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  - [Los Ovnis Del III Reich - El Ultimo Batallon De Hitler - por Paulo E.F. Lopez](#)
  - [Reich of The Black Sun - Nazi Secret Weapons and The Cold War Allied Legend - by Joseph P. Farrell](#)
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# Disc Aircraft of The Third Reich

## Introduction

by **Rob Arndt**

Probably the most misunderstood and problematic of all terrestrial-based disc technology lies at the heart of the German disc programs that started with the birth of the NSDAP (Nazi Party) in 1920- a full 13 years before Adolf Hitler came to power as the leader of the Third Reich.

To fully comprehend the depth of these programs requires the knowledge that above all else the NSDAP was founded from the onset by the occult Thule (1917) and Vril (1919) Gesellschafts (Societies), and other occult groups like the DHvSS (Men of the Black Stone) that stretched back to the turn of the 20th century with the old German Order (a.k.a. Order of Teutons).

As such the very first disc project in Germany built in 1922 was not even an aircraft but an inter-dimensional flight machine in disc form- the [JFM](#) built by Thule-Vril.

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**JFM**  
**Jenseitsflugmaschine (Other World Flight Machine)**  
(1922-1924)

by **Rob Arndt**



"Germany's first disc"

In the summer of 1922 in a small barn outside of Munich the occult **Thule** and **Vril Gesellschafts** set about to create an **interdimensional flight machine** based upon channeled information received by their two mediums (**Maria Orsich** and **Sigrun**) from **Aldeberan** in the **Taurus Constellation**, 68 light years away.

**Maria**, the **Thule medium**, had been receiving information from what she believed was **Aryan aliens** living on **Aldeberan** since 1919 but could not translate their language and strange mental images.

**Sigrun**, the **Vril medium** was brought in to help translate these communications and images which was in the form of a strange circular flight machine with an even stranger cylindrical powerplant beyond all conventional science of the time.

**Thule** and **Vril** secretly called this craft the **Jenseitsflugmaschine**, or "**Other World Flight Machine**". The **Gesellschafts** then used their members in the German business community to raise funds for the construction of this machine under the code letters **J-F-M**.

By 1922, parts for the machine began arriving independently from various industrial sources paid in full by the **Thule** and **Vril Gesellschafts**.

The machine itself was a disc craft with three inner disc plates inside and a cylindrical power unit running through the center of all three plates. The central disc plate measured 8 meters in diameter; above it in parallel was a disc plate of 6.5 meters diameter and below an equally parallel disc of 7 meters diameter. Through the center of all three disc plates ran a 2.4 meter high cylindrical power unit that fit into a running 1.8 meter hole that culminated at the bottom of the disc body with a conical point to which was attached an enormous pendulum to stabilize the equipment once the unit was operating.

Once activated, the cylindrical power unit which consisted of an electric starter motor and high power generator started the upper and lower disc plates spinning in opposite directions to create a rotating electromagnetic field that was increasingly intensified. The intensity and frequency of the field oscillations increased in theory up to a point where an **interdimensional** oscillation occurred, opening a gateway or portal to another world. The **occultists** called this a "**white hole**" that theoretically would connect the **JFM** to **Aldeberan's** corresponding frequency oscillations and navigate the machine through to that world. The sole purpose of this machine was to reach **Aldeberan** and make contact directly with those that had supplied the information through channeling.

Two years of research was done with the **JFM** until 1924 when the machine was hurriedly dismantled and moved to Augsburg where it eventually was placed in storage at **Messerschmitt's** facility. With the end of the war, no trace was ever found of the **JFM**. Perhaps it was destroyed in an Allied bombing raid or simply taken apart by the Germans themselves out of fear. No one is certain.

But whether or not the **JFM** actually worked, one thing is certain: the **Thule** and **Vril Gesellschafts**, with the help of **W.O. Schumann** of the **Technical University of Munich**, developed some form of levitator unit from it that would be utilized in further German disc aircraft with the **RFZ (Rundflugzeug)** types starting in 1934 and ending with the fantastic **Vril** and **Haunebu** discs of 1939-1945.

]

When Adolf Hitler (a Thule member along with Goering, Himmler, and various other top Nazi officials) became chancellor in Germany in 1933 the 11 year occult metaphysical science of Thule-Vril became strengthened by official state backing for the continued disc development programs starting with an RFZ (RundFlugZeug), or "Round Aircraft" series of discs that utilized levitators developed by W.O. Schumann of the Technical University of Munich who worked on the JFM.

1934 saw the first [RFZ discs](#) built which led in five short years to two vast programs of highly advanced disc aircraft overseen by Himmler's SS- specifically, the SS technical branch Unit E-IV (Entwicklungsstelle 4) which was created to explore various alternative energies.

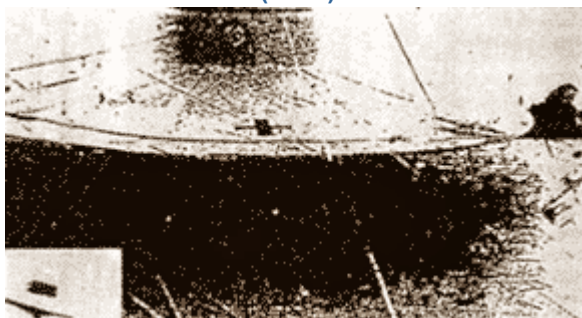
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## RFZ (RundFlugZeug discs) of the Thule/Vril type

(1934-1945)

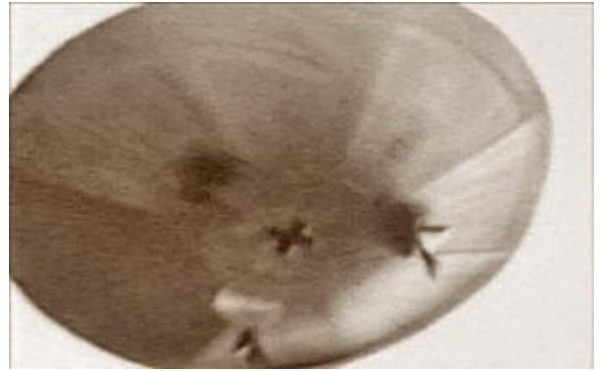
RFZ Series: 1,2,3,4,6.

**RFZ-1**  
(1934)



**RFZ-2**  
(1934)





**RFZ-3**  
(1934)



**RFZ-4**  
(1935)



**RFZ-5**  
RFZ 5 was changed to Haunebu I (1939)

**RFZ-6**



Return

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This unit was tasked with developing both the [Haunebu](#)

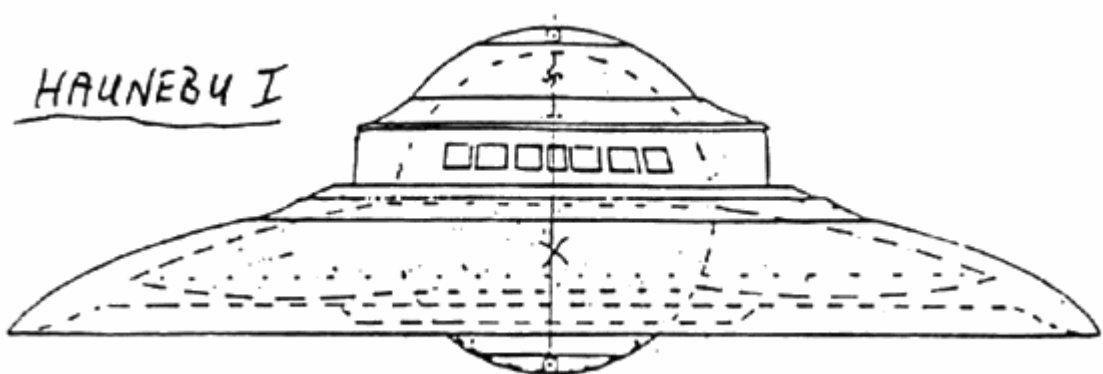
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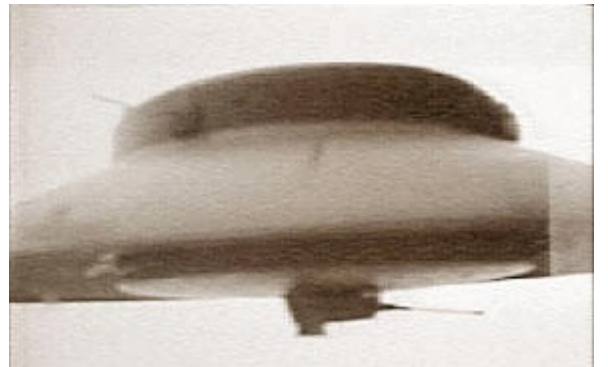
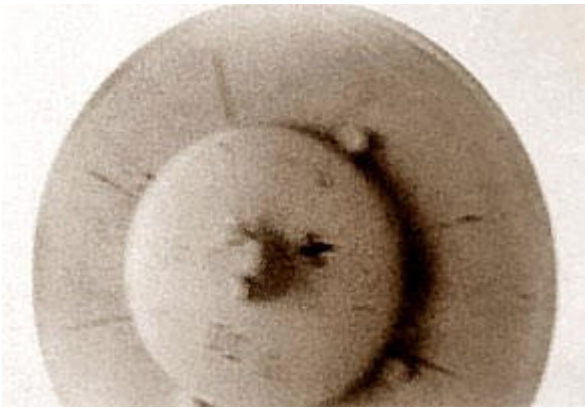
# HAUNEBU

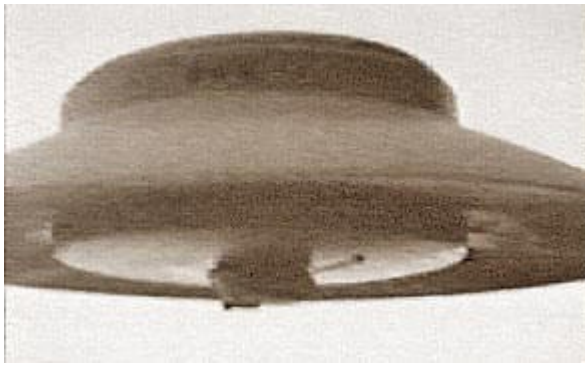
Haunebu Series: I, II, II-DoStra, III

*Using the "Thule - Triebwerk"*

## Haunebu I

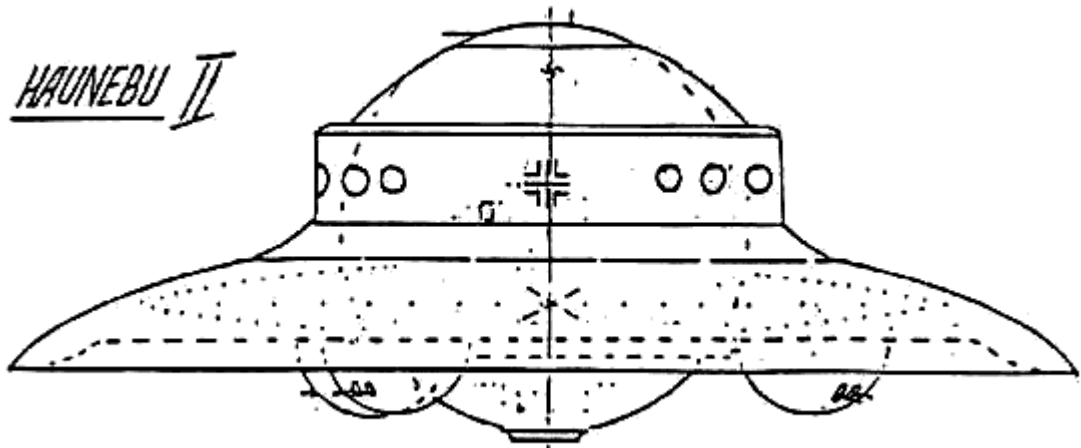




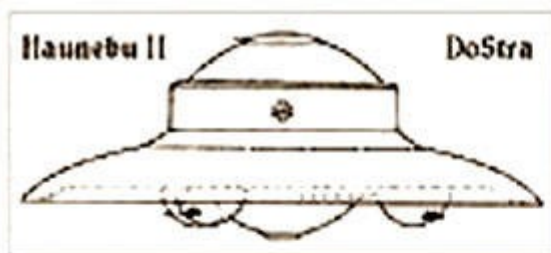


Donar Kraftstrahlkanone

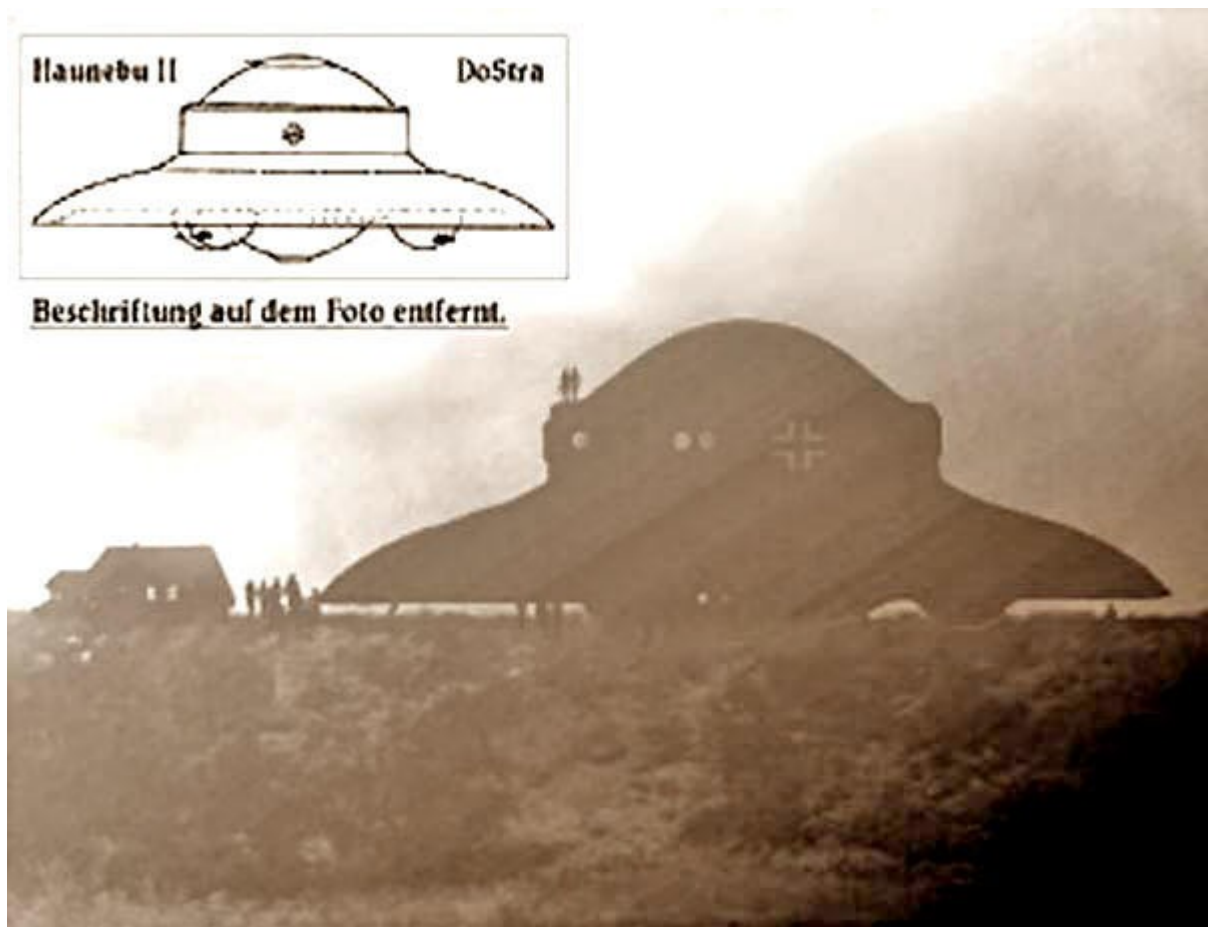
**Haunebu II, II-DoStra**  
(Do-Stra = DOrnier-STRAosphärenflugzeug)





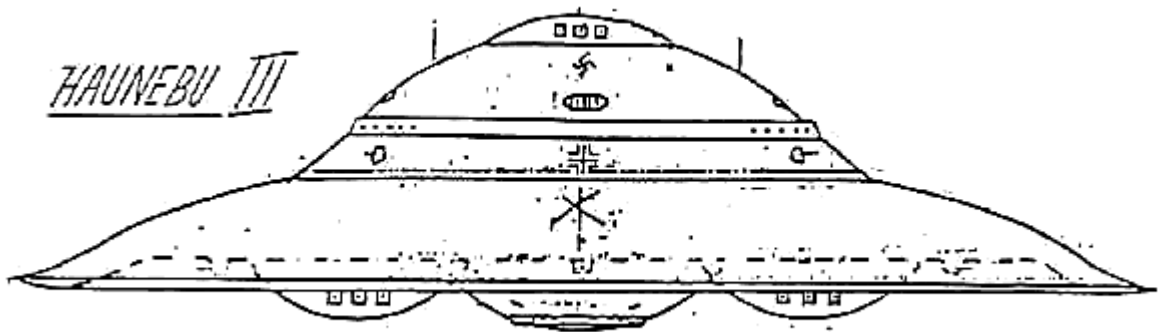


Beschriftung auf dem Foto entfernt.

