

# Wright Brothers?

## *Or Wrong Brothers?*



*by Miles Mathis*

*First published June 24, 2024*

This is one of the last major iconic events of the 20<sup>th</sup> century I haven't hit yet. The flights at Kitty Hawk in 1903 are said to be the first controlled flights under power in history. But given that we have found the rest of history to be a fraud, [including the later flight of Lindbergh](#), let's take a closer look here.

We will start with a famous photo, just for fun.



That gets us in because it is so ridiculous. Why would they ever take a picture like that, or choose to publish it as proof of anything? That is the glider they built before they added the engine. It doesn't look even remotely airworthy, does it, and notice that two of the wooden struts are broken. Nonetheless, in the subtext at Wikipedia they tell us

**Wilbur Wright in prone position on glider just after landing, its skid marks visible behind it and, in the foreground, skid marks from a previous landing; Kitty Hawk, North Carolina.**

Really? Is that what you see? I don't see anything in the foreground except maybe some old footprints, and the marks in the sand behind could have been made by Wilbur climbing aboard. There should be deep grooves right under Wilbur's hands from the front sled landing, but we don't see them. No scratches from the wingtip either. So this isn't proof of anything. If anything it acts as disproof. So not a good start.

I also remind you people may have been flying on gliders for a thousand years or more, so without an engine this has nothing to do with the question at hand, that being who was the first complete a **powered** flight.



That is labelled the Wright Brothers' wind tunnel. You have to laugh. Not what you were expecting, I bet. They put little scale-model wings in there to test them. How did they do that? Did they hang them by strings? No, they “fixed” them with bicycle spokes. Hmmm. Not sure how that worked.

We are told that they wrecked their only plane in the last test of 1903, since they were flying into “a freezing headwind of 27 mph” in late December. Wait. What? Why were they doing this in late December in bad weather? Does that make any sense? They didn't realize there was more lift in warm weather, due to hot air rising and all that? And if you only have one plane, are you going to risk it in gusting and swirling winds? The whole story is complete idiocy.

As is this:

**After the men hauled the *Flyer* back from its fourth flight, a powerful gust of wind flipped it over**

several times, despite the crew's attempt to hold it down. Severely damaged, the *Wright Flyer* never flew again.<sup>[74]</sup> The brothers shipped the airplane home, and years later Orville restored it, lending it to several U.S. locations for display, then to the Science Museum in London (see Smithsonian dispute below), before it was finally installed in 1948 in the Smithsonian Institution, its current residence.

Orville restored it for display? So that was it for them with Flyer I? One flight, goodbye!

And here's a little problem: they have made exact replicas of that plane and tried to fly them. No one has been able to get them off the ground for a second. It was last attempted in 2003 for the centennial and was a total bust.

The patent office was also not impressed by the Wrights' claims in 1903. Their patent of that year was denied. They weren't awarded a patent until 1906, and even that didn't confirm any flights. It simply gave them rights to the design. Plus, the 1906 patent was for a glider, *with no engines*. So again it doesn't enter the argument here. Except to confirm they were still fooling with glider patents in 1906, failing to apply for patents on powered flight three years after allegedly achieving it.

But let's return to that famous photo under title. It never looked right to me, but I couldn't figure out why at first. It always screamed fake, but I couldn't put it into words why. Finally, after writing the first eight pages of this paper, it dawned on me. IF it were faked, how would they do it? Well, obviously they would prop it up, then erase the stand somehow from the negative or the print. Since we don't have access to the negative and the photo isn't clear enough to spot corrections, how would we know? Well, I finally noticed that the wingtips are sagging down in a strange way. I had been looking at the lower left wing, and in obsessing over that I missed that *both* wingtips are sagging very noticeably compared to the center of the plane. Not only does that not match later photos of the flights of these similar planes, it doesn't match expectation. In a strong headwind, those double wings will provide equal lift from tip to tip, but with much more weight in the middle, we would expect the middle to sag. Yes, we would expect the opposite of what we see here. But if the plane is sitting there on an invisible stand, the stand would probably be in the middle. With no props on the wingtips, and a lull in the wind, they would sag just like this.

