

Sabotage[©]

By Erik ORION

A Non-Fiction History Book



The Mystery of Flight 19 is Finally Solved!

George H.W. Bush was Really a Nazi Spy: George H. Scherff Jr.



It wasn't the Bermuda Triangle that caused Flight 19 to vanish. It was murder!

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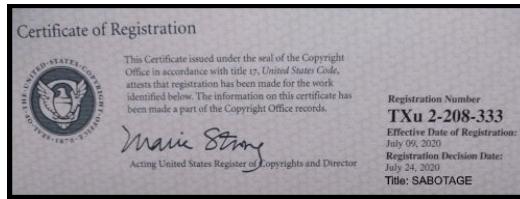
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This book is dedicated to the U.S. Navy 14 men of Flight 19 who were all murdered by their own crew member; Nazi George H. Scherff Jr. aka: George H.W. Bush. This book is also dedicated to another two U.S. Navy men; Radioman-William White & Tail-gunner-John Delaney who were previously murdered by Nazi Pilot: George H.W. Bush when he bailed out of his perfectly good TBF Avenger airplane. Bush later falsely claimed he was shot down. George H. Scherff Jr., aka: George H.W. Bush you were a coward, a killer & a traitor. May you rot in hell with all the other Nazi war criminals.

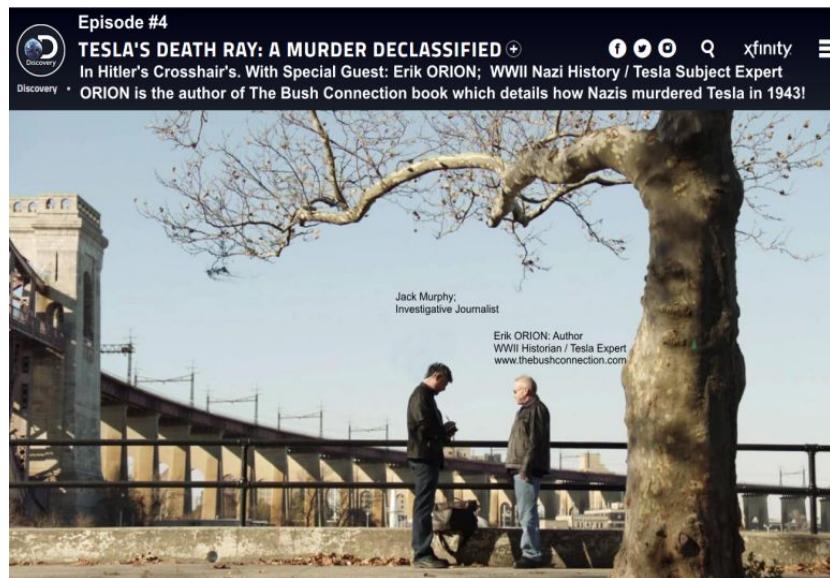
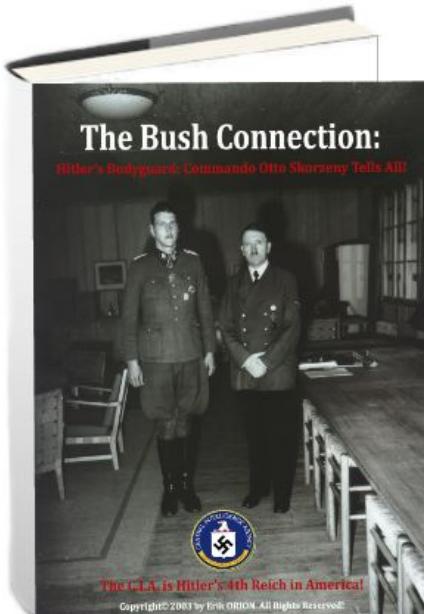


George H.W. Bush's U.S. Navy TBF Avenger Squadron



Background of Author

Erik Berman aka: Erik ORION is 52 years old with a B.A. in Marketing from Stockton State College in Pomona, NJ. He is an author, an inventor with U.S. Patent #5,078,640, a treasure hunter scuba diver, fisherman, small boat captain, internet webmaster, a licensed real estate broker, a Nikola Tesla Historian and an Oak Island theorist / researcher like no other...



Erik is the world renowned true conspiracy book author of The Bush Connection book which details the Bush Family's ties to Nazi war criminals & Adolph Hitler's faked suicide as told to him by Commando: Otto Skorzeny. Erik has been the guest speaker on many internet talk shows and radio talk shows to discuss his book The Bush Connection. Erik ORION was recently the guest speaker in a History Channel DVD movie documentary created by Gala Films of Montreal, Canada called U.S. National Parks: Secrets & Legends. Check my websites': www.thebushconnection.com & www.thepyramidsofoakisland.com. My email address is: orionstar123@gmail.com.

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TBF Avenger

Chapter #1 Here's What The History Books Say About Flight 19...



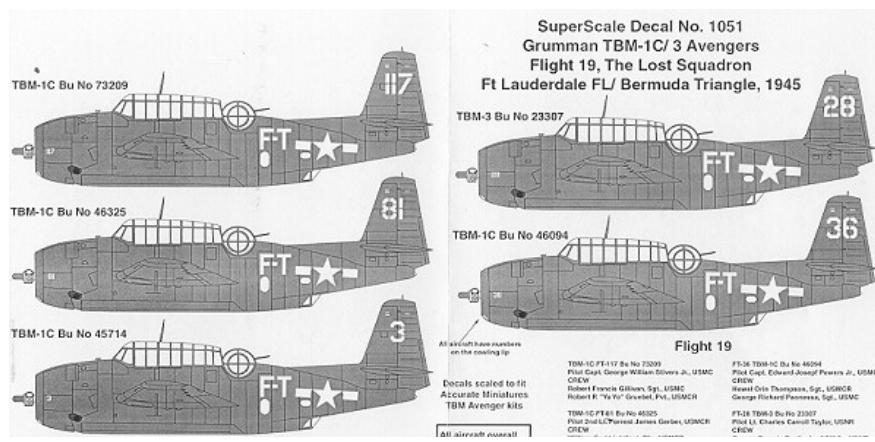
Flight 19

Flight 19 was the designation of a group of five Grumman TBM Avenger torpedo bombers that disappeared over the Bermuda Triangle on December 5, 1945, after losing contact during a United States Navy overwater navigation training flight from Naval Air Station Fort Lauderdale, Florida. All 14 airmen on the flight were lost, as were all 13 crew members of a Martin PBM Mariner flying boat that subsequently launched from Naval Air Station Banana River to search for Flight 19. The PBM aircraft was known to accumulate flammable gasoline vapors in its bilges, and professional investigators have assumed that the PBM most likely exploded in mid-air while searching for the flight. Navy investigators could not determine the exact cause of the loss of Flight 19.^[1]

Chapter #2 Navigation Training Flight

Flight 19 undertook a routine navigation and combat training exercise in TBM-type aircraft. The assignment was called "Navigation problem No. 1",

a combination of bombing and navigation, which other flights had completed or were scheduled to undertake that day. The flight leader was United States Navy Lieutenant Charles Carroll Taylor, who had about 2,500 flying hours, mostly in aircraft of this type, while his trainee pilots each had 300 total, and 60 flight hours in the Avenger. Taylor had completed a combat tour in the Pacific theatre as torpedo bomber pilot on the aircraft carrier USS Hancock and had recently arrived from NAS Miami where he had also been a VTB instructor. The student pilots had recently completed other training missions in the area where the flight was to take place. They were U.S. Marine Captains Edward Joseph Powers and George William Stivers, U.S. Marine Second Lieutenant Forrest James Gerber and USN Ensign Joseph Tipton Bossi; their call signs started with 'Fox Tare'.^[2]