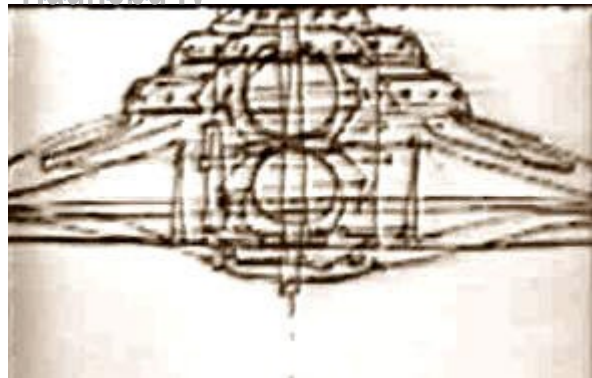




### Haunebu III



### Haunebu IV



 The Haunebu's celestial navigation unit KT-P2 ("click" to enlarge)

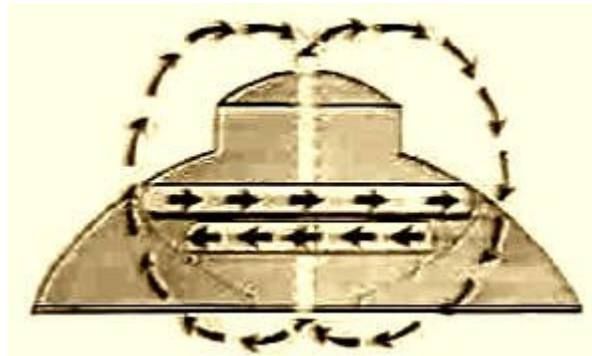




FIG. 1:



FIG. 2:



FIG. 3:

© USG  
1993

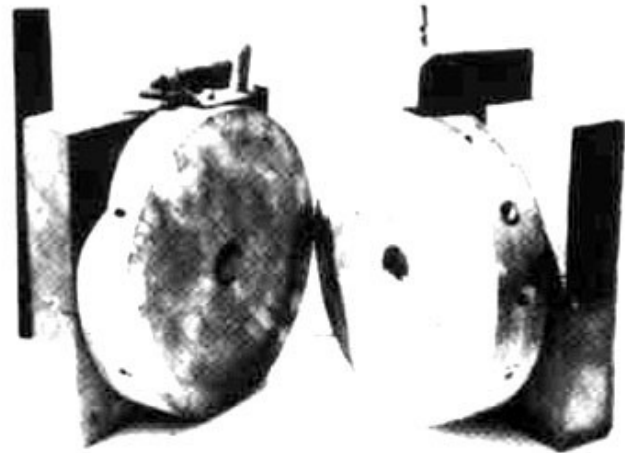


FIG. 4:

FIG. 1: Top view showing fluorescent dial and face calibrations. The 12 30-degree directional increments comprise those observed by me in the night sky of West Texas in 1950-53, prior to my first close-up daylight sighting. The celestially calibrated master (gyro) compass, indicated true north prior to takeoff, and was continually referenced by the Peiltochterkompass, as directional changes selected on the dial were made. With its fantastic speeds, the early saucer still had the limitation of requiring some "dead reckoning", until the I.G.S. transponder implantations were put to use. This is probably the reason so many saucers strayed over area towns.

FIG. 2: Horizontal rear view shows label, and receptacle at bottom for control cable attachment, with 14 contacts, which include power for 6-volt D.C. motor, and 6 bi-directional polarities, interconnected to the "Meisterkompass". Selection of directional changes with the dial, automatically activated the appropriate high-voltage switches, via pairs of the twelve contacts. The electrical disturbances which made use of magnetic compasses impossible on the early saucers, necessitated development of this celestial guidance system in 1943. Necessity is the mother of invention! This system was adapted to the Peenemunde rockets, and is similar or identical to the 200 or so celestial guidance systems found by General George Patton, in the salt caves beneath the Peenemunde complex in 1945. Patton was infuriated when he was required to destroy them. This also proves possession of German-made celestial guidance systems—other than those destroyed by Patton—by our military, long before generally believed.

FIG. 3: Perspective view of the Peiltochterkompass.

FIG. 4: Photo of two antiquated wooden, high-voltage Tesla tuning coil forms (coils missing), purchased by me from the Los Alamos Scientific Laboratory ("LASL") salvage, around 1978. Twelve 30-degree increments on the notched form are primitively secured by an old window latch. They were part of some stuff cleared out of an "old barn" in the oldest area of the lab. Examination of the patina, materials, screws, nuts, bolts, and other hardware, indicates a ca. 1900 construction date, long before the 1942 Manhattan Project. The forms were apparently reworked in the 1950s to add modern automotive thrust bearings. Handwriting on them comports with that of Nikola Tesla. They were probably among electrical apparatus acquired by the Illuminati from Tesla's Colorado Springs workshops, via sheriff's sales, taken eventually south to Los Alamos for use in Von Braun's Illuminati "p2" project. Lab security personnel were probably unaware of their origin or use by the time they were released for sale in 1978.

# NAZI UFOs TRUTH or MYTH?

## The HAUNEBU DISC

from [EyePod Website](#)

### Early Development

The **SS E-IV** (Entwicklungsstelle 4), a development unit of the SS occult "Order of the Black Sun" was tasked with researching alternative energies to make the Third Reich independent of scarce fuel oil for war production. Their work included developing alternative energies and fuels.

This group developed by 1939 a revolutionary electro-magnetic-gravitic engine which improved **Hans Coler's** free energy machine into an energy Konverter coupled to a Van De Graaf band generator and Marconi vortex dynamo (a spherical tank of mercury) to create powerful rotating electromagnetic fields that affected gravity and reduced mass.

It was designated the **Thule Triebwerk** (Thrustwork, a.k.a. Tachyonator-7 drive) and was to be installed into a Thule designed disc.



Since 1935 the Thule Gesellschaft (Society) had been scouting for a remote, inconspicuous, underdeveloped testing ground for such a craft. Thule found a location in Northwest Germany that was known as (or possibly designated as) Hauneburg. At the establishment of this testing ground and facilities the SS E-IV unit simply referred to the new Thule disc as a war product- the "H-Gerät" (Hauneburg Device).

For wartime security reasons the name was shortened to **Haunebu** in 1939 and was briefly designated RFZ-5 along with Vril's machines once the Hauneburg site was abandoned in favor of the more suitable Vril Arado Brandenburg aircraft testing grounds.

The early **Haunebu I** craft of which two prototypes were constructed were 25 meters in diameter, had a crew of eight and could achieve the incredible initial velocity of 4,800 km/h, but at low altitude. Further enhancement enabled the machine to reach 17,000 km/h.

Flight endurance was 18 hours. To resist the incredible temperatures of these velocities a special armor called Victalen { Frozen Smoke } was pioneered by SS metallurgists specifically for both the Haunebu and Vril series of disc craft. The Haunebu I had a double hull of Victalen. {Frozen Smoke developed in the 30's}

### The Experimental KSK Gun

The early models also attempted to test out a rather large experimental gun installation- the twin 60 mm KSK

(KraftStrahlKanone, Strong Ray Cannon) which operated off the Triebwerk for power. It has been suggested that the ray from this weapon made it a *laser*, but it was not. The Germans called it an “anachronism” gun - *not belonging to that time period or out of place*.

When a **Vril 7** was downed by the Russians in 1945 a similar underbelly mounted KSK gun was destroyed with debris recovered from the battle site. Postwar the strange metal balls and tungsten spirals that made up the weapon could not be identified. But recently it has been speculated that the Triebwerk-connected balls formed cascade oscillators that were connected to a long barrel-shrouded transmission rod wrapped in a precision tungsten spiral, or coil to transmit a powerful energy burst suitable to pierce up to 4 in (100 mm) of enemy armor. The heavy gun installation, however, badly destabilized the disc and in subsequent Haunebu models lighter MG and MK cannons were supposedly installed.

## The Series Prototypes

The **Haunebu I** first flew in 1939 and both prototypes made 52 test flights. In 1942, the enlarged **Haunebu II** of 26 meters diameter was ready for flight testing. This disc had a crew of nine and could also achieve supersonic flight of 6,000 to 21,000 km/h with a flight endurance of 55 hours. Both it and the further developed 32 meter diameter Haunebu II Do-Stra had heat shielding of two hulls of Victalen. The craft were constructed and tested between 1943-44. The craft made 106 test flights.

By 1944, the perfected war model, the **Haunebu II Do-Stra** (Dornier STRAtosphären Flugzeug/Stratospheric Aircraft) was tested. Two prototypes were built. These massive machines, several stories tall, were crewed by 20 men. They were also capable of hypersonic speed beyond 21,000 km/h. The SS had intended to produce the machines with tenders for both Junkers and Dornier but in late 1944/early 1945 Dornier was chosen. The close of the war, however, prevented Dornier from building any production models. Yet larger still was the 71 meter diameter **Haunebu III**. A lone prototype was constructed before the close of the war. It was crewed by 32 and could achieve speeds of 7,000 to 40,000 km/h. It had a triple Victalen hull. It is said to have had a flight endurance of 7 to 8 weeks. The craft made 19 test flights. This craft was to be used for evacuation work for **Thule** and **Vril** in March 1945.

Further plans for a 120 meter diameter **Haunebu IV** were in the works but no such craft is known to have been constructed before the end of the war.

]

and [Vril disc](#)

[

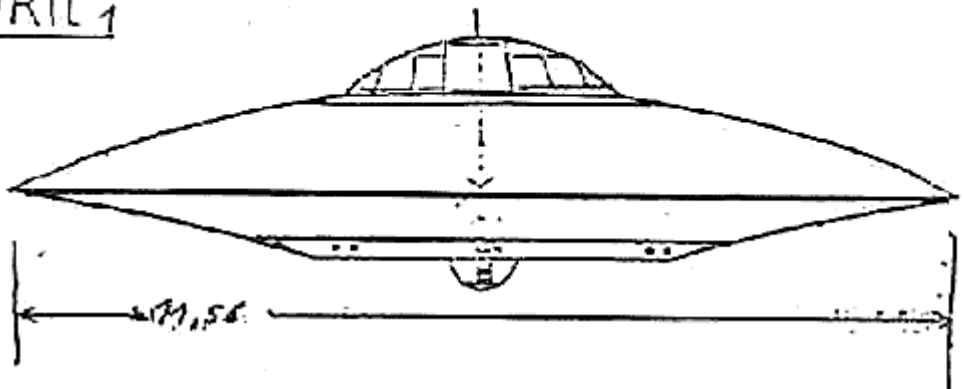
# Vril

Vril Series: 1, 7, 8, Odin, Vril 2 and 9 are designs

Vril 1  
(1942)



Vril 1



LEICHTE BEWAFFNETE FLUGSCHREIBE (JÄGER), TYPE VRIL 1  
(~~German~~-Gruppe)

Durchmesser: 11,56 Meter

Antrieb: Schwerkraft-Lavator (gepatent)

Steuerung: Mag-Feld-Impulsor 3x

Geschwindigkeit: 2900 Kilometer p. Stunde (bisher), bis zu ca. 12000 mögl.

Reichweite (in Flugdauer): 5 1/2 Stunden ((Plug-Anführung mittels K3 von

Hausen aus Wild spritzt))

Bewaffnung: 1 8cm ESK, leichtsteuerbar, hinten, + 2 x ESK 108 u. 2 x M. 17

Außensteuerung: Doppel-Viktoria

Bauart: (20 nach Eisenstein) 1. bis 3. Mann

Waltfähigkeit: 100 %

Stillstandszeit: 12 Minuten

Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht

Erste praktische Einsatzflüge: ca. Sept. 1944, ev. früher.

# Vril 1 "Jager (Hunter)"

(1941)

The Vril motto "Not all good comes from above" summarizes the entire history of the Vril Gesellschaft (Society) from its inception to the final days of WW2 when this occult group seemed to vanish right off the face of the earth.

The name Vril is the shortening of "VRI-IL" which means "*Like God*". Officially Vril was "The All German Society for Metaphysics" which merged with the Thule Gesellschaft and the obscure DHvSS (*Men of the Black Stone*) in the year 1919.

Each occult group had its own distinct beliefs and origins. The DHvSS (1912) worshipped the German mountain goddess Isias and the Schwarz Stein (black stone). The Thule Gesellschaft (1917) believed in the [hollow earth theory](#) and derived its name from Ultima Thule the ancient capital of Hyperborea at the top of the world. Vril worshipped the Black Sun (the invisible inner light of the Godhead) which supposedly gave or generated incredible power and communicated with Aryan aliens through psychic channeling.

But unlike the other two groups the Vril Gesellschaft were an inner circle of women who were also fighting against their times and culture. They were psychic mediums that wore a horse-tail hairstyle. They believed that their long hair acted as cosmic antennae to receive alien communication from beyond. So this is where the Vril disc story begins.

Despite their distrust of men, the women of Vril joined with the Thule Gesellschaft and DHvSS in order to construct an inter-dimensional channeled flight disc known as the JenseitsFlugMaschine (JFM).

By 1922 the odd disc shaped machine was constructed in Munich and tested for two years. It is not known if any success with channeled flight was ever achieved but a certain W.O. Schumann of the *Technical University of Munich* invented a levitator from the channeled JFM information provided by the mediums Maria Orsic and Sigrun. By 1924 the JFM project was scrapped but work continued on perfecting the levitator unit known by then as the Schumann SM-Levitator.

With the Nazi Party in power in 1933 (which itself originated from the Thule Gesellschaft) the occultists now received official backing for their continued development of the flight discs. Thule and Vril started with the RFZ (RundFlugZeug, or Round Aircraft) series from 1934-41.

As war had started in 1939 the RFZ-5 became the Haunebu I and by 1941 the RFZ-7 had become the Vril 1 Jager (Hunter). The reason for the changes were due to Thule's revolutionary Triebwerk (Thrustwork) engine that used rotating electro-magnetic-gravitic fields to affect gravity. Vril had by 1941 perfected the SM-Levitator as well and thus two new series entered limited construction, but with slightly different goals.

Thule wanted to develop both a production combat craft and a functional Raumschiff (Spaceship). Vril, by comparison, only wanted to develop Raumschiffen to reach Aldebaran in the Taurus Constellation 68 light years from earth.

As Hitler had forbid secret societies in Germany from 1941 forward, both Thule and Vril were documented under the SS Technical Branch Unit E-IV (Entwicklungsstelle 4) tasked with developing alternative energies. This unit had already helped with the RFZ series but now "officially" Thule and Vril did not exist. Vril became known secretly as "the chain". Vril members wore a Doppelsignet disc that represented the two mediums Maria Orsic and Sigrun.

The first purely Vril disc - the Vril 1 Jager (Hunter) was constructed in 1941 and first flew in 1942.