That also explains why Wilbur is standing by the right wingtip. It is not where you would expect him to be, and it has always looked odd to me. We would expect him to be running forward, but he isn't. But if the plane is actually on a stand, it is right where you would expect him to be. He would be there to hold the plane down if it started to slant too much. Which it actually is. That much slant at the zero-point of the flight is a big clue, since it would probably be fatal to any real flight. It indicates they either aren't square to the wind, or the plane is not balanced in some other way.

With that idea in mind, I blew the photo up very large and studied the area under the middle of the plane, to see if I could see the erased stand.



I didn't find any obvious vertical struts that had been painted out, but we do have that horizontal structure beyond the end of the rail, which I can't explain. You have the end of the rail, which seems to be attached by cord or chain to a double wheel or roller, which is buried in the sand. That may be to fix the rail. But beyond that we have another length of wood and perhaps a white strap or something. It is hard to say what that is supposed to be, but it may be part of the stand that was too difficult to erase, so they just left it there. Because it visually intersects the rail, it would be harder to paint out. The rest of the stand would be very easy to paint out, since it only has sand behind it. That would be very easy to fill.

But I draw your attention to something else in that blowup. Look at the engine wheel and the long black belts connecting it to the two propellers. They have indicated the propeller blurs, to show the props are turning, but we don't seem to see any motion blur on the main wheel or belts. You will say the belts wouldn't show blur, since they are moving along their own line, but long belts like that are always wagging, especially in 1903. And yet they are as clear and sharp as the plane's immobile struts.

Chew on that for a while.

Once that is digested, chew on this: [there is a 24-second video at youtube](#) from British Pathe claiming to be from the first flight in 1903. **Except that it isn't.** Wikipedia and the history books admit there were only five people who witnessed the first flights in that year. One of them snapped the famous still photo under title using Orville's camera on a tripod. None of them were filmmakers or were shooting moving pictures. So that film has to be pieced together from later flights. We can tell that by looking at the brothers, who are too old for this to be in 1903. The announcer seems to admit that, saying this film "recalls" their flight. Not IS their flight, but recalls it, whatever that means. But he also claims it was shot in 1903, which is a lie. This is pointed out in comments at Youtube, where many chime in to say this is obviously the later Flyer 3 because it has seats. So this was many years later. With more searching I found [a similar 2:32 minute video](#), again falsely claiming it is from the first 1903 flight. But we see the derrick and the two-seater and the Frenchmen, proving this is from 1908, five years



later. We see outright and obvious lies from the mainstream 121 years later. But we do get to see how the derrick works. It is a weight-drop device used to propel the plane, which is a huge cheat. The plane is supposed to be under its own power, not pushed by any slings or other devices. So even here we don't see a plane taking off under its own power. We see a slung glider with people and an engine incidentally onboard.

More research takes me to more suspicious things. [In the Dayton flood of 1913](#), the Wrights allegedly lost all their negatives from their flights.

**By nightfall, six feet of water stood in the Wright's home.....Orville abandoned on a shelf in the shed near the house the irreplaceable collection of photographic negatives he and Wilbur had taken at Kitty Hawk and Huffman Prairie.....Fire was Orville Wright's chief concern that evening. From the safety of high ground, he watched as buildings near his office on Third Street burned."**

Yes, fire is always your chief concern during a flood, right? So Orville left these negatives in a shed on an abandoned shelf, and didn't think to protect them from the flood? He was a millionaire by then, so why didn't he have those negatives in a safe deposit box in the bank? Plus, the house was a two-story mansion, so all he had to do is take the box upstairs. Like everything else here, this makes no sense. But it does match other stories we have seen from the Phoenicians, like the Moon Landing tapes being lost or taped over. Obviously, the negatives were lost on purpose. You could see the corrections on them.

Which reminds us that Orville owned the camera that took the famous shot under title. We can see from the resolution of the image that it was taken with a big 8x10 view camera, which is called that because the negative is huge, being 8x10 inches like a piece of paper. Those cameras are very expensive, and were even more expensive relative to wages in 1903. So it not the kind of thing you would expect a poor [bicycle repairman](#) to have. Only rich people had them, see Rev. Charles Dodgson or Julia Margaret Cameron.



And something else suspicious. They attempted some flights with a new plane in mid-1904, inviting the press but *not allowing any photos*. What? Actually, that made sense because it was a disaster. The new plane wouldn't fly at all. In late 1904 and 1905 they claimed to make more short flights, but no one caught them at it except themselves. **They were the only photographers.** Mysteriously, their cameras were much worse than that one they had in 1903 that took the first photos above.