The aircraft were four TBM-1Cs, Bu No 45714, 'FT3', Bu No 46094, 'FT36', Bu No 46325, 'FT81', Bu No 73209, 'FT117', and one TBM-3, Bu No 23307, 'FT28'. Each was fully fueled, and during pre-flight checks it was discovered they were all missing clocks. Navigation of the route was intended to teach dead reckoning principles, which involved calculating among other things elapsed time. The apparent lack of timekeeping equipment was not a cause for concern as it was assumed each man had his own watch. Takeoff was scheduled for 13:45 local time, but the late arrival of Taylor delayed departure until 14:10. Weather at NAS Fort Lauderdale was described as "favorable, sea state moderate to rough. "Taylor was supervising the mission, and a trainee pilot had the role of leader out front. ^[3]



The Bermuda Triangle Called "Naval Air Station, Fort Lauderdale, Florida, navigation problem No. 1," the exercise involved three different legs, but the actual flight should have flown four. After take-off, they flew on heading 091° (almost due east) for 56 nmi (64 mi; 104 km) until reaching Hen and Chickens Shoals where low level bombing practice was carried out. The flight was to continue on that heading for another 67 nmi (77 mi; 124 km) before turning onto a course of 346° for 73 nmi (84 mi; 135 km), in the process over-flying Grand Bahama Island. The next scheduled turn was to a heading of 241° to fly 120 nmi (140 mi; 220 km) at the end of which the exercise was completed and the Avengers would turn left to then return to NAS Ft. Lauderdale.



(Above) Avenger I F4B88 serving with No 850 Squadron, FAA, aboard HMS Empress in the English Channel in 1944.



Grumman TBF Avenger

Flight 19's scheduled navigation exercise on December 5, 1945.

1. Leave NAS Fort Lauderdale 14:10 on heading 091°, drop bombs at Hen and Chickens shoals
until about 15:00 then continue on heading 091° for 73 nautical miles (140 km)
2. Turn left to heading 346° and fly 73 nautical miles (140 km).
3. Turn left to heading 241° for 120 nautical miles (220 km) to end exercise north of NAS Fort Lauderdale.
4. 17:50 radio triangulation establishes flight's position to within 50 nautical miles (93 km) of 29°N 79°W and their last reported course, 270°.
5. PBM Mariner leaves NAS Banana River 19:27.
6. 19:50 Mariner explodes near 28°N 80°W.

Radio conversations between the pilots were overheard by base and other aircraft in the area. The practice bombing operation is known to have been carried out because at about 15:00 a pilot requested and was given permission to drop his last bomb. Forty minutes later, another flight instructor, Lieutenant Robert F. Cox in FT-74, forming up with his group of students for the same mission, received an unidentified transmission.

An unidentified crew member asked Powers, one of the students, for his compass reading. Powers replied: "I don't know where we are. We must have

got lost after that last turn." Cox then transmitted; "This is FT-74, plane or boat calling 'Powers' please identify yourself so someone can help you." The response after a few moments was a request from the others in the flight for suggestions. FT-74 tried again and a man identified as FT-28 (Taylor) came on. "FT-28, this is FT-74, what is your trouble?" "Both of my compasses are out", Taylor replied, "and I am trying to find Fort Lauderdale, Florida. I am over land but it's broken. I am sure I'm in the Keys but I don't know how far down and I don't know how to get to Fort Lauderdale."^[4]

FT-74 informed the NAS that aircraft were lost, then advised Taylor to put the sun on his port wing and fly north up the coast to Fort Lauderdale. Base operations then asked if the flight leader's aircraft was equipped with a standard YG (IFF transmitter), which could be used to triangulate the flight's position, but the message was not acknowledged by FT-28. (Later he would indicate that his transmitter was activated.) Instead, at 16:45, FT-28 radioed: "We are heading 030 degrees for 45 minutes, then we will fly north to make sure we are not over the Gulf of Mexico." During this time no bearings could be made on the flight, and IFF could not be picked up. Taylor was told to broadcast on 4805 kHz. This order was not acknowledged so he was asked to switch to 3000 kHz, the search and rescue frequency. Taylor replied – "I cannot switch frequencies. I must keep my planes intact."

At 16:56, Taylor was again asked to turn on his transmitter for YG if he had one. He did not acknowledge but a few minutes later advised his flight "Change course to 090 degrees (due east) for 10 minutes." About the same time someone in the flight said "Dammit, if we could just fly west we would get home; head west, dammit." This difference of opinion later led to questions about why the students did not simply head west on their own. It has been explained that this can be attributed to military discipline.

As the weather deteriorated, radio contact became intermittent, and it was believed that the five aircraft by this point were more than 200 nmi (230 mi; 370 km) out to sea east of the Florida peninsula. Taylor radioed "We'll fly 270 degrees west until landfall or running out of gas" and requested a weather check at 17:24. By 17:50 several land-based radio stations had triangulated Flight 19's position as being within a 100 nmi (120 mi; 190 km) radius of 29°N 79°W; Flight 19 was north of the Bahamas and well off the

coast of central Florida, but nobody transmitted this information on an open, repetitive basis.

At 18:04, Taylor radioed to his flight "Holding 270, we didn't fly far enough east, we may as well just turn around and fly east again". By that time, the weather had deteriorated even more and the sun had since set. Around 18:20, Taylor's last message was received. (It has also been reported that Taylor's last message was received at 19:04.) He was heard saying "All planes close up tight ... we'll have to ditch unless landfall ... when the first plane drops below 10 gallons, we all go down together."

PBM-5 (Bureau Number 59225)

A Martin PBM-5 Mariner similar to Bu No 59225.

Occurrence

Date: December 5, 1945

Summary Disappearance, Presumed mid-air explosion

Site: 28.59°N 80.25°W

Aircraft

Aircraft type Martin PBM-5 Mariner

Operator United States Navy

Flight origin NAS Banana River

Destination NAS Banana River

Crew 13

Fatalities 13

Survivors none As it became obvious the flight was lost, air bases, aircraft, and merchant ships were alerted. A Consolidated PBY Catalina departed after 18:00 to search for Flight 19 and guide them back if they could be located. After dark, two Martin PBM Mariner flying boats originally scheduled for their own training flights were diverted to perform square pattern searches in the area west of 29°N 79°W. US Navy Squadron Training No. 49[7] PBM-5 Bu No 59225 took off at 19:27 from Naval Air Station Banana River (now Patrick Air Force Base), called in a routine radio message at 19:30 and was never heard from again.

At 21:15, the tanker SS Gaines Mills reported it had observed flames from an apparent explosion leaping 100 ft (30 m) high and burning for 10 minutes, at position 28.59°N 80.25°W. Captain Shonna Stanley reported unsuccessfully searching for survivors through a pool of oil and aviation

gasoline. The escort carrier USS Solomons also reported losing radar contact with an aircraft at the same position and time.^[5]



It is presumed that Flight 19 crashed into the Atlantic Ocean after running out of fuel due to catastrophic compass malfunctions on every plane.