It was 11.5 meters in diameter, had a single pilot, and could achieve 2,900 km/h - 12,000 km/h! It flew with a metal dome at first but subsequent test versions had a heavily reinforced glass dome and could seat two crew. Flight endurance was 5.5 hrs. It was planned to arm this craft with two MK-108 cannon plus 2 MG-17 machineguns. Seventeen of these craft

were constructed and tested between 1942-44 with 84 test flights

The Vril 2 Zerstorer (Destroyer) was a highly advanced oval shaped disc that was much too complex for the time period; thus it was projected for 1945/46, so no construction was started. The Vril 3 and 4 have been photographed but no surviving information is found on them. Vrils 5 and 6 likewise do not show up and may have only been projects. The Vril 7 and 8, however, were constructed.

The Vril 7 Geist (Ghost) was 45 meters in diameter and crewed by fourteen men. It was built in 1944 and tested at Arado-Brandenburg using Vril's own Triebwerk.

Vril's medium Sigrun made frequent trips to the facility to oversee construction and testing. In 1944, Arado engineers approached her with a request. They wanted to know if the Vril Triebwerk could be adapted to one of their projects- the Arado E.555 strategic bomber. They were abruptly told , "No" and returned to their designs which resulted in eleven different versions of the bomber.

Sigrun was actually insulted because the entire purpose of the Vril discs was aimed at space flight. No conventional bomber could withstand the heat of the velocity achieved by these machines which were constructed of hulls specially made of an advanced metal called Viktalen (in some sources Victalen or Viktalon). The Vril 1 had a single hull of this type, the Vril 7 two. The large Haunbeu III had three!

With the SS supervising all aspects of the disc programs every model had to have at least theoretical provision for armament. In the Vril 7 Geist it would have been four MK-108 cannon.

The Vril 8 Odin was the last official Vril disc that was flight tested in the spring of 1945 during the collapse. This disc had an automatic Oberon upward-firing gun installation on top of the control center.

The Vril Gesellschaft had started evacuating to Base 211 in [Neu Schwabenland Antarctica](#) in March 1945 so it would seem like the Vril 8 Odin was the last Vril disc actually tested. However, some weeks after Germany surrendered both Haunebu and Vril craft were spotted in the skies over occupied Germany. Although the Vril 9 Abjager (Universal Hunter) was show as a design on paper, a craft identical to it was photographed postwar.

Vril's final plan was the construction of a large 139 meter long cylindrical Raumschiff known by the SS E-IV Unit as the **Andromeda-Gerat**. Work on this "flying cigar" was to commence in 1945 at a huge, sheltered above-ground Zeppelin-like hangar. Once completed it could internally accommodate one large Haunebu IV and two Vril 2 craft, making the journey to Aldebaran, the ultimate dream of the Vril Gesellschaft.

Although these mysterious craft seem to come from the realm of *science fiction* it is interesting to note that once Germany was occupied and the military Intel teams swept through the defeated nation all documentation and evidence of the Vril Gesellschaft was destroyed by the Allies.

If the occult Society and craft never existed and did not represent any threat to the Allies then why has all trace of their existence been forcefully carried out by the victors?

"Not all good comes from above".

For Vril it came "from beyond... 68 light years from earth" and it was this obsession that lead to ALL of the occult German disc programs. One can only wonder if any of them truly made it to their ultimate destination?

**Rob Arndt**

(Project)

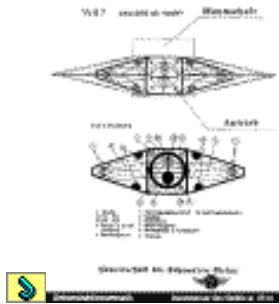
Vril 3

Vril 4

Vril 5

Vril 6

Vril 7  
(1944)



[click to enlarge](#)

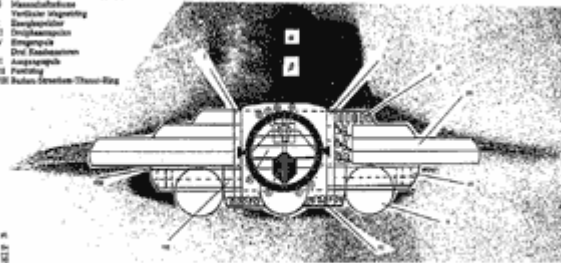




### Vril 8: Odin (1945)

"VRIL-ODIN"  
Vervollst. Planzieg. (Überholt) eine Blütspritzmaschinenpumpe nach dem Konzeptplan

- II) Kessels- und Steuerung des Benzinmotors
- III) Pleuelstößstock
- I) Vertikale Nockenpumpe
- IV) Pleuelstößstock
- V) Pleuelstößstock
- VI) Pleuelstößstock
- VII) Pleuelstößstock
- VIII) Pleuelstößstock

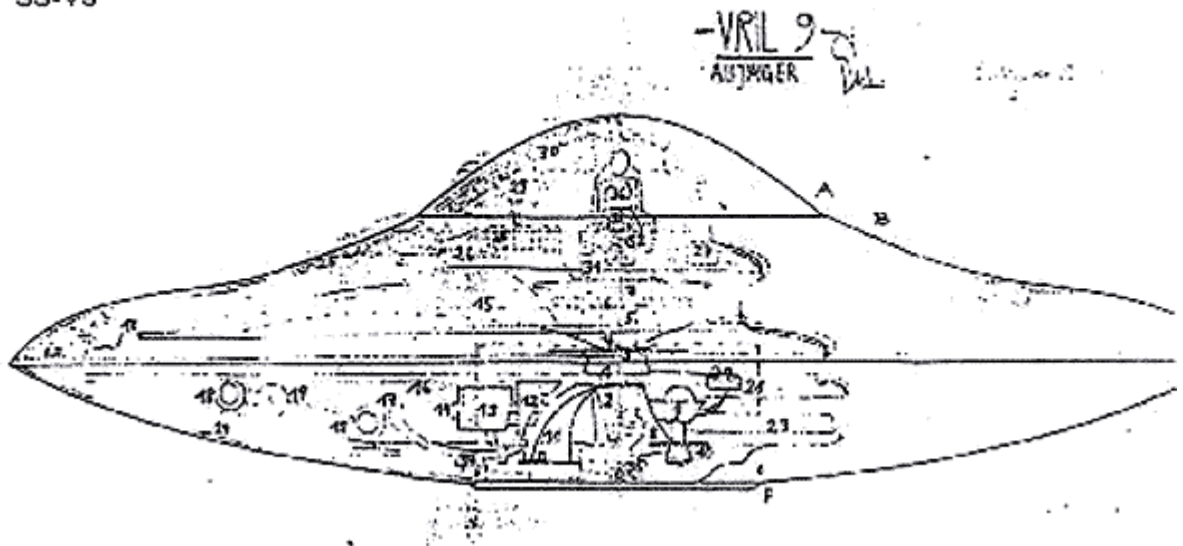


II) Pleuelstößstock  
III) Pleuelstößstock  
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VII) Pleuelstößstock  
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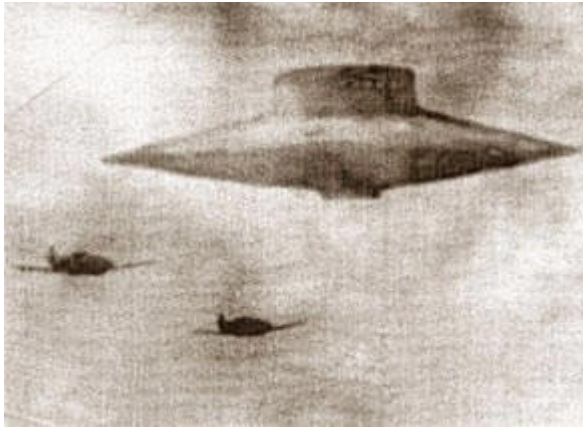
[click to enlarge](#)

### Vril 9 (design)

SS-V9







**Return**

designs that utilized the world's first electro-magnetic-gravitic drive systems: the Vrill and Thule Triebwerks. These drives relied on Hans Coler's free energy Konverter coupled to a Van De Graaf band generator and Marconi vortex dynamo (a huge spherical tank of mercury) to create powerful rotating electromagnetic fields that affected gravity.

Many have often inquired why then when war started in 1939 did Germany not use these advanced and unique machines in air combat? The simple truth lies in the fact that these machines, despite their superior overall performance to conventional piston-engined aircraft and early jets, could not be realistically adapted to any useful military role other than the most basic transport and recon work. The strong EM engines were difficult to control and could not hope to imitate the flight characteristics of high performance fighters like the Me BF 109 or Fw 190.

There was very little room for either offensive or defensive armament in these designs except for a few experimental light MG and MK cannons that proved impractical in flight and a rather large experimental Donar (Thunder) Kraftstrahlkanone (Strong Jet Cannon). These guns tended to destabilize the disc badly and were eventually removed. The disc bodies themselves were not capable of carrying any ordnance at all internally or externally (no bombs, unguided rockets, or missiles) and could only make turns of 22.5, 45, and 90 degrees.

Nevertheless, the SS pursued an aggressive policy of theft, forced cooperation, and strong internal development of these types of machines due to the increasing Allied bombing offensive that made conventional aircraft take-offs and landings highly dangerous. VTOL was seen as the logical solution to this problem. If the SS could develop a production machine that in the future could be armed (with cannon, missiles, or even an electrostatic weapon) then Germany might be able to turn the air war.

To shorten the time of finding VTOL solutions, the SS robbed both Germany's patent office and every patent office in occupied Europe. Those with aeronautical skill enough to contribute to the SS effort were either arrested or coerced into participating in the programs- among them Viktor Schauberger of Austria and Henri Coanda of Rumania. The SS also used its large slave labor force to assist in construction of large underground facilities for these discs and often for production of components to these machines.

Although the SS requested additional slave laborers from Armaments Minister Albert Speer, Speer himself was not told what war projects the laborers would be used for; indeed, Speer was deliberately kept out of the entire SS disc development programs for security reasons and the fact that the SS was a state-within-a-state with its own production facilities, war material, scientists and technicians, slave workforce, and the knowledge of secret Third Reich military bases outside Germany where these discs were both tested and stored.

Among those held, Viktor Schauberger became the leader of most interest due to his highly unconventional use of liquid vortex technology which was perfected while he was in custody at Mauthausen. Originally designed for an odd bio-submarine, the strange Repulsin discoid motors were to be adapted to aircraft. Heinkel was the first to receive the results of these early discoid tests but refused to act on it.

A year after the Repulsin Model A motor was being studied one of Heinkel's own engineers named Rudolf Schriever proposed his own "Flugkreisel" (Flying Gyro) that utilized conventional jet engines instead of the Repulsin discoid

motor. His design was taken from him and handed over to a team of scientists for further study and the construction of a large flying prototype. The team consisted of Dr. Richard Miethe, Klaus Habermohl, and an Italian- Dr. Guiseppe Belluzzo, who had come up with his own design for a jet powered round flying bomb- the Turbopropietti.

Meanwhile, BMW started work on a design very similar to Schriever's Flugkreisel but utilizing the company's own BMW 003 jet engines. These machines, called 'Flugelrads" (Winged Wheels) were not really true disc aircraft but jet autogyros that used a standard BMW 003 with a Strahlrohr (Jet pipe) deflector to power a multi-blade disc rotor. These craft were built on a much smaller scale than Schriever's Flugkreisel so work proceeded from 1941-45 with construction of prototypes beginning in 1943. Instability, however, was never really solved in the earlier designs. One disc, however, a BMW Fluglerad II V-2 possibly achieved flight in April 1945.

Schriever's own disc began to take shape in 1943 as well and flew under jet power provided by three attached special kerosene-burning jet engines driving the disc rotor as well as two kerosene jets on the body for forward thrust and horizontal stability.

Flight characteristics were good but then the SS decided to abruptly drop Schriever's jet-fan design in favor of Miethe's version that eliminated the large disc rotor blades driven by jet engines for Schaubberger's liquid vortex engine, but on a larger scale. With Schaubberger released back to Austria in 1944 by the SS, the Miethe disc took to the air that same year over the Baltic.

At the same time a private venture with official backing from Air Ministry General Udet was taking shape in Leipzig. Arthur Sack who caught the attention of Udet way back in 1939 with his A.S.1 circular wing flying aero model was given permission and some funding to build a manned large-scale version of his model. Sack took up the challenge and built 4 more models of increasing size. When the A.S.5 demonstrated that the basic concept was sound construction began on the manned version in early 1944- the A.S.6. Within a month the strange largely wooden aircraft utilizing salvaged parts from a ME BF 108 was taxiing and making attempts to fly. But this project was doomed from the start with an underpowered engine and plagued by structural problems which meant the aircraft could hop- but never fly.

Due to round-the-clock bombing the SS was forced to try even more drastic measures, launching unmanned interceptor discs from the Schwarzwald. These discs were known as the "Feuerball" weapon, sometimes erroneously referred to as the mystery "V-7" weapon (of which there never was an official designation). The WNF Feuerball relied on a rocket motor for launch, a plume sensor for aerial detection, and an electrostatic field weapon invented at Messerschmitt's Oberammergau facility. Production of these craft was initially performed by WNF. Because the discs burned chemicals around its ring to create the electrostatic field necessary to disable Allied bomber engines and radar the object was soon nicknamed the "Foo Fighter" by the Allies who sighted this fiery halo weapon approaching them by day or night. FOO was a take on the French word Feu (Fire) and from the Smokey Stover comic of a bumbling fireman that actually started fires!

Naturally, WNF observed the burning effect too and soon nicknamed their weapon the WNF Feuerball (Fireball). The Feuerballs plagued the 415th NFS from November 1944 to April 1945. By that time production had been shifted to the Zeppelin Werk that nicknamed the larger improved weapon as "Kugelblitz" (Ball Lightning). The Allies seemed confused by these weapons which ranged in size from small to large and attacked in singles or multiples. The Germans further confused the Allies by launching "Seifenblasen" along with the Feuerballs.

Seifenblasen (Soap Bubbles) were large weather balloons trailing metal strips that confused Allied radar. Their large round shape reflecting in daylight gave them the appearance of a shining globe similar to the Feuerball. The Germans further complicated the identification of the "Foo Fighters" with a range of smaller purely spherical aerial probes that were used as psychological weapons. These "KugelWaffen" (Ball weapons) played aerial games with the Allied bomber gunners that would have in time distracted them from the real threat of larger approaching Kugelblitz discs.

But by the spring of 1945 the war was lost regardless and most of the remaining disc programs were halted. Henri Coanda had been arrested in Paris in 1940 and forced to work on a disc under SS supervision. His design for a lenticular disc that benefited from his own "Coanda effect" was a masterpiece of jet disc design. But because it required 12 JUMO 004 jets to power the huge machine the project never got past the wind tunnel testing phase. Likewise, Andreas Epps independent Omega Diskus which utilized two Pabst ramjets and 8 Argus lift fans was also confined to 1/10th scale model testing.

Dr. Alexander Lippisch had also studied disc aerodynes back in 1941 but was too involved in the ME-163 Komet and DM-1 delta glider programs to produce anything more than brief design concepts based on the Gottingen K 1253 disc wing profile. The Horten brothers, experts with flying wings, also studied circular wing designs but did not actually work on any in Nazi Germany. They did so for the US Govt. postwar in late 1945-46 producing what is now

believed to be the craft that crashed at Roswell in 1947- a spy craft parabolic lifting body carried by a large meteorological balloon.

In the face of imminent defeat BMW destroyed all their Flugelrads. Schriever's Flugkreisel was also destroyed. Miethe's disc may have been captured as Miethe went to Canada postwar to work on AVRO's designs.

Habermohl was captured by the Russians while Dr. Belluzzo returned to Italy. Schauburger's Repulsins were also captured by the Allies while most of the SS scientific branch records still intact were captured by the British who postwar attempted to create a working design through AVRO Canada with eventual US assistance.

One very little known Peenemunde disc project under Heinrich Fleissner was the last disc to take off from Berlin in late April 1945 on an official mission. But details of the "Dusenscheibe" (Devils Disc) remain clouded in mystery. Meanwhile, the Feuerball attacks that stopped in April 1945 in Germany resumed in August 1945 in Japan- an obvious technology transfer from Germany to Japan via U-Boat. The Japanese, however, lacked all the documentation for this weapon and only launched a few. It is said that the Japanese were frightened by this "demonic thing" and destroyed the remaining Feuerballs by dynamiting them in a pit. Photographic evidence also seems to identify "Kugelwaffen" sent to Japan as well as several are seen trailing Sally bombers, probably for flight testing.