Compare that one to the one under title from 1903. So again, very suspicious, to put it nicely. They get great photos of nothing, and then garbage photos of this? No wingtip sag there, is there?

Then there is this:

**The Wright brothers were certainly complicit in the lack of attention they received. Fearful of competitors stealing their ideas, and still without a patent, they flew on only one more day after October 5 [1905]. From then on, they refused to fly anywhere unless they had a firm contract to sell their aircraft. They wrote to the U.S. government, then to Britain, France and Germany with an offer to sell a flying machine, but were rebuffed because they insisted on a signed contract before giving a demonstration. They were unwilling even to show their photographs of the airborne Flyer.**

Again, that makes absolutely no sense. How were they in any position to demand a contract from the government before giving a demo or even showing a photo? Plus, they were in a tight and crowded competition worldwide to make the first powered flight, but they refused to allow photos or demos? This is lunacy.

Then there is this problem: we are told the first efforts in 1903 used a gravity assist (pointing downhill), but that wasn't working and was considered cheating by some, so they ditched that and launched from a level rail. Instead of being gravity assisted, they were wind assisted, flying into a headwind. But wait, for a wind assist to match a gravity assist, the wind would need to be from *behind*, creating a similar push, with some sort of spinnaker effect. Wind in front could not stand in for a gravity assist. In fact, a headwind would make it harder for the engines to generate speed. A plane normally requires some speed for lift-off, and that speed can't all come from a headwind, otherwise the plane would just be kite. The plane needs **to move relative to the ground** to generate appreciable lift, as we learned [in my ground-breaking paper on the subject](#). Plus, using strong headwinds for lift would be even more of a cheat than gravity, since in that case the engines wouldn't be doing anything except adding weight. If the wind is lifting the plane like a kite, then this isn't really a "powered" flight. It is just a kite in the wind with a guy and an engine onboard. Which could be why we have no picture of the first flight past

the starting point. In that famous picture under title, **the plane hasn't moved ahead an inch**. It is hovering over the zero point, making it look very strange. As you can see, it hasn't moved past the end of the track. So even if they haven't dodged out some supporting stand to fake that photo, the photo proves nothing. The plane hasn't *advanced*, so technically this isn't a flight either way. A flight wouldn't just be a lift, it would be trip forward, right? We are beginning to see why they didn't want to share this photo and destroyed the negatives.

Even more suspicious:

**The brothers contacted the United States Department of War, the British War Office and a French syndicate on October 19, 1905. The U.S. Board of Ordnance and Fortification replied on October 24, 1905, specifying they would take no further action "until a machine is produced which by actual operation is shown to be able to produce horizontal flight and to carry an operator." In May 1908, Orville wrote:[39]:253**

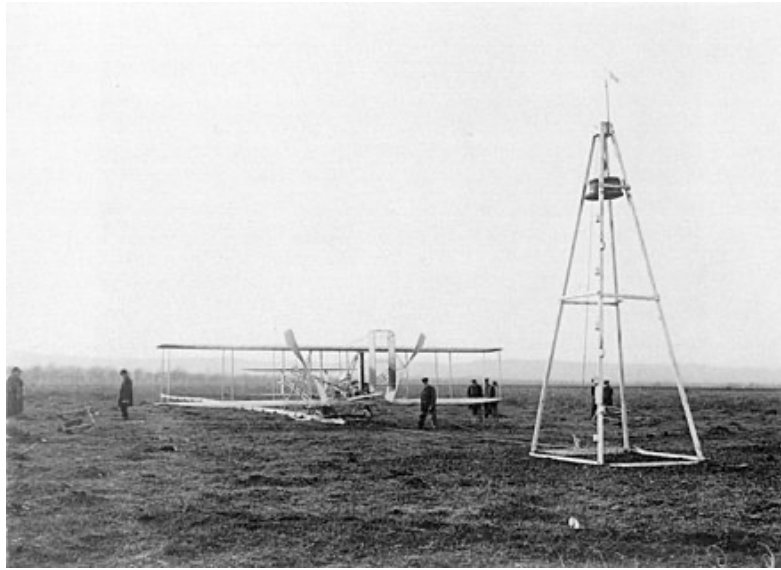
**A practical flyer having been finally realized, we spent the years 1906 and 1907 in constructing new machines and in business negotiations. It was not till May of this year that experiments were resumed at Kill Devil Hill, North Carolina ..."**

**The brothers turned their attention to Europe, especially France, where enthusiasm for aviation ran high, and journeyed there for the first time in 1907 for face-to-face talks with government officials and businessmen.**

Again, what?! All three countries asked for proof and rather than show up and actually fly a plane for any of them, the Brothers conspicuously bugged off. As you see, this set of sentences at Wiki is very strange, since they go from the governments asking for a machine to be produced to a quote from Orville three years later about not producing a machine, but instead disappearing for two years. None of it makes a lick of sense.