Chapter #3 Investigation

A 500-page Navy board of investigation report published a few months later made several observations:

- Flight leader Lt. Charles C. Taylor had mistakenly believed that the small islands he passed over were the Florida Keys, that his flight was over the Gulf of Mexico, and that heading northeast would take them to Florida. It was determined that Taylor had passed over the Bahamas as scheduled, and he did in fact lead his flight to the northeast over the Atlantic. The report noted that some subordinate officers did likely know their approximate position as indicated by radio transmissions stating that flying west would result in reaching the mainland.

- **Taylor was not at fault because the compasses stopped working.**
- The loss of PBM-5 Bu No 59225 was attributed to an explosion.

This report was subsequently amended "cause unknown" by the Navy after Taylor's mother contended that the Navy was unfairly blaming her son for the loss of five aircraft and 14 men, when the Navy had neither the bodies nor the airplanes as evidence.

Had Flight 19 actually been where Taylor believed it to be, the flight would have made landfall with the Florida coastline within 20 minutes, depending on how far down they were. However, a later reconstruction of the incident showed that the islands visible to Taylor were probably the Bahamas, well northeast of the Keys, and that Flight 19 was exactly where it should have been. The board of investigation found that because of his belief that he was on a base course toward Florida, Taylor actually guided the flight farther northeast and out to sea.

Further, it was general knowledge at NAS Fort Lauderdale that if a pilot ever became lost in the area to fly a heading of 270° west[clarification needed] (or in evening hours toward the sunset if the compass had failed). By the time the flight actually turned west, they were likely so far out to sea they had already passed their aircraft's fuel endurance. This factor combined with bad weather, and the ditching characteristics of the Avenger, meant that there was little hope of rescue, even if they had managed to stay afloat.

It is possible that Taylor overshot Castaway Cay and instead reached another land mass in southern Abaco Island. He then proceeded northwest as planned. He fully expected to find the Grand Bahama Island lying in front of him as expected. Instead, he eventually saw a land mass to his right side, the northern part of Abaco Island. Believing that this landmass to his right was the Grand Bahama Island and his compass was malfunctioning, he set a course to what he thought was southwest to head straight back to Fort Lauderdale. However, in reality this changed his course farther northwest, toward open ocean. To further add to his confusion, he encountered a series of islands north of Abaco Island, which looks very similar to the Key West Islands. The control tower then suggested that Taylor's team should fly west, which would have taken them to the landmass of Florida eventually. Taylor

headed for what he thought was west, but in reality was northwest, almost parallel to Florida.

After trying that for a while and with no land in sight, Taylor decided that it was impossible for them to fly so far west and not reach Florida. He believed that he might have been near the Key West Islands. What followed was a series of serious conversations between Taylor, his team and the control tower. Taylor was not sure whether he was near Bahama or Key West, and he was not sure which direction was which due to compass malfunction. The control tower informed Taylor that he could not be in Key West since the wind that day did not blow that way.

Some of his teammates believed that their compass was working. Taylor then set a course northeast according to their compass, which should take them to Florida if they were in Key West. When that failed, Taylor set a course west according to their compass, which should take them to Florida if they were in Bahama. If Taylor stayed this course he would have reached land before running out of fuel. However, at some point Taylor decided that he had tried going west enough. He then once again set a course northeast, thinking they were near Key West after all. Finally, his flight ran out of fuel and may have crashed into the ocean somewhere north of Abaco Island and east of Florida.



Avenger wreckage mistaken for Flight 19

In 1986 the wreckage of an Avenger was found off the Florida coast during the search for the wreckage of the Space Shuttle Challenger. Aviation archaeologist Jon Myhre raised this wreck from the ocean floor in 1990. He mistakenly believed it was one of the missing planes. In 1991 a treasure-hunting expedition led by Graham Hawkes announced that the wreckage of five Avengers had been discovered off the coast of Florida, but that tail numbers revealed they were not Flight 19. In 2004 a BBC documentary showed Hawkes returning with a new submersible 12 years later and

identifying one of the planes by its bureau number (a clearly readable 23990) as a flight lost at sea on 9 October 1943, over two years before Flight 19 (its crew all survived), but he was unable to definitively identify the other planes; the documentary concluded that "Despite the odds, they are just a random collection of accidents that came to rest in the same place 12 miles from home." But in March 2012 Hawkes was reported as stating that it had suited both him (and indirectly his investors) and the Pentagon to make the story go away because it was an expensive and time-consuming distraction, and that, while admitting he had found no conclusive evidence, he now thought he had, in fact, found Flight 19. Records showed training accidents between 1942 and 1945 accounted for the loss of 95 aviation personnel from NAS Fort Lauderdale. In 1992, another expedition located scattered debris on the ocean floor, but nothing could be identified. In the 2000s, searchers [who?] expanded their search area farther east, into the Atlantic Ocean, but the remains of Flight 19 have still not been confirmed found.

A 2015 newspaper report claimed a wrecked warplane with two bodies inside was retrieved by the Navy in the mid-1960s near Sebastian, Florida. The Navy initially said it was from Flight 19 but later recanted its statement. Despite Freedom of Information Act requests for details in 2013 the names are still not known because the Navy does not have enough information to identify the bodies. A plane found in the Everglades in Broward County was also postulated to be from Flight 19. In fact this was a post-World War II Avenger wreck in which the pilot, Ralph Wachob, was killed. [\[6\]](#)



Here are the headlines for Flight 19 that vanished without a trace.



The disappearance of Flight 19 made world-wide news.

Chapter #4 The Real Story of Why Flight 19 Disappeared...



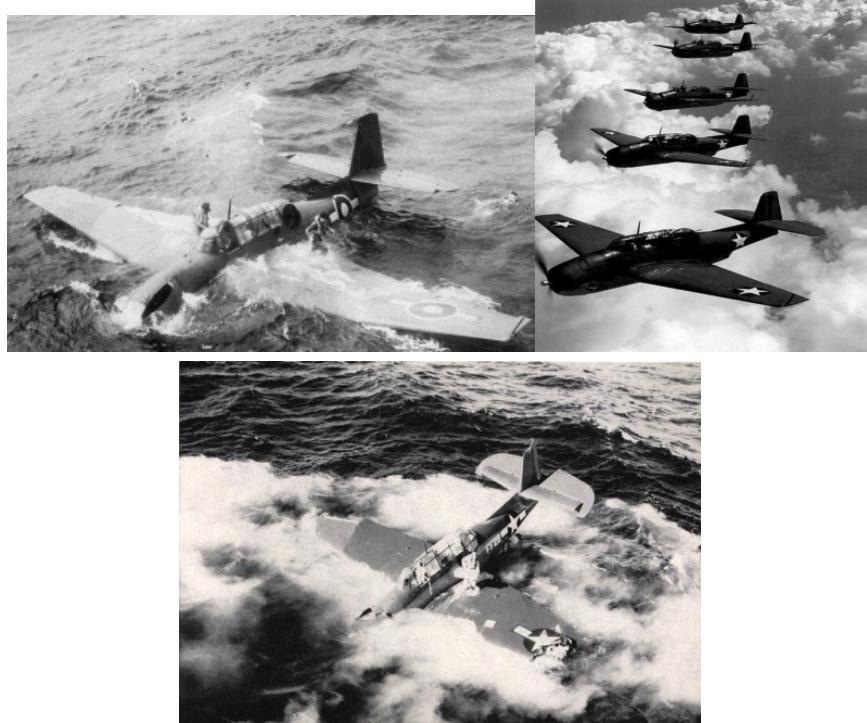
Nazi Spy: George H. Scherff Jr. aka: U.S. Navy Pilot: George H.W. Bush



Pilot: George H.W. Bush was a Nazi Spy!