But the Third Reich story ends as strangely as it had begun. What about the mysterious Thule-Vril discs which were actually built in small numbers? By 1945 there were quite a few Haunebu II and Vril 7 discs flying. Vril had even tested the Vril 8 Odin and possibly the even more streamlined Vril-9 Abjager. These craft were not destroyed but evacuated from March 1945 to an area safe from Allied bombing or capture.

In the year preceding the start of WW2 Germany sent an expedition to [Antarctica](#) to scout out a location for a military base there.

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# The German grasping at the Antarctic

from [ThinkAboutIt](#) Website

## The Facts

The history of German Antarctic research started at 1873 when Sir Eduard Dallman on behalf of the newly founded German Society of Polar Research discovered new Antarctic routes with his ship "GRÖNLAND".

Dallman discovered the "*Kaiser-Wilhelm-Inseln*" at the western entrance of the Bismarckstrasse along the Biscoe Islands. Exploring the polar regions, the Germans were already at this time quite innovative, for the "GRÖNLAND" was the first steamship to see the Antarctic ice at all.

Within the next 60 years 2 further expeditionary thrusts took place, and two complete expeditions were fulfilled, namely 1910 under Wilhelm Filchner with his ship "DEUTSCHLAND" and 1925 with the special designed polar expedition ship, the "METEOR" under the command of Dr. Albert Merz.

During the recent years before WWII the Germans claimed to hegemony about parts of Antarctica and the wish to possess an own base grew stronger. At this time the Antarctic was not safe due to international treaties like today and a pragmatic proof of Germany's claim by a single strike to the south pole on the eve of the war seemed to be the best option.

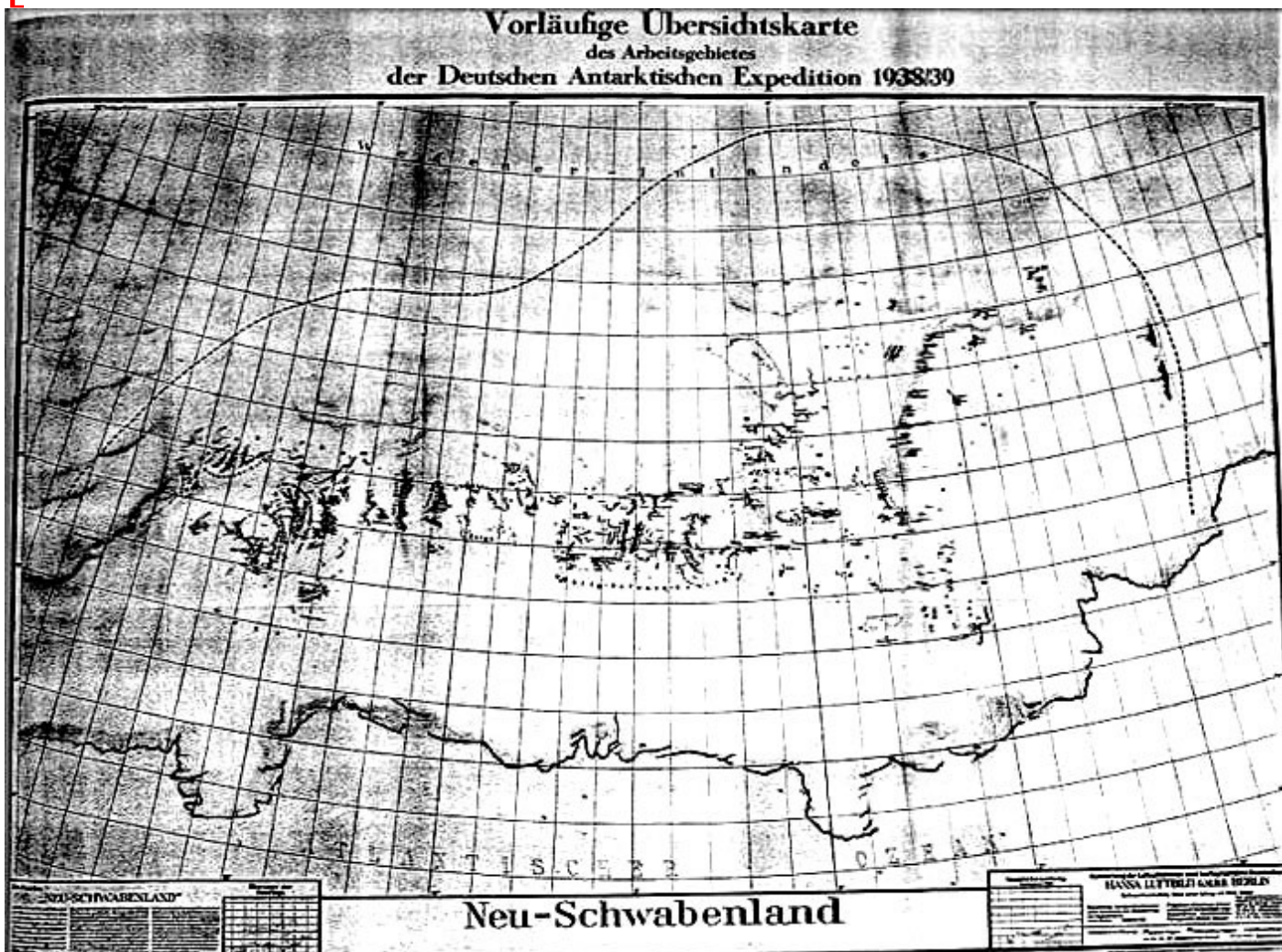
Hitler himself was anxious for a foothold in the Antarctic and such a claim could be used pretty well for the National socialistic propaganda and a further demonstration of the uprising "*Superpower Germany*". On the other side a new provocation of the Allied had still to be avoided for some time. Germany was - at this time - not completely prepared for the coming war.

As a matter of fact, the idea of a semi-civilian expedition in cooperation with the German national airline company, the "LUFTHANSA" grew up. A civilian covered expedition with truly military and strategically background, a highly political charged balancing act. The command on this strike was given to the polar-experienced Captain Alfred Ritscher, who had already led some expeditions to the North Pole and proved courage and skillness in critical situations.

The selected ship was the "MS SCHWABENLAND" ([images below](#)), a German aircraft carrier used since 1934 for transatlantic mail delivery by special flight boats, the famous 10t *Schwere Dornier "Wale"*.



The Germans found such a location in the former Queen Maud Land which Germany renamed [Neu Schwabenland](#).



There, in secret during 1942-43, a base was built in the [Muhlig-Hoffman mountains](#). Base 211 (or Station 211). The base was supplied with slave laborers shipped by sea and U-boats to construct an elaborate cave complex deep within the mountains- an impregnable fortress. Hot internal springs were found there, iron ore deposits, vegetation and access was achieved primarily through an underwater trench that ran through the area.

During the war, especially the latter part, German U-boats made frequent trips to the South Atlantic, South America, and Antarctica. Germany also set up floating meteorological buoys in Antarctic waters and weather stations on islands located between Antarctica and the tip of South America. The SS RuSHA, (Rasse und SeidlungHauptAmt-Race and Settlement Bureau) began in 1942 to take women of Aryan decent (Volksdeutsch) from the Ukraine solely for the purpose of transporting them to Base 211.

Ten thousand women between the ages of 17-24, blonde and well proportioned, were recruited for the project along with 2,500 Waffen SS soldiers serving in Russia. The goal of this massive undertaking was to create a colony at Base 211 suitable for habitation and continued development of the Thule-Vril technology. It is believed that both the Thule and Vril Gesellschafts evacuated that technology to Base 211 at the close of the war under SS General Kammler, who was in charge of Germany's most secret weapons programs.

Two U-boats that surrendered after the war in Argentina are also believed to have carried cargo and high-ranking SS to Base 211. Both boats were empty upon surrender with the crews refusing to disclose their cargos and destinations.

It became apparent in 1946 that 54 U-boats and over 6,000 technicians and scientists were "missing" from Germany- especially from the SS Technical Branch. There were also 40, 000 slave laborers and between 142,000-250,000 German citizens unaccounted for. Despite simply writing these off as probable losses and deaths of the war, Washington suspected that a large number of these missing actually escaped to South America and Base 211 (if such a base existed). The US then went on a hunt using the "war criminal" propaganda to cover up the search for technology akin to a South American version of "Operation Paperclip".

The United States was so concerned about the secret base that in 1947 with the first Antarctic summer

"[Operation Highjump](#)" was launched with a full military task force headed by [Admiral Byrd](#).

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# Operation High-Jump

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# Operation "Highjump" and... The UFO Connection

by **Erich J. Choron**  
from [GreyFalcon](#) Website

In 1947, Admiral [Richard E. Byrd](#) led 4,000 military troops from the U.S., Britain and Australia in an invasion of Antarctica called "Operation Highjump", and at least one follow-up expedition.

That is fact. It is undeniable. But... the part of the story that is seldom told, at least in "official" circles, is that Byrd and his forces encountered heavy resistance to their Antarctic venture from "flying saucers" and had to call off the invasion.



This aspect of the story was pushed forward, again, a few years ago, when a retired Rear Admiral, allegedly living in Texas, who had been involved in the "invasion", said he was "shocked" when he read material from a documentary, entitled "Rire from the Sky".

He allegedly claimed that he knew there had been "a lot of aircraft and rocket shoot-downs", but did not realize the situation was as serious as the documentary presented it.

Operation "High Jump", which was, basically an invasion of the Antarctic, consisted of three Naval battle groups, which departed Norfolk, VA, on 2 December 1946. They were led by Admiral Richard E. Byrd's command ship, the ice-breaker "Northwind," and consisted of the catapult ship "Pine Island," the destroyer "Brownson," the aircraft-carrier "Phillipines Sea," the U.S. submarine "Sennet," two support vessels "Yankee" and "Merrick," and two tankers "Canisted" and "Capacan," the destroyer "Henderson" and a floatplane ship "Currituck."

A British-Norwegian force and a Russian force, and I believe some Australian and Canadian forces were also involved.

Interestingly, the *Pine Island* (AV-12), one of the seaplane tenders involved in the expedition, has a rather colorful history. The USS Pine Island, a Currituck Class Seaplane Tender, was laid down, 16 November 1942, at Todd Shipyard Corporation, in San Pedro, California. It was launched, 26 February 1944, and given the commissioned name, USS Pine Island on 26 April 1945.

The ship served through the final months of the Second World War, and the immediate post-war period, but was decommissioned on 1 May 1950. When the Korean War broke out, the ship was re-commissioned, on 7 October 1950, at Alameda, California. She was finally decommissioned, for good, on 16 June 1967 and laid up in the Reserve Fleet.

But... here's where the story gets interesting... The *USS Pine Island* was struck from the Naval Register, on an unknown date... Her title was transferred to the Maritime Administration for lay up in the National Defense Reserve Fleet... on an unknown date... and... the ship's final disposition is unknown... Now... how does one go about "losing" a major surface ship, over 640 feet long, almost seventy feet wide, with a displacement of over 15,000 tons? [see [Rejoinder](#) below]

## Rejoinder:

As a federal employee with immediate access to the **NDRF** (*National Defense Reserve Fleet*) archives, which are all unclassified, let me provide additional information as it relates to the subject story of 3/15.

Mr. Choron states:

"The USS Pine Island was struck from the Naval Register, on an unknown date... Her title was transferred to the Maritime Administration for lay up in the National Defense Reserve Fleet... on an unknown date... and... the ship's final disposition is unknown..."

Here's what I can tell you: PINE ISLAND was delivered to Zidell Explorations in Portland, OR (now Zidell Marine) on 3/7/72 under a standard scrapping contract. Zidell paid \$166K for the ship, which would be typical. In 1971 PINE ISLAND was towed to Bremerton to be stripped out by the Navy, which is not uncommon for a ship to be scrapped. The fact that she (nor the other AVs) is not listed on the Naval Vessel Register is strange, but probably just an oversight on the Navy's part (as is not uncommon). Should you E-mail the nice folks running the NVR today, they would probably thank you for pointing out the omission and add the missing ships.

Now, all this is not a refutation of OPERATION HIGHJUMP; that will be left up to others.

The story, of course, gets stranger, still. The Pine Island is not the only ship involved in "Antarctic Research" or "exploration" to have disappeared. There were numerous others. The question is not so much "how many", that is fairly well established.

The question is "how and why"... particularly "why"...

On 5 March, 1947 the "El Mercurio" newspaper of Santiago, Chile, had a headline article "On Board the Mount Olympus on the High Seas" which quoted Byrd in an interview with [Lee van Atta](#):

"Adm. Byrd declared today that it was imperative for the United States to initiate immediate defense measures against hostile regions. Furthermore, Byrd stated that he "didn't want to frighten anyone unduly" but that it was "a bitter reality that in case of a new war the continental United States would be attacked by flying objects which could fly from pole to pole at incredible speeds".

Interestingly, not long before he made these comments, the Admiral had recommended defense bases AT the North Pole.

These were not "isolated" remarks... Admiral Byrd later repeated the each of these points of view, resulting from he described as his "personal knowledge" gathered both at the north and south poles, before a news conference held for International News Service.

He was hospitalized and was not allowed to hold any more press conferences. Still, in March 1955, he was placed in charge of *Operation Deepfreeze* which was part of the International Geophysical Year, 1957-1958, exploration of the Antarctic. He died, shortly thereafter... in 1957... many have suggested he was murdered...

So... who was the enemy that owned or flew these flying objects? Germany was apparently defeated, and there was no evidence that the new emerging enemy, Russia, certainly had such superior technologies. They were, like the United States, only on the verge of the "rocket age", and totally dependent upon technology, and expertise captured from Germany at the end of the War. There was no other known threat could that could account for the United States' invasion of Antarctica nor for the development of any craft that could fly "fly from Pole to pole with incredible speeds."

Of course, [the Roswell Incident](#) had been in the news the past summer, but... it had been "officially" explained, and hushed up by the time *Highjump* began.



Rumors began to circulate that even though Germany had been defeated, a selection of military personnel and scientists had fled the fatherland as Allied troops swept across mainland Europe and established themselves at a base on Antarctica from where they continued to develop advanced aircraft based on extraterrestrial technologies.

It is interesting to note that at the end of the war the Allies determined that there were 250,000 Germans unaccounted for, even taking into account casualties and deaths. This would be quite a population base for a fledgling colony, and provide the essential degree of skill, expertise, and pure manpower for an industrial base of any sort, let alone the production of, even by today's standards, extremely high technology.

All *Unidentified Flying Object* researchers are, of course, aware of the multitude of reports concerning sightings of 'flying saucers' with swastikas or iron crosses on them, 'aliens' speaking German, etc. Most have also heard of abductees who have been taken to underground bases with swastika emblems on the walls, or as in the case of noted abductee **Alex Christopher**, have seen "Reptiloids" and "Nazis" working together aboard antigravity craft or within underground bases.

Barney Hill was apparently, not the only one to describe the so-called "Nazi" connection to *Unidentified Flying Object* abductions. However, reports such as Christopher's and Hill's must be taken with a rather large grain of salt... There is a far more plausible explanation than the so-called "reptiloids".

Another noted example is the American Reinhold Schmidt, a man whose father was born in Germany, and who tells in his book "Incident At Kearney", that he was taken on a 'flying saucer' on several occasions. Schmidt states that "the crew spoke German and acted like German soldiers". He also stated that they took him to the "Polar" region.

Now, one must admit that if a person were making up such a story, why would they claim to be taken, of all places, to the pole? Of course, one must also realize that at the time of Schmidt's comments, the rumors of "secret Nazi bases" at the poles were already fairly common... After returning he was allegedly subjected to persecution by the U.S. Government. In his defense, it must be noted that his description of the aerial discs, as he called them, matched pictures captured from the Germans in the final days of the Second World War.