The US Army explicitly failed to confirm any flights by the Wrights in 1906, and the Smithsonian was also not interested in their claims. What did they know that we don't? The French saw through it all, contemptuously dismissing the Brothers as fakers. And why should they not, given the state of the story that has come down to us? It is all hedging and dodging and slipperiness.

Finally, on **August 8, 1908**, the Wrights made public demonstrations in France. Note the date, which is all aces and eights, leading to more suspicion. But there were lots of French eyewitnesses, including previous critics, and many press reports, indicating there were either successful flights or they paid off a whole lot of people. It is also suspicious this first truly confirmed series of flights was in France. You wouldn't expect that, would you? And Wiki conspicuously neglects to publish any photos of those flights, which also seems strange.



That's the best we get, though that is from 1909. The “launching derrick” in the foreground reminds us of the Hindenburg fake, doesn't it?

This is also curious: although the Wrights were supposed to be poor bicycle repairmen, scorned both in the US and France before 1908, the brothers just happened to be friends with Leon Bollee, the rich owner of one of the first car factories in France. His father produced steam engines for the government, making millions. Bollee gave the Wrights access to his Lemans factory to produce new planes. So the Wrights seem to have arrived in France with connections right to the top, confirming my genealogical analysis below. And if you wanted to argue they paid off those press whores in France, you can now explain how they did it: with Leon Bollee's money. And they had other millionaire promoters.

To explain the date of August 8, we are told Wilbur agreed to have his demonstration on the day Mrs. Bollee gave birth. Does that sound at all believable to you? There would be no way to plan ahead for such an event, since you can't predict an exact day of birth. Do you think that when the baby was born they just made a few blasts on a trumpet, calling everyone down to the race track? That is the story on one page at Wiki, but in another place they claim she didn't give birth until the next day.

**In 1908, when Wilbur Wright visited France to demonstrate the Wright Brothers aircraft, Bollée let Wilbur use his Le Mans automobile factory.[4] Bollée's wife Carlotta (née Messinisi) (c.1880-?) was fluent in Greek, French and English and acted as interpreter as neither man spoke the other's language. She translated the technical discussions over a period of several weeks, whilst heavily pregnant. In recognition of this, Wright promised that his first French flight would be on the day her baby was expected, 8 August 1908. Baby Elisabeth actually arrived on 9 August, Wilbur Wright became her godfather. Carlotta Bollée flew for the first time on 8 October 1908,[5] alongside Wright. Her flight was at an altitude of about 25 metres and lasted around four minutes.[6]**

So I guess Wilbur knew it would happen the next day and wanted to get a jump on her. And notice both dates are aces and eights. And why would Wilbur be the godfather for this family he allegedly had just met a few months earlier? This is strong indication the stories we have gotten from France are as fake as the rest of this.



Soon after Wilbur allegedly flew in France, Orville flew for the US Army at Fort Meyer. He was required to carry a passenger to win the contract, but again the flight was not a success. He crashed, killing the passenger Thomas Selfridge, and almost dying himself.

But in any case that was almost five years after the 1903 claims, and many other parties are admitted to have flown under power in the interim, removing the Wright's claims to be first. So as usual, the Wrights became the most famous because they had the most promotion, and they had the most promotion why? Must be because they were from the families, right? We will come back to who beat them to it, but let's take a quick look at who these brothers really were.

Their father was a **bishop** in the **United Brethren in Christ**, a huge red flag, since the spooky Brethren were both Arminians and Freemasons, a sort of double anti-Christian whammy. You know about the Freemasons, and we have seen the Arminians in many papers as well. Arminius was a rich Dutch kid in the late 1500s whose father just happened to be a big military contractor. Nothing much changes, does it? He went to Geneva to study with Theodore Beza (de Besze), a crypto-Jewish agent from Burgundy whose father was a noble and royal governor of Vezelay.