One of the U.S. Navy Squadron Flight 19 crew members wasn't who he claimed to be.

George H.W. Bush was really a foreign-born Nazi Spy for Adolph Hitler; George H. Scherff Jr.!



Flight 19 was sabotaged by the young Nazi Spy; Pilot George H.W. Bush.

It wasn't pilot error, bad weather, defective planes or strange phenomena from the Bermuda Triangle that caused Flight 19 & the rescue plane to vanish without a trace. It was murder, plain & simple.^[7]

Background of Nazi George H. Scherff Jr. aka: U.S. Navy Pilot: George H.W. Bush



The Young Nazi Spy / U.S. Navy Pilot: George H. Scherff Jr.
aka: George H.W. Bush -----



George H. Scherff Jr. aka:
George H.W. Bush 1938



Nazi:
Otto Skorzeny

Nazi:
U.S. Senator
Prescott Bush

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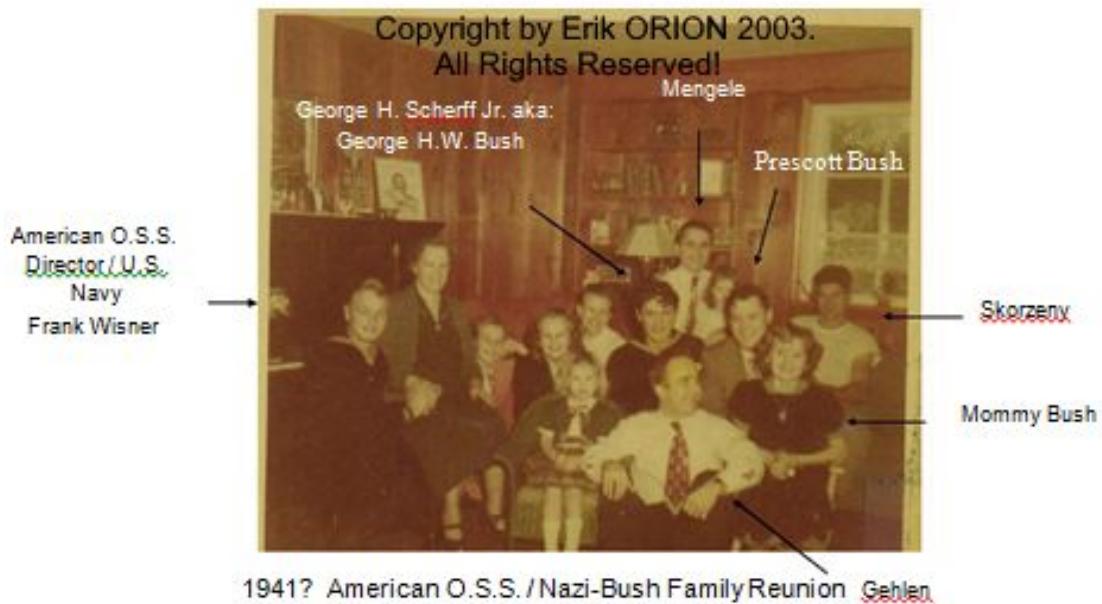
Young Nazi: George H. Scherff
Jr. aka: future U.S. President
George H.W. Bush throwing
horseshoes with Nazi Otto
Skorzeny & Nazi: U.S. Senator
Prescott Bush.

“Old” George throwing
horseshoes with
Mikhail Gorbachev. (1990) *Notice George’s similar black pants &

white shirt in both photos.



These photos were given to me by former Nazi / C.I.A. Commando: Otto Skorzeny.





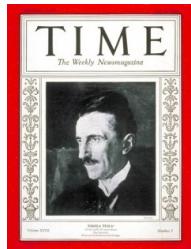
Retired C.I.A. Commando: Otto Skorzeny. 1999

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Otto Skorzeny with Adolph Hitler 1945? CIA Commando: Otto Skorzeny 1999.

Skorzeny faked Hitler's death & late his own death in 1975! According to my meetings with former SS Nazi and life-long C.I.A. employee, Otto Skorzeny, during 1931, when Dr. Nikola Tesla made the front cover over TIME Magazine, Adolf Hitler was amazed and fascinated with him. Hitler had considered Nikola Tesla to be the incarnation of the "almighty" white, Aryan Myth Superman, or Das Uberman. Hitler was curious about rumors alleging that Tesla had an extremely large penis and that he had psychic powers. Hitler, being the childish, sadistic, ego-maniac that he was enjoyed most cartoons & comedians of the era, especially The Three Stooges , Max Fleischer's Popeye and Tesla vs.The Nazis cartoon. Hitler and Skorzeny were not geniuses, however they were smart enough to realize that Nikola Tesla was!



Tesla on the cover of TIME Magazine- 1931

In 1934, while Tesla was in America helping the U.S. Government protect its citizens' from Nazis by creating sophisticated radar, "Star Wars" type space based weapons to destroy approaching enemy missiles, remote controlled torpedoes, et al..Hitler was plotting to take over the world. Rumors had been spreading that Nikola Tesla had created a "Death Ray", an invisible, anti-gravity flying disk, an earthquake machine, weather modification machine, and an electronic "stealth" device for making battleships appear optically invisible. Hitler thought to himself, "I must have those inventions so I can take over the world." In 1938, Hitler came up with the idea of sending a young SS Nazi Spy to America. This Spy, would be funded with his & Prescott Bush's money. He would be supported

by high ranking U.S. Government Nazi sympathizers including John J. Trump, Frank Wisner J. Edgar Hoover et al... Hitler ordered his favorite, young 14 year old cousin, Nazi; George H. Scherff Jr. aka; George H. Bush to befriend Nikola Tesla and try to steal his inventions so that "he" could take over the world. [\[8\]](#)



George H. Scherff Jr., aka; George H. Bush did become a trusted friend of Tesla's. George Bush told Hitler about one of Tesla's inventions that was supposed to create the illusion of invisibility or stealth technology. This invention would render an entire battleship or plane optically invisible! George H.W. Bush tipped off Hitler to the U.S. Navy's secret experiment...The Philadelphia Experiment aka: Operation Rainbow Project which allegedly made the USS Eldridge optically invisible & teleported it through time.



William Crookes Dr. Nikola Tesla George H. Scherff Sr.

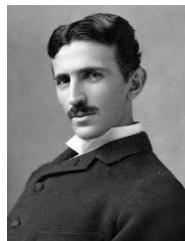
Sir

Institute of Radio Engineers Banquet Meeting. New York City, N.Y.
1915.

George H. Scherff “Jr.” was the son of Dr. Nikola Tesla’s Austrian born, illegal immigrant, accountant **George H. Scherff “Sr.”** George H. Scherff Sr. was a Nazi Spy sent by Hitler to work for Nikola Tesla. George was stealing money & inventions from Tesla. He kept the money for himself but gave the stolen inventions to Adolph Hitler to help the Nazis win WWII. In 1938, Hitler sent the 14 year old George H. Scherff Jr. to America to try to befriend, spy on, steal from & kill the great inventor, Dr. Nikola Tesla! George H. Scherff Sr. talked Tesla into hiring his son, George H. Scherff Jr. to be his lab assistant.