In 1959, three large newspapers in Chile reported front-page articles about *Unidentified Flying Object* encounters in which the crew members appeared to be German soldiers. In the early 1960s there were reports in New York, and New Jersey, of flying saucer 'aliens' who spoke German, or English with a German accent. Nor, can it be neglected to mention that in one of the most spectacular legal cases of the Twentieth Century... the "atomic espionage" trials... Julius and Ethel Rosenberg spoke of "warships of space."

Since they had access to top secret information, and, at that point, no reason to lie, what was it, exactly, that they meant?

So... now we get to the point...

In late 1947, only months after the famous *Roswell Incident*, then Secretary of the Navy **James Forrestal** sent a naval task force to Antarctic including Admiral Nimitz, Admiral Krusen and Admiral Byrd, called "Operation Highjump". It was touted to be an expedition to find "coal deposits" and other valuable resources, but... the facts indicate otherwise... In actuality they were apparently trying to locate an immense underground base constructed by the Germans, before, during and immediately after the Second World War, with the aid of Alien Entities, which were described as "Aryans".

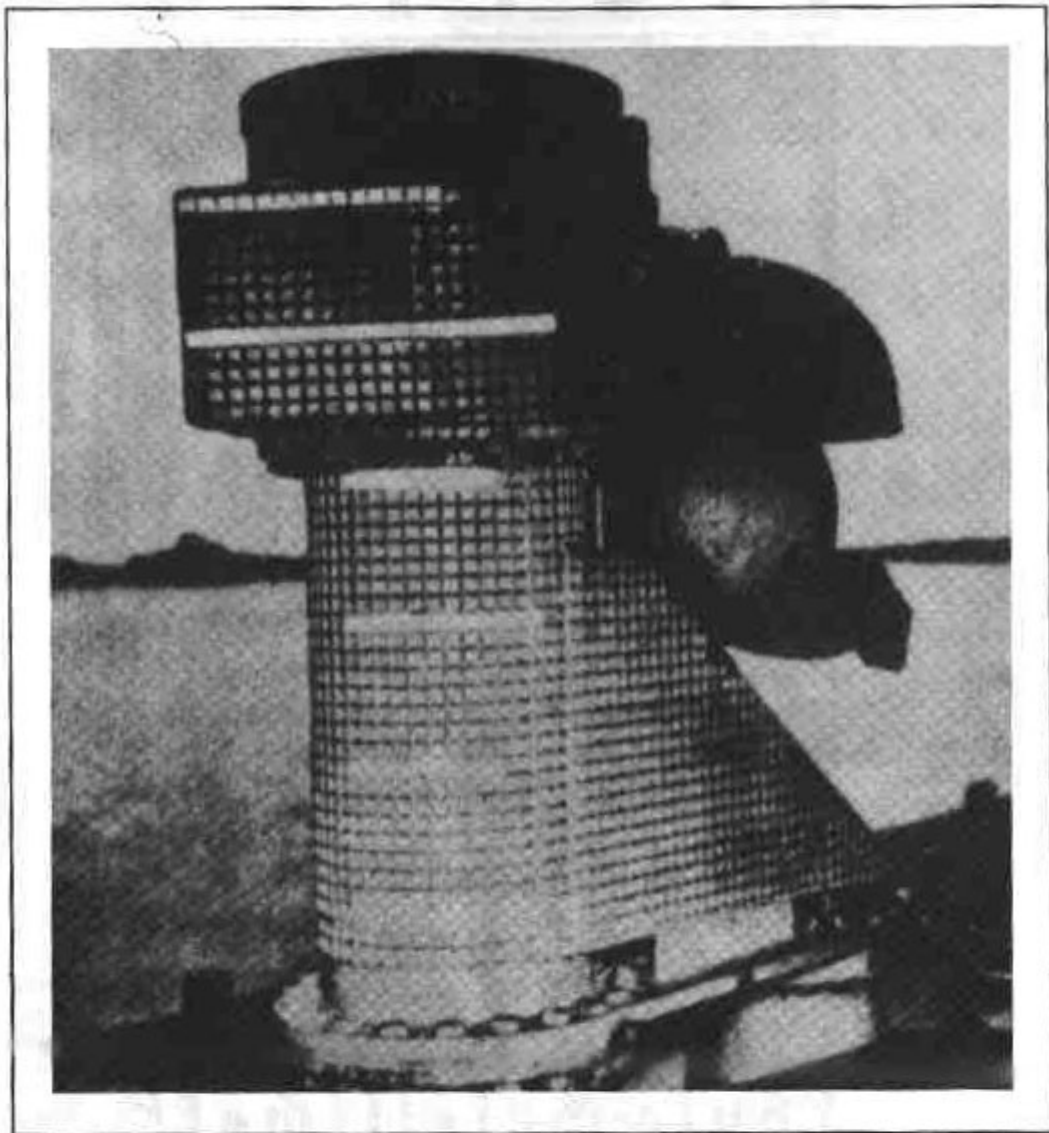
This base was allegedly located in *Neuschwabenland*, an area of Antarctica which Germany explored, and claimed, before the outbreak of the Second World War... In fact, Germany had done a very detailed study of Antarctic and were alleged to have built a small underground base there before the War.

At this point, one must ask why, exactly, the United States, and, in fact, her allies, suspected that German activity at the pole was continuing, after the conclusion of the Second World War... The answer, quite honestly, has nothing at all to do with *Unidentified Flying Objects*... That part of the story came to light from a completely different set of sources...

The fact is that there was plenty of evidence, at the time, to indicate that as late as 1947, elements of the *Kriegsmarine*, or German Navy, were still very much active in the South Atlantic, operating either out of South America, or some base, previously unsuspected, in the Antarctic. Many stories were circulating at the time...

One of which even has a German U-boat stopping an Icelandic whaler named Juliana in Antarctic waters, in 1947 and insisting that its captain, named Hekla, sell the U-boat crew supplies from her available stores. In exchange for the supplies (which had been paid for in U.S. dollars, along with a ten dollar bonus to each member of Juliana's crew... ) the U-boat commander told the whaler where a large school of whales were to be found. Hekla and his crew later found the whales in the exact position claimed by the U-boat commander.

The presence of such boats, all late construction Type XXI and Type XXIII U-Boats, with the "snorkel" that allowed them to make the entire passage from Germany submerged... was no secret.



An advanced submarine schnorkel. With this device German U-Boats overcame the necessity for surfacing to recharge their batteries. Raised above the surface by a telescoping tube, the schnorkel provided an outlet for exhaust gases and an inlet for fresh air. At first, allied radar was able to pick up the small schnorkel "blip" but German scientists countered with an anti-radar coating which appears on this model (a principle similar to that used by the U.S. B-2 bomber). The U-Boats again became invisible. While this advance was of great importance it was the development of the "Electro Boat" and the Walter motor, powered by hydrogen peroxide, which gave the German U-Boat a range of 30,000 miles or more, greatly increased speed and other capabilities far in advance of Allied submarines of the 1940's and 1950's (courtesy of U.S. Navy Archives).

Many were thought to be operating out of Argentina, possibly under the Argentine flag, but crewed by German crew.

The fact that in the dying moments of the Second World War, ten U-Boats, based in Oslofjord, Hamburg and Flensburg, were made available to transport several hundred German officers and officials to Argentina to found a new Reich is widely accepted. These officers, mostly involved in "secret" projects, and many of whom were members of the SS and Kriegsmarine, itself, sought to escape the "vengeance" of the Allies, and continue their work, abroad.

The U-boats were filled with their luggage, documents and, more than likely, gold bullion, to finance their efforts. All the U-boats departed their home ports between 3 and 8 May 1945. They were to proceed to Argentina where they would be welcomed by the friendly regime of Juan Peron and his charismatic wife Eva Peron. Seven of the ten of the

U-Boats, based on the German/Danish border, set off for Argentina through the Kattegat and Skagerrak. None were ever seen again... "officially".

It has been, however, documented that three of the boats did, in fact, arrive in Argentina... These were U-530, U-977 and U-1238. U-530 and U-977 surrendered to the Argentine Navy at Mar del Plata in early July and August, 1945... U-1238 was scuttled, by her crew, in the waters of San Matias Gulf, off Northern Patagonia.

Seven boats are as yet unaccounted for... and... Kriegsmarine archives, recently discovered, indicate that a total of more than forty boats are completely unaccounted for... all of which were late construction, state-of-the-art craft, and could have made either Argentina or Antarctica, completely submerged... and completely unnoticed by existing "allied" technology of the time... for the entire duration of their crossing.

The question arises, of course, why these men would make such a perilous crossing. It must surely be seen as a act of either desperation or fanaticism, or both... and such men as crewed U-Boats were neither. Nor, were the scientists and military officers who were their passengers. The fact is, it would seem that most of those who fled the ruin of Germany to the far South, were scientists and engineers, and their dedication sprang from the project on which they were working...

To understand this dedication, it is necessary to go back, before the outbreak of the Second World War, to an isolated section of the Bavarian Alps, It was there, in the summer of 1938, that an Unidentified Flying Object, crewed by a distinctly human, and Aryan appearing race, made a forced landing, very similar to the one which was to occur, some ten years later, in the desert, near Roswell, New Mexico, in the United States.

While the occupants of the two craft were completely unrelated, the technology involved, seems to have been strikingly similar. Also, the outcome of the recovery effort, undertaken by Germany, just as a similar recovery effort was undertaken by the United States, had strikingly different results.

The *Bavarian crash of 1938*, seems to have yielded an functioning, or almost functioning and repairable (with the technology of the time) power plant, and a nearly completely destroyed, or unrepairable airframe. [The Roswell crash](#) resulted in exactly the opposite... a nearly intact airframe and a ruined power plant. Because of this, the German research, which was to follow, took a vastly different turn from that which was undertaken in the United States, some ten years later... Germany needed an airframe which was capable of supporting the "engine" (for lack of a better term), while the United States would eventually need an "engine" capable of giving maximum performance to the airframe.

This, of course, would explain the vast array of "experimental" aircraft... of extremely "unique" design... to literally pour out of the design bureaus of Messerschmidt, Focke Wulf, Fokker and a multitude of smaller firms in the period between 1939 and 1945. The most notable, of course, is the Sanger "Flying Wing" which was later copied by the United States, and is, of course, the ancestor of today's "stealth" bomber and fighter designs... notably, the B-2 Heavy Bomber.

It is also beyond doubt that both Unidentified Flying Object recoveries are the initial impetus for the long standing and ongoing research in "anti-gravity" propulsion seen in work of current aircraft manufacturers such as Boeing and Lockheed in the United States, and Panavia in Europe.

In any case, it was the work on "reverse engineering" the downed Bavarian Unidentified Flying Object that was the catalyst for the "exodus" to the South in the final days of the Second World War. Germany was in ruins, and the research was viewed, by those conducting it, as vital... vital enough to risk packing up all that they had and risking a perilous submerged crossing of the Atlantic.. to an isolated experimental and research base on a frozen continent...

Granted, by modern standards... even by the standards of the day... U-Boats were small and cramped. They had very little cargo capacity. Still, a tiny fleet of them... ten to twelve boats... could easily transport the essential equipment, making several "runs", and serve to supply and, later re-supply the Antarctic bastion of the research.


Speculation exists, with much to support it, that at least one of the boats in the valiant little fleet contained the biggest prize of all... at least one living survivor of [the 1938 crash](#)... an Extraterrestrial... a literal Human Being... not a "Grey"... born on a distant planet. The best evidence indicates that there were several survivors of the crash, and that they worked, and are most likely still working, with the original German scientists and engineers, or their descendants, in an effort to construct a viable "flying disc".

These are not the "Grey Aliens" of Roswell. These beings, biologically, completely human, are described as "Aryan" in appearance, and completely human, although at least two to three generations more advanced, technologically

than Earth born Human Beings. While their technology is similar to that of the Grays in general theory, it is somewhat different, apparently, in application.

This would tend to indicate that Earth technology and science is, at most, only one “major breakthrough” away from parity with the extraterrestrial cultures in question, and also explain the “urgency” of the project, as viewed by the German (and undoubtedly United States, as well...) scientists and engineers involved in such research.

In any case, *Operation Highjump*, began... The task force of over 40 ships, included the flagship “Mount Olympus”, the aircraft carrier “Philippine Sea”, the seaplane tender “Pine Sea”, the submarine “Senate”, the destroyer “Bronson”, the ice breaker “Northwind”, and other tanker and supply ships. An armed contingent of 1400 sailors, and three dog sled teams were also on board.

The expedition was filmed by the Navy and brought to Hollywood to be made into a commercial film called “ [The Secret Land](#)”.

It was narrated by Hollywood actor Robert Montgomery, father of “Bewitched” star, Elizabeth Montgomery, who was, himself, an officer in the Naval Reserve.

It seems incredible that so shortly after a war that had decimated most of Europe and crippled global economies, an expedition to Antarctica was undertaken with so much haste (it took advantage of the first available Antarctic summer after the war), at such cost, and with so much military hardware - unless the operation was absolutely essential to the security of the United States.

At the time of the operation, the US Navy itself was being taken apart piece by piece as the battle-tested fleet was decommissioned with its mostly civilian crew bidding farewell to the seas forever. The Navy was even reduced to further recruitment to man the few remaining ships in service.

Tensions across the globe were also mounting as Russia and America edged into a Cold War, possibly a Third World War that the US would have to fight with “tragically few ships and tragically half trained men.” This made the sending of nearly 5,000 residual Navy personnel to a remote part of the planet where so much danger lurked in the form of icebergs, blizzards and sub-zero temperatures even more of a puzzle. The operation was also launched with incredible speed, “a matter of weeks.”

Perhaps it would not be uncharitable to conclude that the Americans had some unfinished business connected with the war in the polar region. Indeed this was later confirmed by other events and the operation’s leader, Admiral **Richard Byrd**, himself.

The official instructions issued by the then Chief of Naval Operations, **Chester W. Nimitz** were:

- a. to train personnel and test material in the frigid zones
- b. to consolidate and extend American sovereignty over the largest practical area of the Antarctic continent
- c. to determine the feasibility of establishing and maintaining bases in the Antarctic and to investigate possible base sites
- d. to develop techniques for establishing and maintaining air bases on the ice, (with particular attention to the later applicability of such techniques to Greenland)
- e. to amplify existing knowledge of hydro graphic, geographic, geological, meteorological and electromagnetic conditions in the area

Little other information was released to the media about the mission, although most journalists were suspicious of its true purpose given the huge amount of military hardware involved.

The US Navy also strongly emphasized that *Operation Highjump* was going to be a navy show; Admiral Ramsey’s preliminary orders of 26th August 1946 stated that “the Chief of Naval Operations only will deal with other governmental agencies” and that “no diplomatic negotiations are required. No foreign observers will be accepted.” Not exactly an invitation to scrutiny, even from other arms of the government.

Some facts, however, are well known... There were three divisions of *Operation High Jump*: one land group with tractors, explosives, and plenty of equipment to refurbish “Little America”, and make an airstrip to land the six R-4D’s (DC-3’s), and two seaplane groups. The R4-D’s were fitted with jet-assist takeoff bottles (JATO) in order to takeoff from the short runway of the aircraft carrier “Philippine Sea”.

They also were fitted with large skis for landing on the ice field prepared for them. The skis were specially fitted at three inches above the surface of the carrier deck. When landing on the ice at “Little America” the three inches of tire

in contact with the snow and ice provided just enough and not too much drag for a smooth landing.

Following its arrival at Antarctica, the force began a reconnaissance of the continent. Byrd himself was onboard the first of the planes to take off on 29 January 1947.

Rocket propulsion tubes (*JATO bottles*) had been attached to the side of the aircraft and the carrier was maneuvered for a 35mph run to help get the planes airborne.

“From the vibration of the great carrier”, Byrd later wrote, “I knew when the captain had got the ship up to about 30 knots (35 mph... maximum, full emergency speed for such a vessel).

We seemed to creep along the deck at first and it looked as if we would never make it but when our four JATO bottles went off along the sides of the plane with a terrific, deafening noise I could see the deck fall away. I knew we had made it.”