That's Beza, a picture worth a thousand words. He succeeded Calvin as the “spiritual head” of Geneva and top Protestant spook.

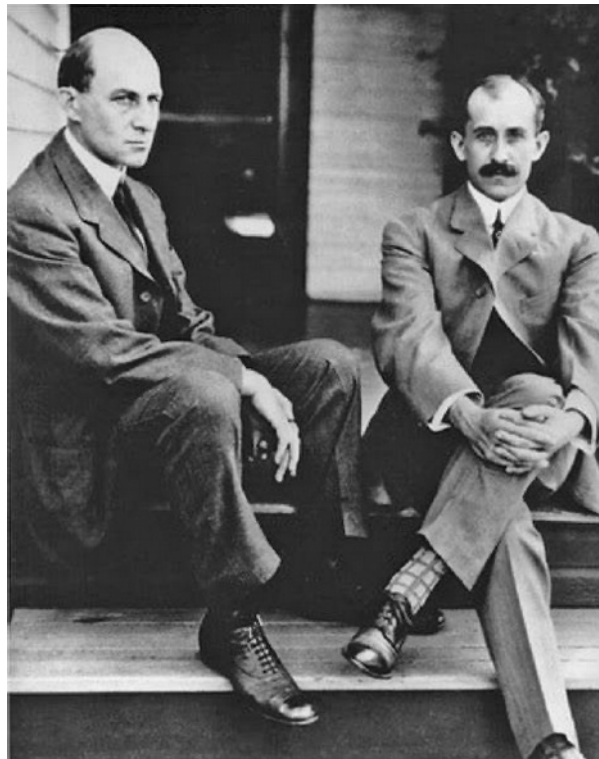
Like the rest of the people we have looked at, Arminius was offered a doctorate in Basel for no reason and without qualifications at age 24, but declined it to return to Geneva, where he was chosen by Beza to go to Amsterdam and create as much schism as possible. Although he was allegedly a pastor, he married the daughter of a very wealthy merchant and so became a rich(er) man before he was 30. After thoroughly polluting the education system of Holland through the influence of his rich in-laws, Arminius was sent to Leiden University to create disputation and discord there. By 1608 he had created such a ruckus he was called before the government of Holland, where he claimed that as a professor he was beholden to the Leiden curators and not the church itself, allowing him to rewrite the Belgic Confession and Heidelberg Catechism. That is so absurd it could only have been said by an

agent. It also proves Arminius was protected, since the governors did nothing. He continued to split the Church in Holland to the end of his life, pressing the most outlandish opinions on purpose.

So the Wrights being involved in this Brethren thing is the worst possible thing we could find. As we saw with Lindbergh, it indicates their family had been involved in outrageous fraud for centuries. Confirming that again is the Wrights' mother, a wealthy Koerner from Loudoun County, Virginia. She went to college in the 1850s, studying math and science, which was *extremely* rare, indicating she was also some kind of spook in training. There probably weren't five women in the whole country who could say the same. She graduated from Hartsville College in Indiana, a Brethren college. It had opened three years before she arrived. Her bio is very truncated, and we are expected to believe this woman with one of the few female science degrees in the US in the 1850s did nothing the rest of her life but raise children and make dresses.

The Wrights had a sister Kate who married Harry Haskell. Haskell would be the editor of the *Kansas City Star* after 1928, so you see how the promotion worked. Haskell's previous wife was a Cummings, and you know what that means. Cummings=Comnene=Cohen. Top Phoenicians. Haskell was also a Crowell, a Bell, a Clark, and a Lyon. The Lyon is scrubbed but it may link us to the King of England. You say no? Haskell's brother was decorated by the King of Bulgaria for 35 years of service.

The Wrights' great-grandmother was a Van Cleve and Benham from New Jersey, and her father was a Cowenhoven from New York, the family previously being settlers of New Amsterdam. Do you see it? Cowen=Cohen.



There are Wilbur and Orville, looking very Jewish. You can see that they are Cohens, generations later. I told you, all famous people are Jewish. The rest of us don't have a look-in. No promotion.