Here's a never before published photo of Nikola Tesla's accountant; George H. Scherff Sr. Nazi Spy: George H. Scherff Sr. & son Nazi Spy: George H. Scherff Jr. aka: George H.W. Bush. *Notice their similar balding hairlines.

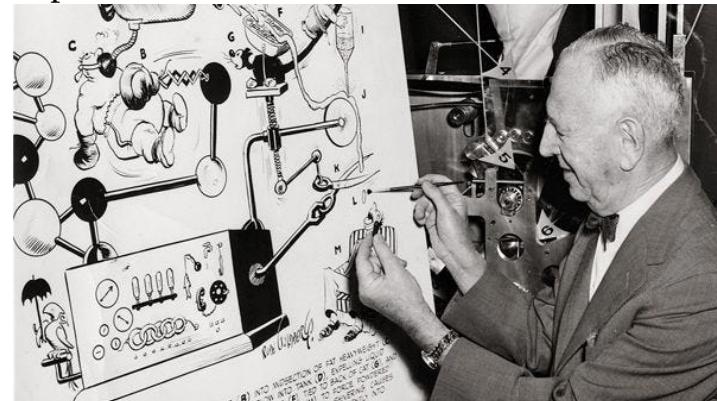


Dr. Nikola Tesla George H. Scherff Jr. would spend the next year working for Tesla while stealing from him like his father had been doing for years. George stole plans for Tesla's “death-ray,” an interplanetary communication transmitter / receiver, an earthquake machine, an anti-gravity flying disk et al...George tried to kill Tesla a couple of times but he didn't succeed. It

seems that Tesla always knew in advance when something bad was going to happen to him. Tesla had been hit by a taxicab a few years earlier “allegedly” driven by George H.W. Bush. [\[9\]](#)



Tesla knew that young George H. Scherff Jr. was stealing from him & trying to kill him so he decided to get even. Tesla would leave fake invention plans labeled “TOP SECRET” laying around for young George to steal & bring back to Adolph Hitler. Tesla would create Rube Goldberg “Mouse Trap” type invention plans that would be a series of complicated steps to create a simple end product. Like a 50 step process to create a mechanical finger to pick your nose with or maybe a TOP SECRET butt scratcher...George was the laughing stock of the Third Reich for stealing dummy invention plans from Tesla.



Rube Goldberg was an amazing “genius” cartoon drawing artist / illustrator.

Tesla wanted to scare George bad enough so he would leave & not come back. One night he had young George assist him by pulling levers while there was water on the ground resulting in George being shocked. Another time Tesla grabbed George while holding onto a live wire with AC current flowing through it, which resulted in George getting zapped but not Tesla. The final straw for George was when Tesla asked him to have a seat so he could test a new electric chair that he had created for the U.S. Government to make sure it worked properly. Frightened George said, no way & he ran out the door. A short time later, Nikola Tesla was murdered by Nazis Otto Skorzeny & Reinhardt Gehlen on January 7, 1943 in New York City after they stole his best inventions. "But that's a whole other story you can read about in my other book; The Bush Connection."



Antique Power Switches **Chapter #5 THE "REAL" STORY OF CURIOUS GEORGE...H.W. BUSH**



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For those of you who do not know the real story of how the character "Curious George" the monkey was created... well then, you are in for a real treat. During the 1940's, the greatest inventor who ever lived, Dr. Nikola Tesla was very good friends with two Jewish immigrants who were writers/artists: H.A. & Margaret Rey. The Reys had just barely escaped from the Nazis while fleeing Nazi-occupied France on bicycles...The Reys were telling Dr. Tesla about their ordeal with the Nazis and compared the Nazis to a bunch of evil, devious monkeys! Tesla laughed and then told them his own story about an evil, devious little Nazi "monkey" named

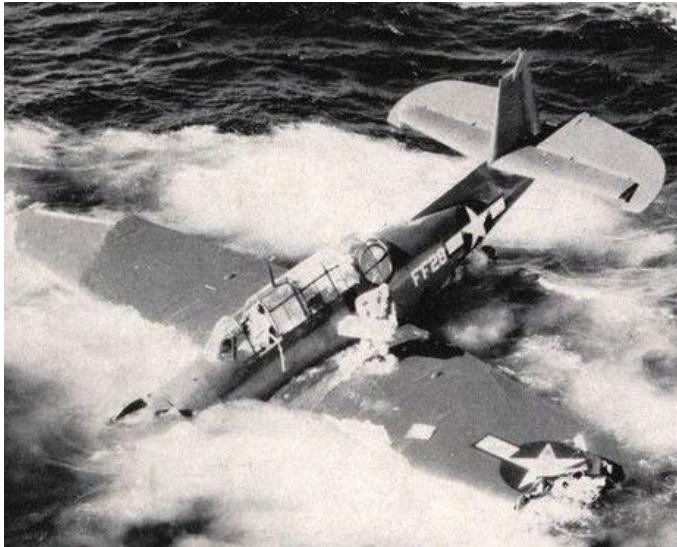
George H. Scherff jr. the son of his accountant George H. Scherff Sr. Tesla told them that George was evil, devious & as "curious" as a monkey! He was always snooping around trying to steal from Tesla & getting into trouble because he was just so curious!

Tesla suggested to H.A. & Margaret Rey that they write children's' books about a devious, "little" monkey that was always getting himself into trouble based on the "escapades" of George H. Scherff Jr. aka: George H.W. Bush. They named that devious little monkey, "Curious George!" The rest is history! Now you know how the devious little monkey "Curious George" was really created! "Curious George" the devious little monkey was named after George H.W. Bush! Unlike the real George, the fictional cartoon character "Curious George" is not a Nazi. The C.I.A. had the co-author of Curious George, Alan J. Shalleck murdered two months ago. 2/2006. Shalleck was murdered to prevent him from talking about who Curious George was really named after, George H. Scherff jr. aka: George H.W. Bush! Evidently, dead men tell no "monkey" tales! Shalleck was murdered by the C.I.A. just three days before a movie about Curious George the Monkey was to be released in movie theaters worldwide. Coincidence? Nah!



After leaving Tesla, the young Nazi George H. Scherff Jr. forged a birth certificate evidencing he was older. He falsely claimed that his last name was Bush, the son of U.S. Senator: Prescott Bush & he joined the U.S. Navy. Bush did not fly 58 combat missions for the U.S. Navy as claimed. In September of 1944, Nazi Spy: George H.W. Bush deliberately sabotaged his Grumman TBF Avenger. He radioed his position to his Nazi-comrades waiting in a German Submarine below, shot his instrument panel full of holes and then he put the plane into a steep nosedive & parachuted to safety.

His tail-gunner Lt. Junior Grade William White and Radioman Second Class John Delaney were not able to get out of the plane and parachute to safety because of the tremendous g-forces. Nazi Bush murdered his two crew members on Hitler's orders'. [\[10\]](#)



Grumman TBF Avenger Here's a never before published photo.
Traitor, Murderer, Coward, SS Nazi George "The Butcher" Bush
September 1, 1944

“One Day Before He Killed His Two Crew Members.”

