Bureau know when this man, who is in New York, would be here. I advised him to call me or Mr. Tamm, if I were not here, and an agent would be sent over.

Very truly yours,

John Edgar Hoover,  
Director.

Mr. Tolson	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Coffey	
Mr. Hendon	
Mr. Jones	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP10/abm

RECORDED  
&  
INDEXED

COMMUNICATIONS SECTION  
MAILED  
JUN 12 1937  
P. M.  
FEDERAL BUREAU OF INVESTIGATION,  
U. S. DEPARTMENT OF JUSTICE

62-48190-39  
FEDERAL BUREAU OF INVESTIGATION  
JUN 14 1937 P.M.  
U. S. DEPARTMENT OF JUSTICE  
FILE

DO-3

OFFICE OF DIRECTOR  
FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

Record of Telephone Call or Visitor.

June 11 1937.

Time

3:09

Name

South Trimble, Jr. Solicitor

for the Commerce Dept. tele.

Referred to

Details:

When advised the Director was not in as yet,  
he asked that the Director call him when he came in. cek

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-81 BY sp 66/um

*I talked to him & a record  
of the conversation is being  
sent you. & please give it  
special attention.*

62-48190-40

RECORDED & INDEXED INVESTIGATION

JUN 12 1937 A.M.

U.S. DEPARTMENT OF JUSTICE

TOLSON  
TAMM  
TRACY

FILE

- Mr. Nathan
- Mr. Tolson
- Mr. Baughman
- Mr. Clegg
- Mr. Coffey
- Mr. Dawsey
- Mr. Egan
- Mr. Foxworth
- Mr. Glavin
- Mr. Harbo
- Mr. Joseph
- Mr. Keimig
- Mr. Lester
- Mr. Nichols
- Mr. Quinn
- Mr. Schilder
- Mr. Tamm
- Mr. Tracy
- Miss Gandy

*of index*

*Donk  
Eck*

EPC:ON  
62-43190

June 16, 1937.

Mr. Fred D. Fagg, Director,  
Bureau of Air Commerce,  
U. S. Department of Commerce,  
Washington, D. C.

Attention: Mr. Roeder G. Nichols,  
Air Line Radio Inspector.

Dear Mr. Fagg:

Reference is made to my letter of June 7, 1937, furnishing the report of the Bureau's Technical Laboratory following an examination of two pieces of dural from the dirship Hindenburg.

The examination of the photograph and original negative purporting to depict the ship approaching the mooring mast prior to the explosion, has also been completed. The mark which appears in the picture as though on the upper rear portion of the outside of the dirigible has been studied both by photographically enlarging the same and by microscopic examination of the negative, and as a result it is the opinion of photographic experts of the Bureau that this was not a mark on the dirigible itself at the time the picture was taken but is rather a defect in the picture caused by extraneous matter being against the emulsion at the time the negative was developed.

A black mark appearing in the photograph on the extreme left and above the sky line is found to be a scratch or abrasion on the negative itself.

All of the original evidence, consisting of the two pieces of dural, the photograph, and the negative thereof, have been returned personally to Inspector Nichols of your Bureau.

Sincerely yours,

RECORDED

John Edgar Hoover,  
Director.

COMMUNICATIONS  
MAIL  
JUN 18 1937  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AG/m

62-48190-41  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE

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Invoice of Contents from  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C.

Date <sup>22</sup> ~~June 28~~, 1937.

Case Reference: Airship Hindenburg  
Government Reservation  
Matter.

Consigned to: SAC, Newark

List of Contents

62-48190-35 Original of 62-48190-24 Q18, (Plaster cast).

RAILWAY EXPRESS.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1A66um

*File*

62-48190-NR(1)

*CR*  
*CR*

*He*

JOHN EDGAR HOOVER  
DIRECTOR

EAT:CDW

Federal Bureau of Investigation  
United States Department of Justice  
Washington, D. C.

June 15, 1937.

FBI/PA # 276129  
APPEAL # \_\_\_\_\_  
CIVIL-DET. # \_\_\_\_\_  
E.O. # 12352  
DATE 9-16-77 INITIALS 602

MEMORANDUM FOR THE DIRECTOR

*EAT*

Miss DeNette of the Bureau of Air Commerce called by telephone to inquire concerning the identity of the Agents of the Bureau who were assigned to observe the investigation being conducted into the Hindenburg disaster. I informed Miss DeNette that I could not recall the names of these Agents. She stated that their records indicated that they were Messrs. Devereaux and Vetterli. I then affirmed the fact that these were the men assigned in this capacity, and she inquired as to how they might be contacted. I explained to Miss DeNette that the Bureau Agents are moving about considerably, and that if there was any information which the Department of Commerce wanted from these men, it should be requested by letter addressed to the Director here in Washington.

Respectfully,

*EAT*  
E. A. TAMM.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 9-16-88 BY SP1AL/Gum

RECORDED  
&  
INDEXED

62-48190-42  
FEDERAL BUREAU OF INVESTIGATION  
JUN 18 1937 A.M.  
U. S. DEPARTMENT OF JUSTICE  
TAMM TWO  
FILE

*He*  
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