As we would expect from such people, they were suing for patent infringement even before any

confirmed flights. They sued Glenn Curtiss for infringement of the aileron, though they didn't use an aileron or ever invent one. Their patent used wing warping, not ailerons. The Wrights won a lawsuit against Curtiss and his appeal, but he never paid them anything, so the whole thing was a wash. The Wrights must have paid off the judges, since there was already a British patent for ailerons going back to 1868, filed by Boulton. This patent was known to the judges but they ignored it, finding for the Wrights.

And if you don't think judges were paid off, consider this:

**Beginning in 2011, Russell Klingaman—a prominent Wisconsin aviation/patent attorney, aviation law journalist, and instructor in Aviation Law at [Marquette University Law School](#)<sup>[40][41][42]</sup>—researched, prepared and delivered a series of lectures, at major aviation events and lawyers' organizations, analyzing and decrying the events and outcomes of the Wright-Curtiss lawsuit, citing numerous examples of error or misconduct by various parties to the suit, including attorneys and the judge. Klingaman found that the judge in the case allowed the Wrights' attorney to make his case in a private ("ex-parte") hearing with the judge, without the opposing side present, and discovered other misconduct which he believes led to a legally inappropriate outcome.<sup>[43][44][45]</sup>**

Flagrantly illegal, of course. A private agreement with the judge is the height of corruption.

**The Wrights' preoccupation with the legal issue stifled their work on new designs, and by 1911 Wright airplanes were considered inferior to those of European makers. Indeed, aviation development in the U.S. was suppressed to such an extent that, when [the U.S. entered World War I](#) in April 1917, no acceptable American-designed airplanes were available, and American forces were compelled to use French machines. In 1917, the two major patent holders, the Wright Company and the Curtiss Company, had effectively blocked the building of new airplanes in the United States, which were desperately needed at the onset of [World War I](#). Orville and Katharine Wright believed Curtiss was partly responsible for Wilbur's premature death, which occurred in the wake of his exhausting travels and the stress of the legal battle.**

Typical Phoenician behavior. The Wrights were more interested in money than in actually building planes that would fly. Which confirms all our previous analysis, and indicates they were not above using fraud to get on. Then we find this:

**The [Wright Company](#) was incorporated on November 22, 1909. The brothers sold their patents to the company for \$100,000 and also received one-third of the shares in a million dollar stock issue and a 10 percent royalty on every airplane sold.<sup>[14]:410</sup>**

So the Wrights sold their patents to themselves? No, because if we click on the [Wright Company](#), we find it was actually a consortium of “prominent industrialists”, whom Wikipedia declines to name 115 years after the fact.

**The [Wright Company](#) concentrated its efforts on protecting the company's [patent](#) rights rather than on developing new aircraft or aircraft components, believing that innovations would hurt the company's efforts to obtain royalties from competing manufacturers or patent infringers.**

Yeah, makes sense. And we see that just a year after making their big debut in France in 1908, they were out. Sold their patents and retired.

But wait, if we return to the section on patents, we find only the 1906 one for a glider with wing

warping. Wiki admits a French patent, but does not tell us if it was also for the glider. Germany denied their patent. So again, a lot of mist here.

I discovered who these industrialists were at Googlebooks, in an excerpt from *The Wright Company* by Edward Roach, p. 21. My first guess was a Rockefeller, but my second guess was right: a Vanderbilt. Cornelius Vanderbilt III. Also August Belmont, Jr., Allan Fortune Ryan (of the tobacco Ryans), and publisher Robert Collier. Also Freedman, Nicoll, Shonts, Berwind, Gould, and Plant. This made the Wright Company basically a subsidiary of IRT, New York.