White & Delaney were both killed while George Herbert Walker Bush survived. The “sunken” Grumman Avenger Torpedo Bomber was then towed out to sea by the German U-Boat to a large cargo ship waiting close by. The cargo ship had a giant crane on board that was used to lift the “fully-intact”, Avenger onto the ship. The cargo ship then sailed undisturbed back to Germany. That’s how Nazi-Germany was able to “steal” America’s advanced Top Secret, “rotating 50 caliber machine-gun turret”, TBF Avenger Bomber technology. George H.W. Bush was a Nazi war criminal just like his fake father Prescott Bush was!

Chapter #6 Bush’s Former Squadron Leader’s Negative Comments...



Chester Mierzejewski, an old war buddy of Bush, who said he was angered by the "false assertions" made by candidate Bush when describing the incident, gave a different account. After 44 years of silence, Mierzejewski, who also was awarded the Distinguished Flying Cross, told the New York Post that Bush had abandoned his crew to death when there was another choice. He said he was approximately 100 feet in front of Bush's plane as the turret gunner for Squadron Commander Douglas Melvin's plane, "so close he could see in the cockpit" of Bush's bomber. Mierzejewski's close wartime buddy was one of the two crew members in Bush's plane. According to Mierzejewski, the squadron was in a tight formation bombing raid against a Japanese radio installation on an island reported to be heavily fortified. He saw "a puff of smoke" come from Bush's plane which quickly disappeared and was certain only one man parachuted from the plane and that it was Bush, the pilot. Mierzejewski said the Avenger torpedo bomber was engineered so that it could successfully crash land on water and that Bush doomed his own crew by bailing out and leaving the bomber out of control. Other World War II veterans also expressed concern about Bush parachuting out of the aircraft. "He had a moral obligation to put that plane in the water in an emergency landing," Robert Flood, a former B-17

bombardier told the press. "**George H.W. Bush violated the primary rule for a captain of a multi-crew aircraft; The pilot always leaves last. He never leaves the airplane with anybody in it!**"

Pete Brandon, a Marine Corps Avenger pilot, who also served in the South Pacific, said an Avenger pilot had two choices: Set the plane down in the water or hold it steady until the two crewmen could prepare to jump. "In an Avenger, only the pilot wore a parachute," Brandon said. "The two crewmen wore harnesses. If the order came to bail out, they had to take chest parachutes from a shelf and strap them on - and bail out. The Avenger was very unstable. The pilot had to be at the controls the whole time or it would go right over on its back." Steve Hart, then Vice President Press Secretary, described Mierzejewski's account as absurd. Hart said, "The Vice President has told us time and time again what happened that day. To suggest that the account is inaccurate is absurd." What is absurd is the conflicting or missing reports of exactly what happened to Bush's two crew members. According to the Post, the intelligence report on the loss of Bush's plane in September, 1944 notes that it had become "standard doctrine" for VT 51, Bush's bomber squadron, "to make bombing runs on targets near water so as to retire over the water. This puts pilot and crew in position for water rescue in event of forced landing. The same document reports, without attribution, that "smoke and flame" engulfed Bush's engine, and that "Bush and one other person were seen to bail out. The chute of the other person who bailed out did not open." The report was signed by Melvin and an intelligence officer, Lt. Martin E. Kilpatrick. Contrary to normal military procedure, the report was not dated and Navy archives were unable to supply a subsequently completed report. Gunner Lawrence Mueller, who lives in Milwaukee, flew on the Chi Chi Jima mission. When asked who had the best view, he replied unhesitatingly: "The turret gunner in Melvin's plane."

Mueller's recollections, jogged by a log book that he kept, support Mierzejewski's account. And it was noted that Bush's plane was the only

one from the squadron that did not return. Mueller told the Post, "No parachute was sighted except Bush's when the plane went down." He also said no one mentioned a fire engulfing Bush's plane or he would have noted it in the log book. The Finback, the sub which picked up Bush from his raft in the water, made no report of a fire on Bush's plane, but did comment on his crew: "Bush stated that he failed to see his crew's parachutes and believed they had jumped when the plane was still over Chi Chi Jima, or they had gone down with the plane." About six hours later, the Finback picked up another pilot, James W. Beckman, from the USS Enterprise, who stated that it was known that only one man had parachuted from Bush's plane. "This decided us to discontinue any further search of that area . . ." [11]



Crashed TBF Avenger Although the heart of Bush's story about the incident remains the same, **Mierzejewski is adamant Bush's account is not the truth and blames Bush for the abandonment and deaths of both men.**

"I think he could have saved those lives, if they were alive. I don't know that they were, but at least they had a chance if he had attempted a water landing," Mierzejewski said. This horrible crime was perpetrated to help the young Nazi, George Herbert Walker Bush establish a false reputation for being a great American WWII hero for enhance his future political career. Hitler's plan to take over the world was right on schedule. George Herbert Walker Bush, was not an American War Hero! He was a sabotaging Nazi traitor! George H.W. Bush was a heroin junky. He was constantly "smacked-out" to escape his guilty conscience! That's how he earned his nickname "Poppy!"



Heroin / Smack / Junk / Poppy

Prescott Bush, George H.W.'s "alleged" father, was arrested during 1942 for trading with the enemy, the Nazis! Prescott Bush's Union Banking Corp. was supporting and doing business with Hitler's Nazis' throughout WWII as was Ford, Edison, Marconi, I.B.M. et al...The Nazis in Germany were sending their stolen Jewish Holocaust "loot" to Prescott Bush in America to "launder" and to save for creating a Fourth Reich in America. Roosevelt had his company seized under the Trading with the Enemy Act.¹¹ When Prescott Bush died, George H.W. Bush inherited millions of dollars of stolen Jewish Holocaust loot, which he "allegedly" used to fund his own presidential elections, other conservative right-wing, neo-Nazi Republican candidates, hate groups like the Brotherhood of Aryan Nations & the KKK.



**Nazi U.S. Senator: Prescott Bush & Family & Prescott with Nazi:
George H. Scherff Jr.
aka: George H.W. Bush.**

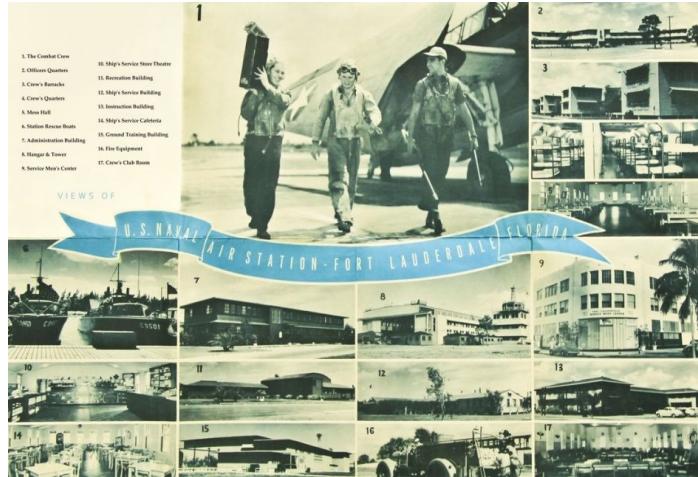
Chapter # 7 How Nazi George H.W. Bush Sabotaged Flight 19





Here's George H.W. Bush's Flight 19 Squadron members.