Admiral Byrd’s team of six R4-D’s were fitted with the, then, super secret “Trimetricon” spy cameras and each plane was trailing a magnetometer.

The aircraft flew over as much of the continent as they could in the short three month “summer” period, mapping and recording magnetic data. They also carried magnetometers show anomalies in the Earth’s magnetism, i.e. if there is a “hollow” place under the surface ice or ground, it will show up on the meter. On the last of many “mapping” flights where all six planes went out, each on certain pre-ordained paths to film and “measure” with magnetometers, Admiral Byrd’s plane returned three hours late...

“Officially”, it was stated that he had “lost an engine” and had had to throw everything overboard except the films themselves and the results of magnetometer readings in order to maintain altitude long enough to return to Little America. If we are to believe the published and private accounts of what actually took place, this is almost certainly the time when he met with representatives of the “Aryan” Extraterrestrials, and a contingent of the German scientists working on the [reverse engineering](#) and construction of “flying discs”...

Over the next four weeks the planes spent 220 hours in the air, flying a total of 22,700 miles and taking some 70,000 aerial photographs. Then the mission that had been expected to last for between six to eight months came to an early and faltering end. The Chilean press reported that the mission had “run into trouble” and that there had been “many fatalities”.

(However... the official record, states that one plane crashed killing three men; a fourth man had perished on the ice; two helicopters had gone down although their crews had been rescued and a task force commander was nearly lost.)

It is an indisputable fact that the *Central Group of Operation Highjump* were evacuated by the Burton Island ice-breaker from the Bay of Whales on 22 February 1947; the Western Group headed home on 1st of March 1947 and the Eastern Group did likewise on 4 March, a mere eight weeks after arrival.

In the end, the task force came steaming back to the United States with their data, which then, immediately became classified “top secret”. Secretary of the Navy (by this time, Secretary of Defense) **James Forrestal** retired... and started to “talk”.... not only about Highjump, but about other things, as well... He was put in Bethesda Naval Hospital psychiatric ward where he was prevented from seeing or talking to anyone, including his wife... and... after a short while he was thrown out the window while trying to hang himself with a bed sheet.

So the story goes... It was, of course, ruled a *suicide*, case closed. However, some of what he knew... about Highjump... about Roswell... and other things... did manage to “leak”... How much is truth, how much is speculation is difficult to tell. However, in every “myth” there is a grain of truth...

This much is certain... As incredible as it may sound, there is considerable supporting evidence for these claims about a German base in Antarctica... On the very eve of the Second World War, the Germans themselves had invaded part of Antarctica and claimed it for the Third Reich.

In fact Hitler had authorized several expeditions to the poles shortly before WWII. Their stated objective was to either to rebuild and enlarge Germany’s whaling fleet or test out weaponry in severely hostile conditions. Yet, if true, all of this could have been achieved at the North Pole rather than at both poles and been much closer to home.

For some reason, however, the Germans had long held an interest in the South Polar region of Antarctica with the first Germanic research of that area being undertaken in 1873 when Sir Eduard Dallman (1830-1896) discovered new Antarctic routes and the “Kaiser-Wilhelm-Inseln” at the western entrance of the *Biskmarkstrasse* along the Biscoe Islands with his ship *Grönland* during his expedition for the German polar Navigation Company of Hamburg.

The *Grönland* also achieved the distinction of being the first steamer to operate in the southern ocean.

A further expedition took place in the early years of the twentieth century in the ship the *Gauss* (which became embedded in the ice for 12 months), and then a further expedition took place in 1911 under the command of Wilhelm Filchner with his ship the *Deutschland*.

Between the wars, the Germans made a further voyage in 1925 with a specially designed ship for the Polar Regions, the *Meteor* under the command of Dr. Albert Merz.

Then, in the years directly preceding the Second World War, the Germans laid claim to parts of Antarctica in order to set up a permanent base there. Given that no country actually owned the continent and it could not exactly be conquered as no-one lived there during the winter months at least, it appeared to the Germans that the most effective way to conquer part of the continent was to physically travel there, claim it, let others know of their actions and await any disagreements.

Captain Alfred Ritscher was chosen to lead the proposed strike. He had already led expeditions to the North Pole and had proved himself in adverse and critical situations. For the mission Ritscher was given the *Schwabenland*; a German aircraft carrier that had been used for transatlantic mail deliveries by special flightboats, the famous 10 ton Dornier Super Wals since 1934.

These Wals were launched by catapult from the *Schwabenland* and had to be accelerated to 93mph before they could become airborne. At the end of each flight a crane on the ship lifted the aircraft back on board after they landed in the sea.

The ship was refitted for the expedition in the shipyards of Hamburg, and around one million Reichsmark, nearly a third of the entire expedition budget - was spent on this refit alone.

The crew was prepared for the mission by the German Society of Polar Research and as these preparations neared completion, the organization invited Admiral Byrd to address them, which he did.

The *Schwabenland* left the port of Hamburg on 17 December 1938 and followed a precisely planned and determined route towards the southern continent. In little over a month the ship arrived at the ice covered Antarctica, dropping anchor at 4B0 30B" W and 69B0 14B" S on January 20 1939..

The expedition then spent three weeks off Princess Astrid Coast and Princess Martha Coast off Queen Maud Land. During these weeks, the two *Schwabenland* aircraft, the *Passat* and *Boreas*, flew 15 missions across some 600,000 square kilometers of Antarctica, taking more than 11,000 pictures of the area with their specially designed *Zeiss Reihenmess-Bildkamas RMK 38b*.

Nearly one fifth of Antarctica was reconnoitered in this way and, for the first time, ice-free areas with lakes and signs of vegetation were discovered. This area was then declared to be under the control of the German expedition, renamed *Neu-Schwabenland* and hundreds of small stakes, carrying the swastika, were dumped on the snow-covered ground from the Wals to signal the new ownership. Ritscher and the *Schwabenland* left their newly claimed territory in the middle of February 1939 and returned to Hamburg two months later, complete with photographs and maps of the new German acquisition.

Now bear in mind that all of this took place before the recovery of the *Unidentified Flying Object*, in the Bavarian Alps, in 1938... There is no conceivable reason, at least on the surface, for such an intense interest in the South Polar regions... unless something else had already transpired to make such an investigation worthwhile... The true purpose of this expedition has never been satisfactorily explained; there is merely a series of puzzles, related reports and snippets of information that are no longer open to verification. What is not open to doubt however, is that in the decade preceding the Second World War, the Germans did almost nothing that did not put the entire structure of the country on a war footing.

This activity affected all aspects of German life; military, civilian, economic, social and foreign policies, engineering, industry etc. Given that the seizing of *Neu-Schwabenland* occurred on the very eve of the war, it can only be concluded that that the polar expedition was of major importance and significance to the goals and development of the German nation.

Nor did activity end with the outbreak of the war... In fact, it intensified... The South Atlantic, including South Polar waters became quite active...

Between 1939 and 1941, well after the outbreak of war in Europe, Captain **Bernhard Rogge** of the commerce raider *Atlantis* made an extended voyage in the South Atlantic, Indian and South Pacific Oceans, and visited the Iles

Kerguelen between December 1940 to January 1941.

The *Atlantis* is known to have been visited by an RFZ-2 (the [UFO style craft which had served as a reconnaissance aircraft since late 1940.](#)) The ship then adopted a new disguise as *Tamesis* before being sunk by HMS Devonshire near Ascension Island, on 22 November 1941 (the *Atlantis* was also known as *Hilfskreuzer 16* and was, at various times, disguised as *Kasii-Maru* or *Abbekerk*.)



Although the activities of the German ship Erlangen, under the captaincy of Alfred Grams, do not appear to be of consequence during 1939-40, the same cannot be said of the *Komet* which was commanded by Captain **Robert Eyssen**.

Following her passage along the Northern Sea Route in 1940, this commerce raider operated in the Pacific and Indian oceans, including a voyage along the Antarctic coastline from Cape Adare to the Shackleton Ice Shelf in search of whaling vessels during February 1941. There she met the *Pinguin* and supply vessels *Alstertor* and *Adjutant*. (*Komet* was sunk off Cherbourg in 1942.)

The *Pinguin* itself under the command of Captain Ernst-Felix Kruder was a commerce raider that operated chiefly in the Indian Ocean. In January 1941 she captured a Norwegian whaling fleet (factory ships *Ole Wegger* and *Pelagos*, supply ship *Solglimt* and eleven whale catchers) in about 59B0 S, 02B0 30W. One of these catchers (renamed *Adjutant*) remained as a tender and the rest were sent to France. This ship also made anchorages at the Iles Kerguelen and may have landed a party on Marion Island.

*Pinguin* was sunk off the Persian Gulf by HMS Cornwall on 8 May 1941 after she had captured 136,550 tons of British and allied shipping.



**The Kerguelen Archipelago – ideal for secret supply bases**

This island of Kerguelen (named the *Most Useless Island In the World* in 1995) continued to feature prominently in Nazi plans.

For example, in 1942 the German Navy planned to establish a meteorological station there. In May of that year the ship *Michel* transferred a meteorologist and two radio operators with full equipment to a supply vessel *Charlotte Schlieman* that went on to the island, however the orders for the station were later counter-manned. It is interesting to note that Kerguelen Island was also the centre of a mid 19th Century mystery.

Then entirely uninhabited, except for seals and seabirds, British Captain Sir **James Clark Ross** landed there in May 1840. He found in the snow unidentifiable “traces of the singular footprints of a pony, or ass, being 3 inches in length and 2 inches in breadth, having a small deeper depression in either side, and shaped like a horseshoe.” Similar markings appeared overnight in the Devon area of England fifteen years later and have also defied adequate explanation.

Then in 1942 Captain Gerlach in his ship the *Stier* investigated nearby Gough Island as a possible temporary base for raiders and a camp for prisoners.

This ship activity does not appear considerable, however the level of U-boat activity in the South Atlantic was much higher. The exact nature and extent of how high will probably never be known, however some insight might be gleaned from the fact that between October 1942 and September 1944 16 German U-boats were sunk in the South Atlantic area. And... some of these submarines did appear to be engaged in covert activities.

A fine example of this would be that of U-859 which, on 4 April 1944 at 04.40hrs, left on a mission carrying 67 men and 33 tons of mercury sealed in glass bottles in watertight tin crates. The submarine was later sunk on 23 September by a British submarine (HMS *Trenchant*) in the Straits of Malacca and although 47 of the crew died, 20 survived.

Some 30 years later one of these survivors spoke openly about the cargo and divers later confirmed the story on rediscovering the mercury. The significance being that mercury is usable as a fuel source for certain types of aerospace propulsion. Why would a German submarine be transporting such a cargo so far from home?

It is not odd, at all, if one considers the fact that aviation/avionics construction is what the Polar Base seems to be all about...

Although Germany surrendered unconditionally to the Allies, on 8 May 1945, events after that date suggested something was happening that did not form a part of recognized world history. Something fuelled by a statement made by German Grand Admiral **Karl Dönitz**...

Dönitz (16 September 1891 b 24 December 1980) had become Commander of the *German Kriegsmarine* (Navy), on 31 January 1943 and he led the German U-Boat fleet until the end of the Second World War. He also has the distinction of briefly becoming head of the German state for 20 days after Hitler's death until his own capture by the Allies on 23 May 1945. His contribution to the mystery of post-war Antarctic activity came in a statement he made in 1943 when he declared that a substantial portion of the German submarine fleet had rebuilt "in another part of the world a Shangri-La land... an impregnable fortress."

Could he have been referring to the alleged base in Antarctica?

Certainly there are records of continued German naval activity in the area after the war had apparently ended. For example, on 10 July 1945, more than two months after the cessation of known hostilities, the German submarine U-530 surrendered to Argentine authorities. The background to this event is puzzling. It is known that the boat had left Lorient in France on 22nd May 1944 under the captaincy of Otto Wermuth for operations in the Trinidad area, and after successfully rendezvousing with the incoming Japanese submarine I-52, it headed for Trinidad before finally returning to base after 133 days at sea.

The boat's official record states that between October 1944 and May 1945 it formed part of the 33rd Flotilla and on Germany's surrender Otto Wermuth's captaincy and the submarine's career came to an end. Yet two months later it arrived in Rio de la Plata in Argentina and surrendered to the authorities there on 10 July 1945.

The future may well reveal that fate of more of these submarines; however given the French and South American reports, and the number of missing U-boats, it may not be unreasonable to conclude that at least some of them relocated to the South Polar area.

History also gives us further clues as to a German-Antarctica connection, for it records that Hans-Ulrich Rudel of the German Luftwaffe was being groomed by Hitler to be his successor. It is known that Rudel made frequent trips to Tierra del Fuego at the tip of South America nearest Antarctica. And...one of Martin Bormann's last messages from the bunker in Berlin to Dönitz also mentioned Tierra del Fuego.

Then there are also claims about Rudolf Hess, Hitler's best friend who went to England and was arrested as a war criminal on 10 May 1941. Following his arrest, Hess was held in Spandau Prison in isolation until his death. Such unique treatment is suggestive that he had information that the Allies considered dangerous.

Indeed, in his book *Secret Nazi Polar Expeditions* **Christof Friedrich** states Hess, "was entrusted with the all-important Antarctic file. Hess, himself, kept the Polar file."

Now, granted, such information as Hess possessed, if any, would have been complete only to the time that he took off on his solo flight to England... but... that period... prior to 1941... would have covered the initial recovery of the Bavarian "flying disc", and at the very least, the early stages of any project or projects arising from such a recovery. It would also contain any information with regard to any survivors of the crash, and their eventual fate(s).

Many believe that Hess, who had no part in any of the so-called "war crimes" was deliberately kept in Spandau Prison, for life, in an attempt to keep him quiet. It has also been speculated that the man who died, in Spandau Prison, was, in fact, not Hess at all... that Hess had been murdered, years before, in an effort to keep the truth... on several highly embarrassing matters... from getting out.

For the moment, however, let's return to *Operation Highjump*... which seems to have been an attempt to ferret out a remaining German base on the Antarctic continent, and perhaps, to determine where, exactly the sudden rash of Unidentified Flying Object activity of the past eighteen months, had originated, and, exactly who/what was behind it... There would have, of necessity, been two prerequisites for a mission of this type.

Firstly, *Operation Highjump* would have to provide evidence that the mission included a reconnaissance of *Neu-Swabenland* and secondly, there would have to be an area of the frozen continent that could allow such a base to exist throughout the year.

Both of these criteria were met...

Both the Eastern and Western Groups of *Operation Highjump* had been active around *Neu-Schwabenland*. So was a Russian boat that "proved to be unfriendly". The Eastern group were frustrated in their efforts to make a reconnaissance of the area, despite incredible efforts to secure photographs for later examination.

However by then,

"it was very late in the season ... The sun had only been briefly glimpsed in the past few weeks, but everyone could tell that the continually grey skies and clouds were darkening daily. In another month all light would be gone from Antarctica. The waters girdling the continent would begin to freeze rapidly, binding unwary ships in a crushing embrace.

Dufek [the commander] was loath to surrender. He ordered his ships northwards away from the pack. Perhaps one or two more flights might be possible. But on the morning of 3 March virgin ice was seen to be forming on the water's surface [and the] Eastern group steamed out of Antarctica."

The Western Group, however, were to make a remarkable discovery.

At the end of January 1947 a PBM piloted by Lieutenant Commander David Bunker of Coronado, California, flew from his ship, the *Currituck* and headed towards the continent's Queen Mary Coast.

On reaching land, Bunker flew west for a time, then, coming up over the featureless, white horizon, he saw a dark, bare area which Byrd later described as,

"a land of blue and green lakes and brown hills in an otherwise limitless expanse of ice".

Bunker and his men carefully reconnoitered the area before racing back to the *Currituck* with news of their find. The oasis they had discovered covered an area of some three hundred square miles of the continent and contained three large, open water lakes along with a number of smaller lakes. These lakes were separated by masses of barren, reddish-brown rocks possibly indicating the presence of iron ore.

Several days later, Bunker returned to the area, and found that the water was warm to the touch and the lake itself was filled with red, blue and green algae giving it a distinctive color. Bunker filled a bottle with the water which later "turned out to be brackish, a clue to the fact that the lake was actually an arm of the open sea".