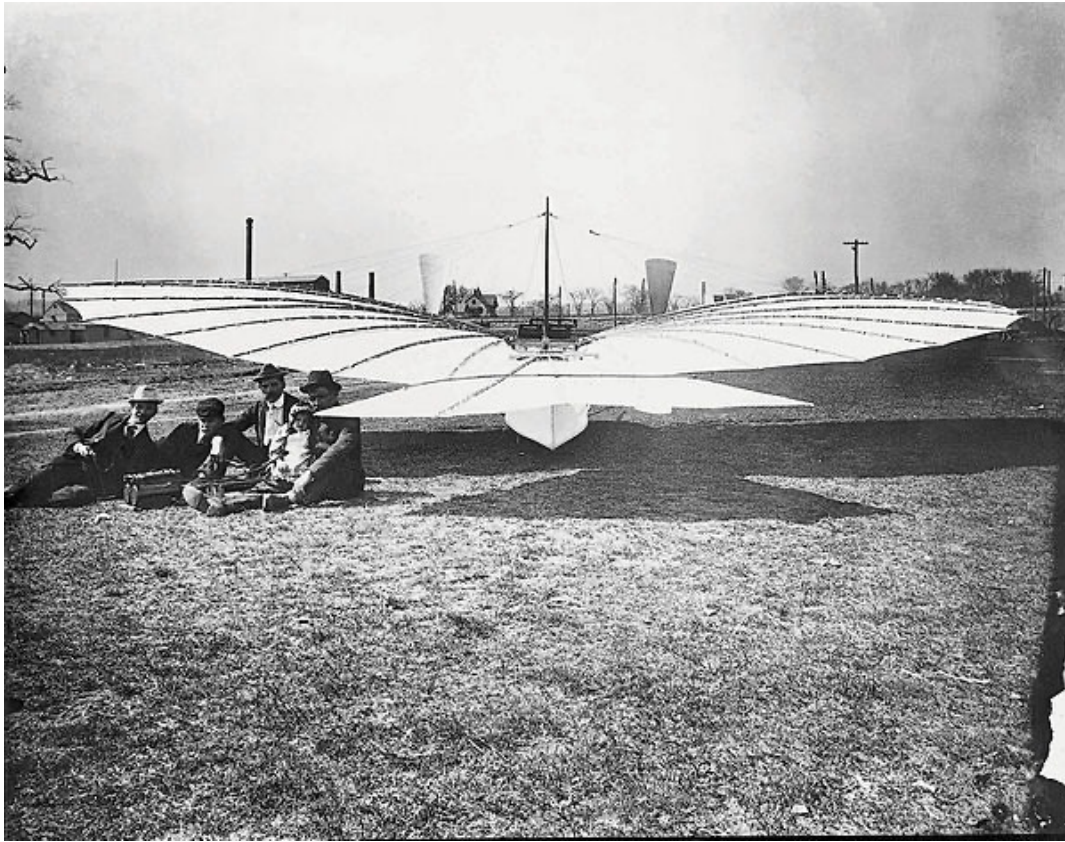
OK, now let's find out who really made the first powered flight. Everyone admits that Santos-Dumont achieved it in 1906, but was he the first? No, since Clement Ader achieved powered flight in 1890. He was only a foot off the ground and they say he had no control. But he had enough control to land without getting killed, so enough control for me. His control was as good as anything the Wrights had until about 1908. Yes, his airplanes were a bit ridiculous, but that isn't one of the criteria. The question is did he fly under power, and consensus is he did. Adding this requirement of control seems arbitrary to me, dreamed up to skew the answer to the Wrights. The Wrights had very little control even in 1908, since that is the year they killed Selfridge. Historians also try to dismiss Ader as a hopper, since he only flew for about 160 feet. But even if the Wrights flew in 1903, they did so only in hops. The first three of four flights were no better than Ader's, though the fourth is claimed to be a bit longer.

But we can go back even further. Felix du Temple flew a short distance in 1874, but he is rejected because his take-off was gravity assisted, using a ramp. Yes, but we just saw film of the Wrights in France using the derrick and the dropped weight in 1908, so I don't see the difference. Du Temple flew with an engine onboard, and the engine wasn't just dead weight. It was providing thrust.

Even if you don't like Ader and du Temple, we have Gustave Whitehead, who was buried by the Vanderbilts in favor of their boys the Wrights. Large amounts of evidence exist that Whitehead flew in 1902 and before—far more evidence in fact than that the Wrights flew in 1903.

And his bird is actually kind of pretty, as you see here:





Unlike the Wrights' planes, this one had wheels, as well as an engine to turn them—which you have to admit is a nice addition. Makes sense. It had a second engine to drive the two main propellers, which were in front of the wings like a modern plane. Unlike the Wright's Flyer I, replicas of this have indeed flown, with only an engine update. Same horsepower, but not an antique engine.

