



The *Hindenburg* Disaster



by Aaron Feigenbaum



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ANARCHISTS RENEW
BARCELONA STRIFE;
5,000 LEAVE BILBAO

Revolters, Regaining Part of
Catalan Capital, Demand
Shock Troop Dissolution.

SOCIALIST MINISTER SLAIN

Insurgents Reported Gaining
Unresisted in Aragon as
Foes Withdraw 12,000

EVACUATION IN NORTH SPED

British Warships Protect Craft
Taking Women and Children
From Bilbao to France

The Spanish Situation

PERFIGUAN—Anarchists were re-
ported to have regained positions
in Barcelona and to have de-
manded the dissolution of the
government's shock troops. With-
drawal of 12,000 men from the
Aragon front, to deal with the
situation, was also reported,
leading to an advance by the
Rebel armies. Page 1.

ROME—A heavy concentration of
British warships, including Italian
to rescue the Italian cut off at
Brescia, was under way on the
Adriatic front. Page 10.

BILBAO—Five thousand women
and children were taken from
the city, and vessels carrying
them to France were guarded by
British warships. More refugees
were preparing to leave. (Follows the above.) Page 15.

LONDON—Foreign Secretary Eden
revealed that the British Gov-
ernment had evidence that Ger-
many was destroyed by airplanes.
He favored a neutral inquiry.
Page 15.

Anarchists Give Ultimatum

Special Cable to The New York Times.
PERFIGUAN, France, May 6.—
The Anarchists are reported to
have regained control in parts of
Barcelona this afternoon after the
Catalan Government believed it had
demanded the situation.

The Anarchists issued an ultimatum
to the government demanding
the dissolution of the shock troops
patrolling the city, the government's
chief support. Within twenty-four
hours and declaring that otherwise
they would take matters into their
own hands and use every means to
their power to suppress the shock
troops.

The Anarchists also have obtained
the upper hand at Figueras in addi-
tion to Figueras, according to news
received here, and therefore, it is al-
leged, to use phosphorylating gas on
the other ultimatum is issued.

Anarchist broadcasts have been
picked up here stating that the re-
sults in the disorders in Barcelona
since the Anarchist rebellion Tues-
day amounted to 400 dead and 1,000
wounded. Declaring that "enough
blood has flowed," the broadcasts
continue to appeal for calm over-
the next minutes, and it is therefore
believed that trouble will persist in
Barcelona.

French Consulate Hounded

The French Consulate was threat-
ened by Anarchists, who asserted
that British emissaries had

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SHIP FALLS AB

Great Dirigible
Into Flames as
About to Lan

VICTIMS BURN TO

Some Passengers Are
From the Blazing Wire
Others Crawl a Sa

GROUND CREW AIDS R

Sparks From Engines
Believed to Have Ig
Hydrogen Gas

A page of photographs
disaster and survivors P

By RUSSELL B. FOS
Special to The New York Times

NAVAL AIR STATION
HUNST, N. J., May 6.—
The Hindenburg was duri-
ng the explosion here
a clock tonight with a loss
three known dead and w
for out of its twenty-se
angers and crew.

Three hours after the
twenty-one bodies had been
and, and twelve were still
The sixty-four known to be
cluded twenty passing
forty-four of the crew.
the survivors were being
pulled or both, and were
hospitals here, and in
towns.

The accident happened
the great German dirig-
able to fly up to the
most four years after it
New York City on the la-
the first transatlantic vi-
the year. Until today the
burg had never lost a
throughout the ten years
made across the At-
LANS passengers in 1936.

Two Thousand of Co

F. W. von Meuter, vice
of the American Zeppelin Co.
gave two possible theo-
ries for the crash. One wa
fire was caused by an
electrical "induced by stat-
tics" as the ship sailed
gas preparatory to land-
ing when the gas was set
the engine was over-
while the gas was be-
cause a fire or explosion.

Captain Ernst Lehmann
commanded the Hinden-
burg most of its flights last
year. He was one of tonight's
gaped. "I couldn't under-
stand as he staggered out of
the control car. Captain
commanding officer of the
and Captain Albert Hays
also among the survivors.

Captain Lehmann was
burned and injured; th
officers were also injured,
seriously.

Reports in lighter-Ger-
manies who are the ac-
cident tonight that when the
passenger were dropped by the
at 7:30, they were not
made fast in the mooring
the strider track about 1
ing 300 ft. The crew
make the time last.


It was

A Day Unlike Any Other

On the evening of May 6, 1937, passengers on the **airship** *Hindenburg* were getting ready to land. The weather was clearing over the **air station** at Lakehurst, New Jersey. Captain Max Pruss had just announced that they would soon be on the ground.



Five hundred feet (152 m) below, a crowd of people waited to greet the passengers. The travelers had flown all the way from Germany. Newspaper reporters scribbled notes. Photographers pointed their cameras to the sky and snapped pictures. The landing of the world's largest airship was big news! People did not know they were about to witness a terrible tragedy.