This is important for two reasons; warm, inland lakes connected to the surrounding oceans would be perfect for submarines to hide within, and similar lakes have been noted in *Neu-Schwabenland*, the site of the alleged German (and suspected Alien) base.

While there is, still, no conclusive evidence of a German/Alien base on Antarctica, It is beyond doubt that something highly unusual was happening on, or around, the frozen continent. In general, it appears that the probability for such a base to have existed... and perhaps continue to exist, to this day, are rather high...

The evidence, a large volume of it, is there for all to see...

1. The Germans explored and claimed part of Antarctica on the very eve of the war when the vast majority of their activity was geared towards the rebuilding of the German economy and military infrastructure. This activity began shortly before the recovery of the Bavarian "flying disc", in 1938, but picked up pace immediately afterward.

2. There was ongoing ship and submarine activity in the South Atlantic and polar regions throughout and after the war had apparently ended. This activity continued well into the 1950s, and if some accounts are to be believed, continues to this day, with what can only be considered U-Boat sightings, and a very high incidence of Unidentified Flying Object sightings in the South Atlantic and South Polar regions, including the Southern portions of South America.
3. The US literally invaded the continent of Antarctica, itself, with considerable naval resources leaving mainland America exposed and vulnerable as the world edged into the Cold War. The task force limped home as if defeated only weeks later, and the local South American press wrote of such a defeat. This coincided with a substantial increase in Unidentified Flying Object activity... generally attributed to the first major "wave" of such activity in modern times, with an inordinate amount of this activity taking place in the Southern Hemisphere, particularly in South America.
4. Admiral Byrd spoke of objects that could fly from pole to pole at incredible speeds being based on Antarctica.
5. Hundreds of thousands of Germans and a minimum of forty (40) U-boats were missing at the end of the war. Documentation and eyewitness accounts prove that at least a portion of these craft made it as far as South America, in some cases, several months after the end of the war in Europe.



The connection between *Antarctica and the UFO phenomenon* was sealed with claims made by one **Albert K. Bender** who stated that he “*went into the fantastic and came up with an answer and I know what the saucers are.*”

Bender ran an organization called the *International Flying Saucer Bureau (IFSB)* a small UFO organization based in Connecticut, USA and he also edited a publication known as the *Space Review* which was committed to the dissemination of news about UFOs. In truth, the organization had only a small membership and the publication circulated amongst hundreds rather than thousands, but that its members and readers valued it was in little doubt. The publication itself advocated that flying saucers were spacecraft of extraterrestrial origin.

However... in the October 1953 edition of *Space Review*, there were two major announcements.

The first was headed *Late Bulletin* and stated:

A source which the IFSB considers very reliable has informed us that the investigation of the flying saucer mystery and the solution is approaching final stages. This same source to whom we had referred data, which had come into our possession, suggested that it was not the proper method and time to publish the data in 'Space Review'.

The second announcement read "Statement of Importance":

The mystery of the flying saucers is no longer a mystery. The source is already known, but any information about this is being withheld by order from a higher source. We would like to print the full story in Space Review, but because of the nature of the information we are very sorry that we have been advised in the negative.

The statement ended in the sentence :

We advise those engaged in saucer work to please be very cautious.

These announcements were of little significance in and of themselves.

Bender's publication was considered "fringe", at best, even at the time... However... what gained them wider attention was the fact that immediately after publishing this October 1953 issue, Bender suspended further publication of the magazine and closed the IFSB down without any further explanation.

This is completely consistent with the "prudent" approach, shown by many who have been "gently" warned to "cease operations" by [the Majestic 12 Group](#) and other agencies involved in "keeping a lid" on any real investigation into the *Unidentified Flying Object phenomenon*.

Bender might very well have known "what the flying saucers" were, at least a portion of them... but he later revealed in a local newspaper interview that he was keeping his knowledge a secret following a visit by three men who apparently confirmed he was right about his *Unidentified Flying Object theory*, but put him in sufficient fear to immediately close down his organization and cease publication of the journal.

It has been argued that the story of being visited by three strangers and being warned off was a front to close a publication that was losing money, however the fact that Bender had been "scared to death" and "actually couldn't eat for a couple of days" was verified by his friends and associates. It is also widely known that such "stories" are often spread by the United States, and other governments to discredit those who might just have the truth, or at least a portion of it.

In 1963, a full decade after his visit from the three strangers, Bender was seemingly prepared to reveal more of his story in a largely unreadable book entitled *Flying Saucers and the Three Men in Black*. The book was scant on facts, however, it described extraterrestrial spacecraft that had bases in Antarctica.

This was apparently the truth Bender was terrorized into not revealing.

Bender also provided images of the saucers he was aware of. He produced drawings of Unidentified Flying Objects that he was aware of... not saucers, as were the common depictions of the time, but rather "flying wings" which showed three bubble-like protrusions on the underside, reminiscent of the German designed [Haunebu II](#) (which was allegedly only in the "design stage" at the end of the Second World War) alongside a cylindrical, cigar shaped object.

### Ernst Zündel was NOT a 'Paperclip Scientist':

I realized that North Americans were not interested in being educated. They want to be entertained. The book was for fun. With a picture of the Führer on the cover and *flying saucers coming out of Antarctica* it was a chance to get on radio and TV talk shows. For about 15 minutes of an hour program I'd talk about that esoteric stuff.

Then I would start talking about all those Jewish scientists in concentration camps, working on these secret weapons. And that was my chance to talk about what I wanted to talk about.



**Ernst Zündel**, a German scientist turned author (known for his internet “ZGrams”) who had entered the US under [Operation Paperclip](#), a United States Army/CIA program to bring German scientific talent into the United States in spite of any so-called “war crimes” which they were alleged to have committed... at the end of the war and who worked at Wright Field (later Wright Patterson AFB where the Roswell debris were eventually housed), also made claims about the nature of the activity in Antarctica.

In the 1970s Zündel’s book *UFOs: Nazi Secret Weapons?* made the claim that at least some *Unidentified Flying Objects* were German secret Weapons which were developed during the Second World War, and that some of them had been shipped out towards the end of the war and hidden at the poles.

Publication of the book coincided with a tidal wave of renewed interest in all things paranormal... coming on the heel of what was to be the last major Unidentified Flying Object “wave” of the Twentieth Century, and Zündel was a guest on to countless talk shows where he shared his views on spaceships, free energies, electromagnetism, emergent technologies and some of the positive contributions made by the Germans in these fields.

Zündel, who was one of the first of the “revisionist” historians of the Second World War, was actually only really interested in promoting his holocaust theory, described in his book [Did Six Million Really Die?](#) However, he found that his *Unidentified Flying Object* and [Hollow Earth](#) ideas proved a greater attraction to television producers. The idea seized hold of the popular imagination and took on a life of its own. Zündel’s publishing company, *Samisdat*, started to make a name for itself by issuing newsletters and books on the subject. An expedition to Antarctica itself was even proposed to seek out Hitler’s UFO bases there.

The fact is that such claims would have died out had they not been based on at least some real events...

Now, keep in mind that South America has always been a “hotbed” of Unidentified Flying Object activity. Many of the reports coming out of the area are unverified, and unverifiable... However, many have credence. The claims that something extremely unusual was taking place around the foreboding reaches of the frozen continent took a major leap forward in the 1960s when the Argentine Navy was charged with the official investigation into strange sightings in the sky.

A 1965 official report prepared by Captain [Sanchez Moreno](#) of the *Naval Air Station Comandante Espora in Bahia Blanca* stated that,

“Between 1950 and 1965, personnel of Argentina’s Navy alone made 22 sightings of Unidentified Flying Objects that were not airplanes, satellites, weather balloons or any type of known (aerial) vehicles. These 22 cases served as precedents for intensifying that investigation of the subject by the Navy.”

Following a series of sightings at Argentine and Chilean meteorological stations on Deception Island, Antarctica, in June and July 1965, Captain Engineer [Omar Pagani](#) disclosed at a press conference that,

“Unidentified Flying Objects do exist. Their presence in Argentine airspace is proven”.

The report went on to state, however,

“their nature and origin are unknown and no judgment is made about them”.

More details of these UFO sightings were given in a report in the Brazilian newspaper *O Estado de Sao Paulo* in its 8th July 1965 edition.

“For the first time in history, an official communiqué has been published by a government about the flying saucers. It is a document from the Argentine Navy, based on the statements of a large number of Argentine, Chilean and British sailors stationed in the naval base in Antarctica.

The communiqué declared that the personnel of Deception Island (left) naval base saw, at nineteen hours forty minutes on 3 July, a flying object of lenticular shape, with a solid appearance and a coloring in which red and green prevailed and, for a few moments, yellow. The machine was flying in a zig-zag fashion, and in a generally western direction, but it changed course several times and changed speed, having an inclination of about forty-five degrees above the horizon. The craft also remained stationary for about twenty minutes at a height of approximately 5,000 meters, producing no sound.

The communiqué states moreover that the prevailing meteorological conditions when the phenomenon was observed can be considered excellent for the region in question and the time of year. The sky was clear and quite a lot of stars were visible. The Secretariat of the Argentine Navy also states in its communiqué that the occurrence was witnessed by scientists of the three naval bases and that the facts described by these people agree completely.”

Practically everyone in the "UFO Community" is aware that in March 1950 Commodore Augusto Vars Orrego of the Chilean Navy shot still pictures and 8mm movie footage of a very large cigar shaped flying object that hovered over and maneuvered about in the frigid skies above the Chilean Antarctic.

The photos and the report of Orrego's sighting have, quite literally, been seen by millions over the half century since he saw, and photographed the objects. Orrego stated,

"during the bright Antarctic night, we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw ."

There have, of course, been numerous other Chilean sightings.

During January 1956 another major Unidentified Flying Object "event" was witnessed by a group of Chilean scientists who had been flown by helicopter to Robertson Island in the Wendell Sea to study geology, fauna and other features.

This experience was the subject of a later article entitled *A Cigar-Shaped UFO over Antarctica*.

"At the beginning of January 1956, during a period of stormy weather, the party suddenly became aware of something which, in other circumstances, could have been very grave for them. This was that their radio had mysteriously ceased to function. This was not too worrying a disaster in so much as it was firmly settled that the helicopter would return to take them off again on January 20."

One of the scientists, a doctor, was in the habit of getting up in the night to observe anything of meteorological interest, but another of the group, a professor, did not like to be disturbed. However on the night of 8 January 1956, the Doctor decided to wake the professor.

He pointed upwards, almost overhead. Still in a bad temper due to being disturbed, the professor looked as directed, and beheld two,

"metallic, cigar-shaped objects in vertical positions, perfectly still and silent, and flashing vividly the reflected rays of the sun".

Just after 7.00am, two other members of the party, an assistant and a medical orderly joined the two men.

The group watched the two craft.

"At about 9.00am object No. 1 (the nearest to the zenith) suddenly assumed a horizontal posture and shot away like a flash towards the west. It had now lost its metallic brightness and had taken on the whole gamut of visible colors of the spectrum, from infrared to ultra-violet.

The report of the sighting went on to say...

"Without slowing down it performed an incredible acute-angle change of direction, shot off across another section of the sky and then did another sharp turn as before. These vertiginous maneuvers, the zig-zagging, abrupt stopping, instantaneous accelerating, went on for some time right overhead, the object always following tangential trajectories in respect to the Earth and all in the most absolute silence".

The demonstration lasted about five minutes.

Then, according to the witnesses, the object returned and took up position beside its companion in almost the same area of the sky as before.

Then, it was the turn of No. 2 to show its paces and do a convoluted, zigzagging dance across the sky. Shooting off towards the east, it performed a series of ten disjointed bursts of flight, broken by abrupt changes of direction, and marked by the pronounced color changes when accelerating or stopping. After about three minutes, object No. 2 was observed to resume its station near its companion, and return to its original solid and metallic appearance.

Due to the nature of their mission, the group had with them two Geiger-Miller counters of high sensitivity, one of the auditory and the other of the flash-type. When the two objects had finished their dance and reassumed their stations in the sky, someone discovered that the flash-type Geiger counter now showed that radioactivity around them had suddenly increased 40 times... far more than enough to kill any organism subjected long enough to it. The discovery greatly increased the anxiety felt by the four men.

Although they had no telescopic lens, they did have cameras with them, and managed to take numerous photographs of the objects, both in color and black and white. The report does not state what became of these photographs, but it is safe to assume that they are in the possession of the Chilean Government, and there is no reason to assume that they have not been shared with that of the United States, as well as others.

Of course... no names are given in this report, but... it has the ring of truth, and is consistent with any number of similar sightings... Would that we knew their names! It is one of the exasperating facts of Unidentified Flying Object

research that so many of the South American and South Atlantic sightings are attributed to “anonymous sources” or the names of the witnesses involved, have been expunged from the “official” records.

So many of the witnesses being cited would be, with reference to their stated credentials, credible sources, but because of the practice of expunging names from records which might fall into “public hands” are practically impossible to trace. The absence of names... in many, if not most cases deliberately expunged from official reports... simply lends to an aura of “unbelievability”, even though it is a common practice, especially in most countries.

Yet another documented account of a UFO sighting over Antarctica is by [Rubens Junqueira Villela](#), a meteorologist and the first Brazilian scientist to participate in an expedition to the South Polar region, and now, a veteran of eleven expeditions to Antarctica (two with the US Navy, eight with the Brazilian Antarctic Program and another on the sailing ship Rapa Nui).

While on board the US Navy icebreaker Glacier, which had set sail from New Zealand at the end of January 1961, Villela claims that he witnessed a UFO event in the skies over Antarctica which he immediately recorded in his diary, even including the emotions felt by all those involved. On 16 March 1961, after a fierce storm had forced the expedition to retreat to Admiralty Bay in the King George Isles, “a strange light suddenly crossed the sky, and everyone started to shout”.

Speculation went wild. Some thought the object to be an incoming missile. Others thought it to be a meteor.

The excitement was widespread and growing.

“Trying to describe the light which appeared over Almirantado Bay” he told interviewers, later, “wasn’t easy b& I wrote in my diary: Positively the colors, the configuration and contours of the object, as a bodied light, with geometric forms, did not seem to be from this world, and I did not know what could possibly reproduce it”.

The object, he went on to report, was “multi-colored”, and had a luminous, oval-shaped body. It left, behind it, a “long tube-like orange/red trail”.

Allegedly, it split into two pieces, as if it had exploded. Then, each part shone even more intensively, with white, blue and red colors projecting V shaped rays behind it. They quickly moved away and could be seen 200 meters above the ground b& According to the witnesses, the entire display was completely silent.

The US Navy officially registered the incident as “a meteor or some other natural luminous phenomenon” according to the report submitted by the Glacier’s captain, Captain Porter. However, this is a common practice, and has been, ever since the inception of the *Unidentified Flying Object* cover-up, under the auspices of the Majestic 12 group.

This policy of “official denial” and “logical explanation” no matter how far fetched, would seem, has been followed by all branches of the United States Government since the first days after the Roswell Incident, in July 1947. It certainly applies to any sightings or alleged sightings in and around Antarctica...

Villela, on the other hand, easily dismissed the official line.

“How could they mistake a meteor with an object carrying antennae, completely symmetrical and followed by a tail without any sight of atmospheric disturbance?”

According to most “official” sources... and certainly according to world renowned skeptic and self-styled debunker, Phillip Klaus, this particular episode is a classic example of plasma, however the late meteorologist, James McDonald argued that the highly structured nature of the object and the low cloud overcast present at about 1500 feet were not compatible with Klaus’s hypothesis.

The list of sightings in the South Atlantic area is practically endless. It is, and has been, particularly since the end of the Second World War, one of the most active areas on earth with respect to Unidentified Flying Object activity. Another classic sighting took place on 16 January 1958 when the Brazilian naval vessel Almirante Salddanha was escorting a team of scientists to a weather station on Trindade Island. As the ship approached the island (or rather an outcrop of rock) an Unidentified Flying Object reportedly flew low, over the water, past the ship, circled the island, then flew off in front of dozens of witnesses.