It was December 1, 1945 on a U.S. Naval Base in Fort Lauderdale, Florida. Nazi U2 submarines had been sighted off the coast of Florida. The U.S. Navy decided to increase its torpedo bombing raids to help destroy the Nazi threat so close to America's shoreline. Adolph Hitler ordered his young Nazi Spy comrade: George H. Scherff Jr. aka: U.S. Navy Pilot: George H.W. Bush to sabotage his squadron's planes to prevent them from future bombing raids on his U2 submarines.[\[12\]](#)



U.S. Naval Base in Fort Lauderdale, Florida

U.S. Naval Base in Fort Lauderdale, Florida Later that night Nazi: George H. W. Bush made his move. He snuck out of his barracks' with a wire cutter & a flashlight in his back pocket. His plan was to cut the steering wire cables slightly in every plane so they would work for a short time but then fail, causing the planes to crash. George quietly climbed into one of his squadron's TBF Avenger planes & started to search around for wires to cut. Just as he was about to cut the steering cable, he heard a loud voice from a large MP yelling "Hey, what the hell are you doing?" George hid the wire cutters under the pilot seat & climbed out of the plane. George told the MP that he just wanted to get familiarized with the plane before the next training mission in a few days. The MP looked at young George & told him that the planes are off limits to everyone after dark including pilots! He said, "If I catch you out here after dark again I'm going to beat your ass & throw you in the Brig for insubordination, trespassing & vandalizing."

George apologized to him & said he wouldn't do it again so the MP let George go back to his barracks' & he didn't report the incident to his base commander however he did tell Bush's squadron members that he caught George snooping around in someone else's plane which was a big "no-no" among pilots.^[13]

Bush had crashed his TBF Avenger a year before resulting in his two crew members being killed. Bush's entire squadron blamed Bush for their deaths & suspected him of being a Nazi Traitor so he was transferred to a different squadron. Bush's reputation for being a cowardly, killer & possible Nazi Traitor preceded him when he was assigned to his new squadron at the Ft. Lauderdale Naval Base. None of Bush's new squadron trusted or liked George except one man; Corporal: Alan Kosnar. He felt sorry for young George & suggested they give him a chance to prove that he was a good pilot. The very next night, when George thought everyone else was sleeping, he snuck out of his barracks once again with a flashlight & another pair of wire cutters. He made his way to a plane in his squadron. He stepped up on the wing to climb into the cockpit to cut the steering cable wires when all of the sudden someone shined a bright light in his eyes, yelled; "Surprise!" and punched George in the face knocking him off of the wing & onto the ground. The MP along with all of George's squadron members except one of them; Corporal: Alan Kosnar, gave George a "blanket-party." They threw a blanket on top of him & beat him with their fists & socks filled with bars of soap then they carried George back to barracks & threw him down on the shower floor which broke George's right hand. They told George that this is what they do to Nazi Traitors & warned him not to tell anyone about the beating he just received or they would kill him instead next time and bury him in a swamp. They told George that it's ok to go to the base hospital to get fixed up as long as he tells the doctor that he slipped on a bar of soap while showering & that's what caused his injuries. George agreed, so they let him limp away to the base hospital.^[14]



Bush's squadron members had a meeting while he was at the base infirmary getting fixed up. They were trying to decide what to do about George. All of them witnessed George trying to sneak into a plane in the middle of the night with wire cutters. Now they all suspect that George Bush was really a sabotaging Nazi Spy however, they did not have enough evidence to formally charge George with the crime of being a Nazi Spy so they decided to wait a few days until after their training flight on December 5, 1945 to brief the base commander about George Bush's Nazi Spy-like late night activities climbing in planes with wire cutters. They knew that George had a broken wrist & would be unable to fly anytime soon or potentially damage any planes so they decided to relax with a little R & R for two days with a weekend pass to get ready for their training flight on December 5, 1945, known infamously as **Flight 19**.



When they returned from their training flight they were going to have the base commander launch a formal investigation into George Bush. As soon as George Bush became a new squadron member, strange things started to happen to planes during the night, like broken radio antennas, flat tires, oil on runways caused by leaky hydraulic landing gear & water in the fuel of multiple planes. These strange events had never occurred before George Bush arrived at the Fort Lauderdale Naval Base. George H.W. Bush was the epitome of a sabotaging Nazi "gremlin."



It was a dark, stormy night on December 4, 1945. Bush's squadron returned to the base at 10:00pm after spending the past two days drinking & partying in downtown Miami Beach. They were all a little hung-over & tired so they went to sleep early. While everyone was asleep, George Bush seized the opportunity. He snuck out of the base infirmary & headed to the runway where his squadron's TBF Avengers were located. This time he was smart. He waited in the shadows until the local MP's made their "rounds" before climbing aboard each plane. Nazi Spy: George Bush hid magnets behind the compasses in each of his squadron's planes & "somehow,"

possibly with an accomplice, magnets were hidden in the rescue plane which obviously caused all of them to instantly malfunction which killed another 13 men. George Bush was able to sneak back into the infirmary a short time later without anyone noticing he had ever left. Apparently, Bush had been ordered by Hitler to murder his squadron to prove his loyalty to de Fuhrer & to prevent them from potentially destroying his fleet of North Atlantic U2 submarines which were just off the coast of Ft. Lauderdale, Florida.[\[15\]](#)



(Above) Avenger I FN908 serving with No 850 Squadron, FAA, aboard HMS Empress in the English Channel in 1944.



Early the next morning, on December 5, 1945 at 6:00am George Bush left the base infirmary & headed over to his barracks' to watch his squadron prepare for their training "Flight 19" scheduled to take-off in a few hours. Bush was not very welcome among his squadron & they let him know about it. The squadron leader called Bush a Nazi traitor & told him that when they return from their training flight they were going to meet with the base commander to launch a formal investigation into him being a Nazi Spy. George just smiled at him & didn't say a word. One by one, Bush's squadron members headed past him on their way out the door to head over to their planes in preparation for their training flight exercise scheduled for 10:00am. The only crew member that liked George, stuck up for him & didn't take part in his beating, Corporal Allan Kosnar walked by. George put his hand on Allan's shoulder, looked him in the eyes & with a maniacal evil grin, said "If I were you I would call out sick for the training flight this morning." George winked at him & walked away. Lucky for Corporal Allan Kosnar, he took George's advice, called out sick & did not take part in

Flight 19's training mission that day. At 10:00am on December 5, 1945 **Flight 19** comprised of five Grumman TBF Avenger planes took off from Fort Lauderdale, Florida without Corporal Allan Kosnar or George H.W. Bush & were never seen again. [\[16\]](#)



Nazi Spy; George H. Scherff Jr. aka: George H. W. Bush effectively murdered 14 of his 15 **Flight 19** squadron members & “possibly” 13 other crew members from the rescue plane by placing magnets next to the compasses on every plane that vanished. The magnets caused the compasses to malfunction, thus causing the pilots to be disoriented resulting in all of them crashing into the ocean & dying when their fuel supplies ran out. The only squadron flight crew member to survive was the one that George Bush warned not to fly that day, Corporal Allan Kosnar.