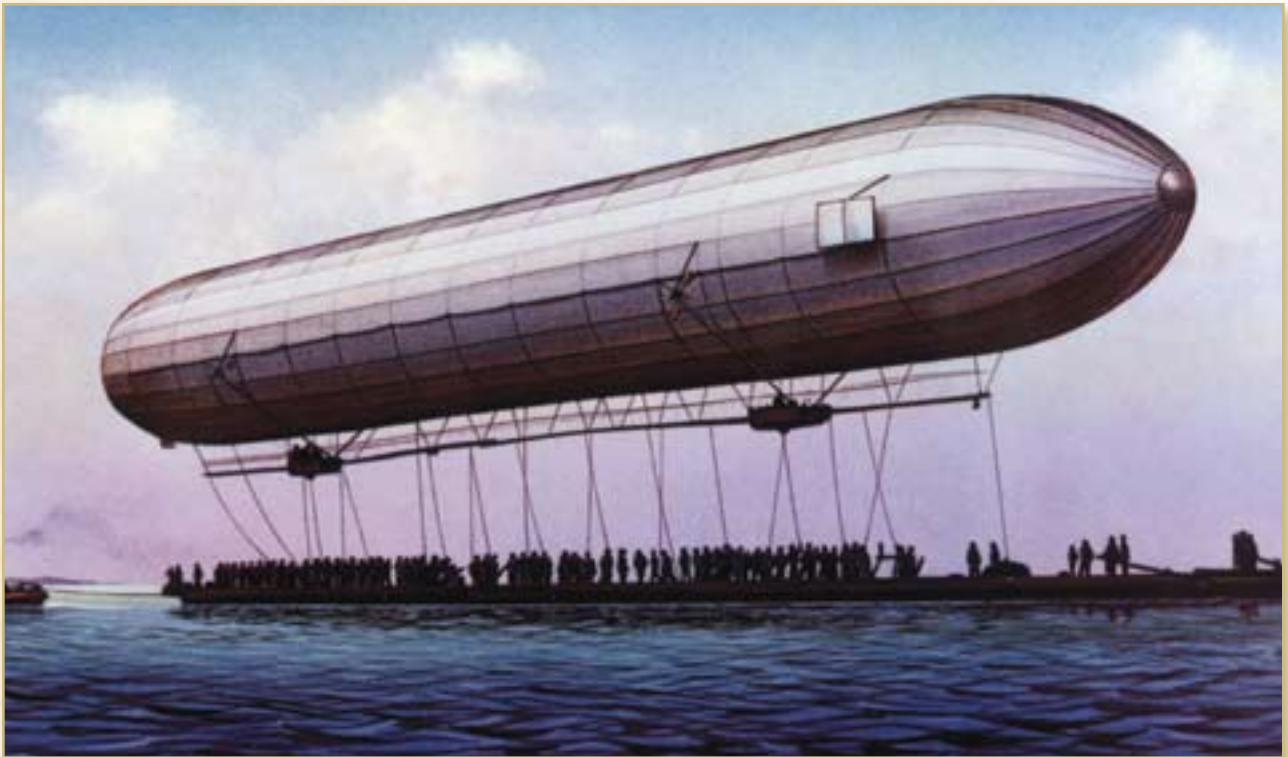
At 804 feet (245 m) long, the *Hindenburg* was one of the two largest airships ever built. Its sister ship, the *Graf-Zeppelin II*, was the same size.

In the 1930s, a one-way ticket on the *Hindenburg* from Frankfurt, Germany, to Lakehurst, New Jersey, cost \$400. In today's dollar, this trip would be more than \$5,200.

Why Airships Can Fly

The *Hindenburg* was not the first airship used for passenger travel. On July 2, 1900, Ferdinand von Zeppelin flew five people on the *LZ-1*.

Zeppelin understood that airships could fly because they are filled with gases that are lighter than air. Most airships use **helium**. The *Hindenburg*, however, was filled with an even lighter gas called **hydrogen**.



The first passenger airship, the *LZ-1*, floats over Lake Constance, Germany.

Airships are sometimes called zeppelins in honor of the man who invented them, Ferdinand von Zeppelin.

The Zeppelin Company began building the *Hindenburg* in 1931. It was so big that it took five years to complete. Finally, on May 6, 1936, the *Hindenburg* lifted off the ground in Germany. It was making its first trip to America.



A hangar is a storage place for aircraft. A special one was built for the *Hindenburg*. This airship was too big to fit in a regular airport hangar.

“If you want to travel in a beautiful way your first choice has to be a zeppelin.”

—Eugen Bentele, *Hindenburg* mechanic

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About the Author

Aaron Feigenbaum is an anthropologist, editor, and children's book author. He currently divides his time between the Connecticut coast and the Hawaiian surf.



The *Hindenburg* Disaster

The *Hindenburg* hovered in the sky over Lakehurst, New Jersey. Five hundred feet (152 m) below, a large group waited to greet the passengers. Newspaper reporters scribbled notes. Photographers snapped pictures.

The crowd of people had gathered to watch the landing of the world's biggest airship. Instead, they saw the *Hindenburg* burst into flames and begin to fall. Passengers jumped out of the ball of fire while burning parts of the ship flew everywhere. The terrible event was captured by the voice of a stunned radio announcer. It would become an unforgettable broadcast—and one of the most famous disasters in the history of air travel.

The *Challenger* Space Shuttle Explosion

Emergency at Three Mile Island

The *Exxon Valdez*'s Deadly Oil Spill

The Great Chicago Fire

The *Hindenburg* Disaster

Nightmare on the *Titanic*

The Texas City Disaster

The Triangle Shirtwaist Factory Fire

The 2001 World Trade Center Attack

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