The editor of *Scientific American*, Stanley Beach, was a friend of Whitehead and initially supported him. The magazine published several reports of the plane, including eyewitness testimonials to flights. But no photos were taken in flight. For reasons not stated, Beach later turned on Whitehead, denying he ever flew. Sounds like the Vanderbilts probably got to him. *Scientific American*, like the rest of these rags, has never had any scruples. It is now just another propaganda font. Researchers have continued to support Whitehead over the decades, finding enough reliable evidence to support his claims. This included prominent reports and books in the mid-1930s and a reconfirming of that research in the 1960s by Air Force major William O'Dwyer. In 2013, it was all confirmed again in a controversial article in *Jane's All the World's Aircraft*.

During this controversy, it came out that the Smithsonian had long been under contract to the Wrights as part of the agreement to show the plane. As part of that contract no one with any connection to the Smithsonian could comment positively on any plane predating the Wright plane, including Langley's Aerodome but also including Whitehead's Moth. At the time the Wikipedia page on this contract was written, a link to the Smithsonian contract was included in the footnotes. It still is, but the Smithsonian has since memoryholed it, which is in itself suspicious. [It still exists in the Wayback Machine](#).

Karl Jatho also beat the Wrights, making powered flights in Germany in August 1903. They try to claim his flights were not controlled, giving the nod to the Wrights. But the Wrights' flights of 1903 were not controlled, either, since they flew in a straight line with no controlled turns. Control wasn't

added until years later.

It appears that all of these were powered flights just as much as the Wrights, so I give precedence to du Temple. All the other requirements seem arbitrary and manufactured after the fact to benefit the Wrights. It looks to me like the rules were made by the Vanderbilts to benefit their men.

And we see parallels to the later Lindbergh fake, since in that paper we saw Frenchman Rene Fonck buried by American industrialists to benefit their investments. They went so far as to cut a strut, nearly killing Fonck and killing two of his crew. We see a similar things here, where the Wrights were promoted over several Frenchmen, including du Temple, Ader, and Santos-Dumont. And again, the Americans used any and all means to win this war, the main one in this case being lawfare, filing spurious lawsuits and paying off judges.

Of equal interest to the question of powered flight, at least to me, is the question of unpowered flight. Although Leonardo probably published the first workable plans for a hang glider, he never flew one that we know of. The first to achieve human flight in anything except a lucky fall in a chicken suit was Sir George Cayley. Cayley was a baronet and therefore a Phoenician, but he actually knew what he was doing.



He also had sense enough to have himself painted by a real painter, unlike the current King. That is by Henry Perronet Briggs, who also painted Lord Eldon (John Scott) and George III. Cayley achieved the first modern completely confirmed human flight on a glider in 1848, though he was not onboard. He hired some young man for the task, who has unjustly been lost to history.

On the way out, we will look at the Wrights in later years. Wilbur died suddenly at age 45 in 1912, allegedly from typhoid fever. Some say he ate bad clams in Boston. His death is as suspicious as everything else, since the brothers were now very wealthy and both were all but retired. Wilbur had been very involved in the lawsuits, which as you may know would cause anyone to fake his death. He had long spent most of his time in Europe, so when his brother and sister built a big house in Dayton, it

is possible he retired to Europe, using a faked death to facilitate his disappearance. Death-faking is a Phoenician favorite. Plus, both brothers were probably gay, neither being married or ever having any interest in women. They were either gay or sexless, and you know which is the more likely. If Wilbur was retiring in order to settle down with a man, all the more reason to fake his death. He would of course wish to nip in the bud any prying reporters. So it is possible Wilbur fits our quadfecta criteria, being a gay Jewish spook who faked his death.

Orville quit flying in 1918, at age 47. When his sister Kate finally married at age 51, Orville was furious, claiming she was abandoning him. He refused to go to the wedding and didn't speak to her again until just before her death three years later. So again, that is who we were always dealing with here. That was her reward for a lifetime of self-sacrifice for these creepy brothers of hers. Orville died in 1948 at age 76, having done nothing worth reporting for the last 40 years of his life.

So that's another one in the can. The most surprising thing to me here is that I was again able to easily compile this from mainstream sources that were trying to promote the Wrights. I didn't have to track down and buy obscure books critical of them, since everything here can be found on an easy internet search. While they are trying to tell you how great the Wrights were, they admit all this other stuff, so all you have to do is pay attention and read closely. The Wikipedia page is obviously not trying to rewrite history or bury the Wrights, but the promotion is so poor it undercuts itself. If you have any discernment, you get to the end believing the exact opposite of what they want you to believe.