Flight 19

Nazi Spy: George H.W. Bush was later given a job as an officer of Naval Intelligence & as a special agent for the O.S.S. which merged with Hitler's former SS Gestapo in 1947 & became the C.I.A. George went on to murder J.F.K. with his Nazi C.I.A. comrades: Skorzeny & Gehlen. Later he became the Director of the C.I.A. While Director, he cleansed all of his U.S. Naval records linking him to Flight 19's squadron. He also cleansed his relationship working for Nikola Tesla & just about everything else related to him. There were photos in the National Archives of Adolph Hitler with young George Bush that were either edited or destroyed. Later Nazi George

Bush went on to illegally become a Vice-President & then illegally become a President of the United States.

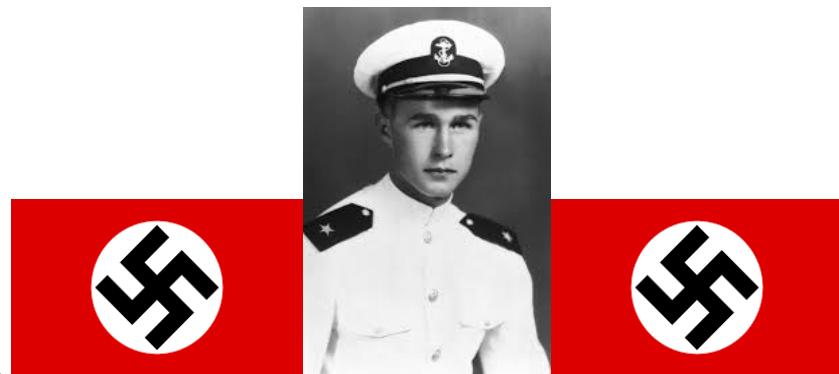


The C.I.A., N.S.A., F.B.I. & the mainstream media are all part of Hitler's III Reich, TRUMP Family New World Order takeover of America. Most if not all the U.S. Senators, Congressmen, Governors & Mayors are part of it too. Obviously, they are all going to claim that my information about George H.W. Bush is false, because they are all corrupt, Fascist liars who will say or do anything to protect him & his Nazi background. They will do anything to prevent the World from knowing that a U.S. President, George H.W. Bush was really a foreign born Nazi Traitor!



George H.W. Bush aka: George H. Scherff Jr. was a piece of shit Nazi Traitor!

Conclusion



George H. Scherff “Jr.” was the son of Dr. Nikola Tesla’s Austrian born, illegal immigrant, accountant **George H. Scherff “Sr.”** George H. Scherff Sr. was a Nazi Spy sent by Hitler to work for Nikola Tesla. George was stealing money & inventions from Tesla. He kept the money for himself but gave the stolen inventions to Adolph Hitler to help the Nazis win WWII. In 1938, Hitler sent 14 year old George H. Scherff Jr. to America to try to befriend, spy on, steal from & kill the great inventor, Dr. Nikola Tesla! George H. Scherff Sr. talked Tesla into hiring his “son,” George H. Scherff Jr. to be his lab assistant. George H. Scherff Jr. would spend the next year working for Tesla while stealing from him like his father had been doing for years. George stole plans for Tesla’s “death-ray,” an interplanetary communication transmitter / receiver, an earthquake machine, an anti-gravity flying disk et al...George tried to kill Tesla a couple of times but he didn’t succeed. It seems that Tesla always knew in advance when something bad was going to happen to him. Tesla had been hit by a taxicab a few years earlier “allegedly” driven by George H.W. Bush.

Tesla knew that young George H. Scherff Jr. was stealing from him & trying to kill him so he decided to get even. Tesla would leave fake invention plans labeled “TOP SECRET” laying around for young George to steal & bring back to Adolph Hitler. Tesla would create Rube Goldberg “Mouse Trap” type invention plans that would be a series of complicated steps to create a simple end product. Like a 50 step process to create a mechanical finger to pick your nose with or maybe a TOP SECRET butt scratcher...George was the laughing stock of the Third Reich for stealing dummy invention plans from Tesla. Tesla wanted to scare George bad

enough so he would leave & not come back. One night he had young George assist him by pulling levers while there was water on the ground resulting in George being shocked. Another time Tesla grabbed George while holding onto a live wire with AC current flowing through it, which resulted in George getting zapped but not Tesla. The final straw for George was when Tesla asked him to have a seat so he could test a new electric chair that he had created for the U.S. Government to make sure it worked properly. Frightened George said, no way & he ran out the door. A short time later, Nikola Tesla was murdered by Nazis Otto Skorzeny & Reinhardt Gehlen on January 7, 1943 in New York City after they stole his best inventions. “But that’s a whole other story...”

After leaving Tesla, the young Nazi George H. Scherff Jr. forged a birth certificate evidencing he was older. He falsely claimed that his last name was Bush, the son of U.S. Senator: Prescott Bush & he joined the U.S. Navy. Bush did not fly 58 combat missions for the U.S. Navy as claimed. In September of 1944, Nazi Spy: George H.W. Bush deliberately sabotaged his Grumman TBF Avenger. He radioed his position to his Nazi-comrades waiting in a German Submarine below, shot his instrument panel full of holes and then he put the plane into a steep nosedive & parachuted to safety. His tail-gunner Lt. Junior Grade William White and Radioman Second Class John Delaney were not able to get out of the plane and parachute to safety because of the tremendous g-forces. Nazi Bush murdered his two crew members on Hitler’s orders’.

White & Delaney were both killed while George Herbert Walker Bush survived. The “sunken” Grumman Avenger Torpedo Bomber was then towed out to sea by the German U-Boat to a large cargo ship waiting close by. The cargo ship had a giant crane on board that was used to lift the “fully-intact”, Avenger onto the ship. The cargo ship then sailed undisturbed back to Germany. That’s how Nazi-Germany was able to “steal” America’s advanced Top Secret, “rotating 50 caliber machine-gun turret”, TBF Avenger Bomber technology. George H.W. Bush was a Nazi war criminal just like his fake father Prescott Bush was! In 1945, Nazi George Bush got transferred to a new squadron in Ft. Lauderdale, Florida where he sabotaged his squadron’s TBF Avenger planes by hiding magnets next to their compasses resulting in the deaths of 14 men. It’s very possible

that George had an accomplice who was responsible for the disappearance of the rescue plane with 13 crew members from a base close by.

Nazi Spy: George H.W. Bush was later given a job as an officer of Naval Intelligence & as a special agent for the O.S.S. which merged with Hitler's former SS Gestapo in 1947 & became the C.I.A. George went on to be the Director of the C.I.A. While Director, he cleansed all of his U.S. Naval records linking him to Flight 19's squadron. He also cleansed his relationship working for Nikola Tesla & just about everything else related to him. There were photos in the National Archives of Adolph Hitler with young George Bush that were either edited or destroyed. Later Nazi George Bush went on to illegally become a Vice-President & then illegally become a President of the United States.

Former U.S. President George H.W. Bush was a piece of shit, sabotaging, cowardly, prudent Nazi serial killer who was born in Austria as George H. Scherff Jr. He should never have been allowed to be a U.S. President but the Fascist, corrupt Secret Service, C.I.A. & F.B.I. graciously allowed him to become one. These Fascist, corrupt agencies are all part of Hitler's IV Reich / Trump Family New World Order takeover of America. ***Flight 19** was sabotaged by the young Nazi Spy; Pilot George H.W. Bush. It wasn't pilot error, bad weather, defective planes or strange phenomena from the Bermuda Triangle that caused Flight 19 & the rescue plane to vanish without a trace. It was murder, plain & simple. [\[17\]](#)

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