One of the witnesses to this particular event, the expedition photographer, took a number of photographs of the object. Later, the film was handed over to the military by the Captain. Amazingly, after the initial analysis, the Brazilian government released the film stating that they were unable to account for the images.

Why did the United States Government, in late 1947, only months after the famous Roswell Incident, send a naval task force to Antarctic including Admiral **Nimitz**, Admiral **Krusen** and Admiral **Byrd**, called “Operation Highjump”. As

we observed earlier, the operation was said to be an expedition to find “coal deposits” and other valuable resources, but... the facts indicate otherwise...

In actuality, there seems to be no doubt that they were trying to locate an immense underground base constructed by the Germans, before, during and immediately after the Second World War, with the aid of Alien Entities which were described as “Aryans”. This base, allegedly located in an area that the Germans called “Neuschwabenland”... an area of Antarctica which Germany explored, and claimed, before the outbreak of the Second World War... was thought to hold “flying objects which could fly from Pole to Pole in a matter of minutes”...

For years, rumors have circulated as to why German submarines... U-Boats... would operate in South American and Antarctic waters long after the end of the Second World War, in Europe.

Some have said that the boats spirited away such notables as Adolf Hitler and Martin Bormann... both of whom can be demonstrated to have died in Berlin at the end of the war. the death... and physical remains of both men have been verified beyond doubt, the latter with very recent DNA testing. Thus neither of them escaped via U-boats to South America. The fact is, **Wolfgang Eisenmenger**, a forensic science professor at Munich University, conducted the DNA testing of Bormann’s remains. He seems to have done the work for the Frankfurt justice officials.

He also had Bormann’s dental, medical, and fingerprint records. Bormann’s children (or a distant family member, details a bit fuzzy) provided the blood for the DNA match which was proven conclusive, i.e. that the body was of Martin Bormann. The cause of death was deemed to be self inflicted poisoning. Adolf Hitler, of course, died in his Bunker in Berlin, of poison... and a self inflicted gunshot.

Everyone has heard stories of vast amounts of gold or other valuables being “smuggled” out of Germany in the last days of the war... secreted away to South America... to support so-called “criminals” abroad. So far, none of those stories has shown any sign of merit. If they were so, then men such as Eichman would not have worked on the assembly line in a Volkswagen plant. Müller would not have run a chicken farm, and Mengele would not have been dependent upon the generosity of his wealthy family.

There is a story floating around that this said U-boat commander worked on some highly classified US National Secrets after the war, and that his boat was operating in the far South... He was reported to have been a commander of a VIIC or IXC U-boat in the Atlantic during the war, named *Otto Schneider*. This theory is also easy to disprove...

There simply was no U-Boat commander by that name in the *Kriegsmarine* (German Navy). Only two commanders with that last name saw service in the war; Herbert Schneider who died while in command of U-522, and Manfred Schneider only commander the small XXIII boat U-4706 for the last 3 months of the war, and never left his home port. This story is just that, a story.

The fact is, *Unidentified Flying Object* researchers are well aware of strange sightings of ‘flying saucers’ with swastikas or iron crosses displayed on them.

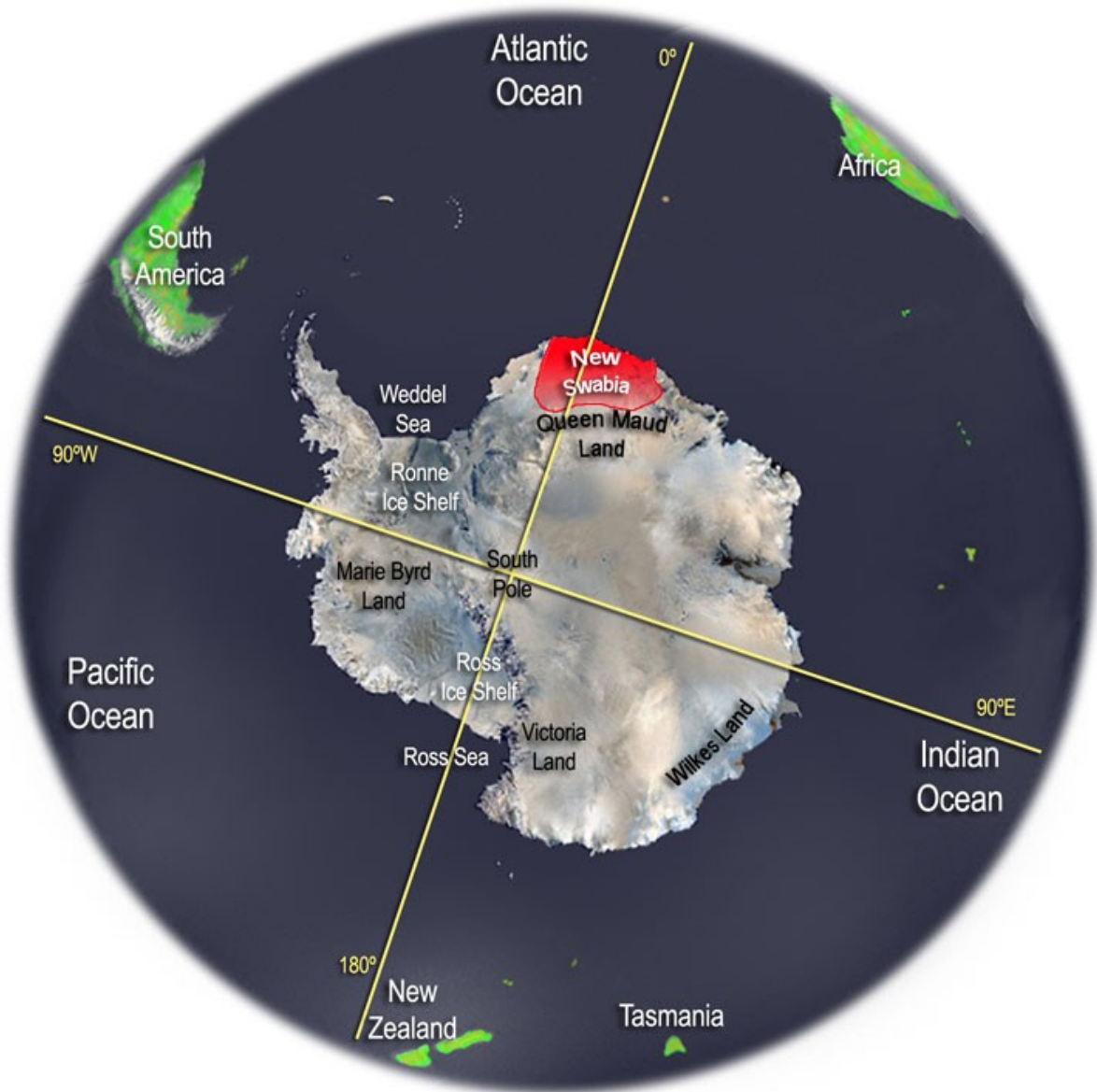
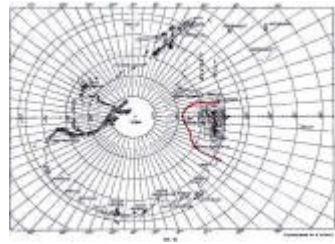
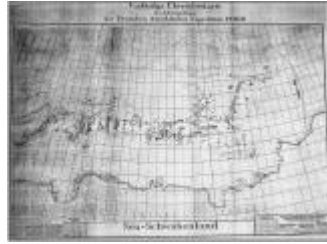
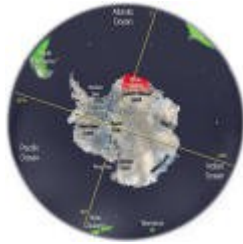
They are also well aware of ‘aliens’ speaking German, and have also heard of abductees who have been taken to underground bases with swastika emblems on the walls, or as in the case of one abductee... **Alex Christopher**... who claims to have seen “Reptiloids” and Germans working together aboard antigravity craft or within underground bases.

- Is this what America feared?
- Is it a secret Antarctic facility where these experiments and developments continued?
- What Operation Highjump was actually looking for?
- Is this secret, among others, the one that cost James Forrestal his life?
- Did an unrecorded, three hour long meeting with a group of German scientists and engineers and “Aryan” Extraterrestrials in the frozen wastelands near the South Pole cost Admiral Byrd his life?
- Is this the origin of the “warships of space”, that the Rosenberg’s mentioned in the very shadow of the electric chair?

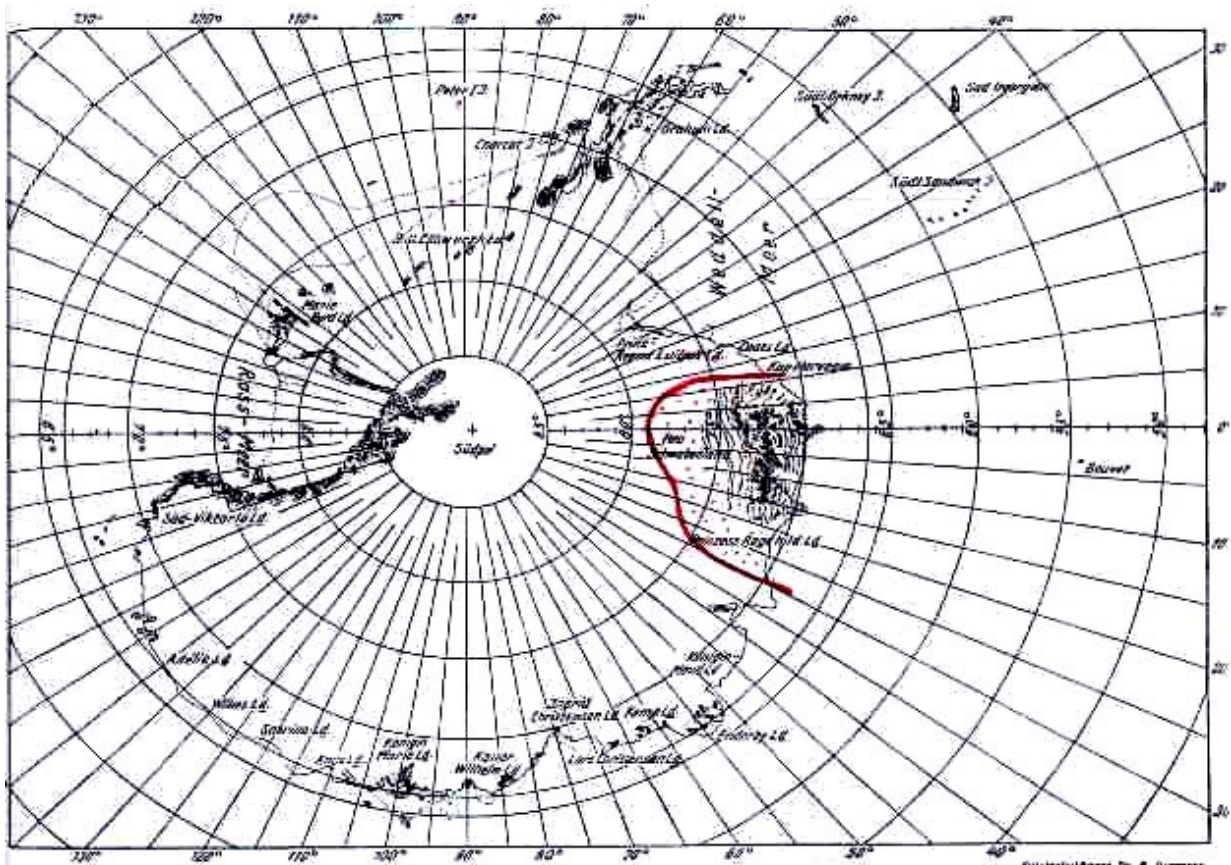
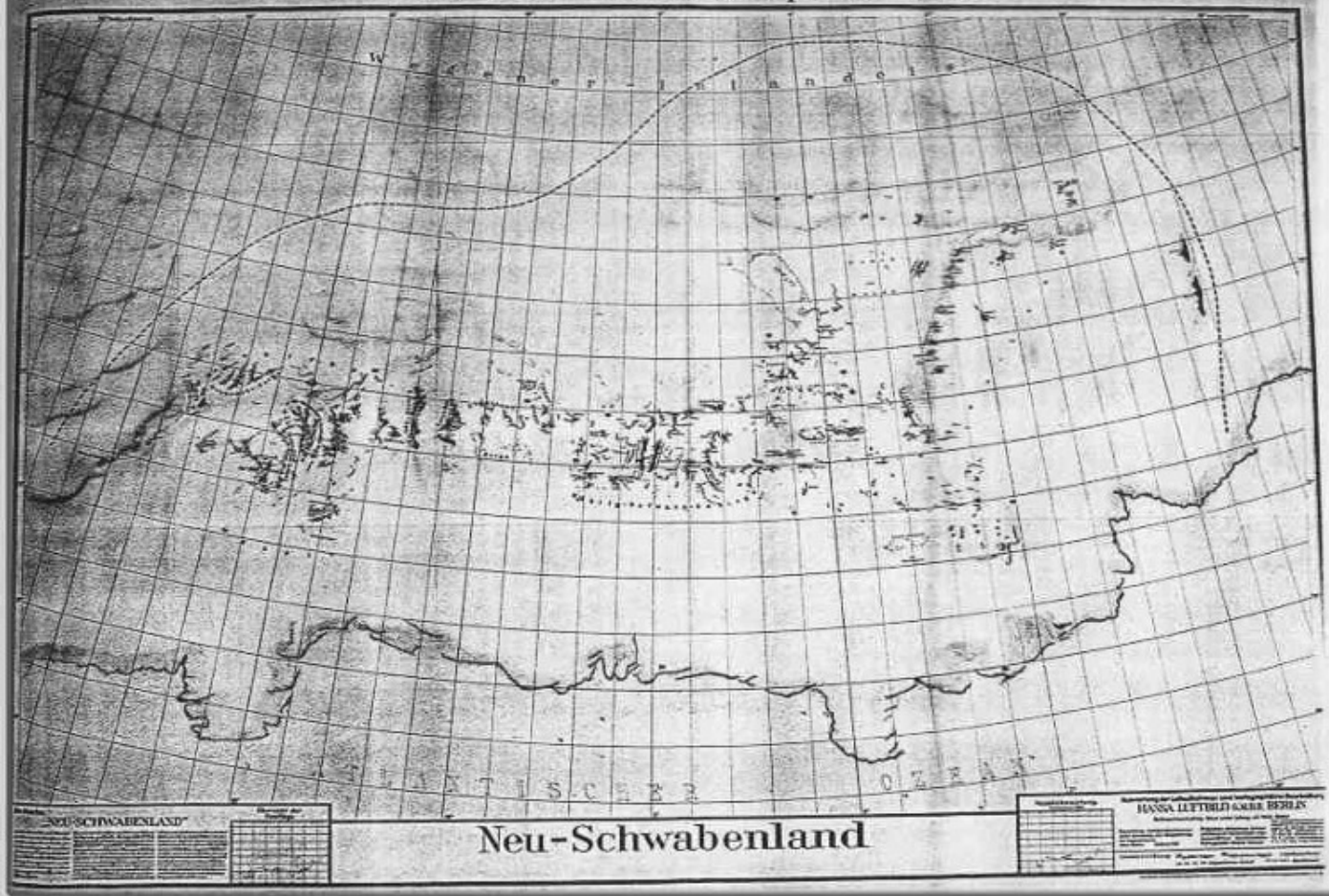
One thing is certain... The United States did not “invade” Antarctica, at the end of a World War and the very beginning of a Cold War... using a disproportionate share of it’s diminishing fleet... for “exploration” purposes.

If they were looking for something, they surely knew what it was they were looking for... and... a “scientific” expedition does not go forth prepared for WAR...

The map of Neu Schwabenland that cannot be exhibited in Germany, *on penalty of imprisonment*...



Vorläufige Übersichtskarte  
des Arbeitsgebietes  
der Deutschen Antarktischen Expedition 1938/39



# NEU-SCHWABENLAND

Deutsche Antarktische Expedition

Raised 1938-1939 Dropped

☒ gehiesste Flaggen    ☒ abgeworfene Flaggen  
flags                      flags

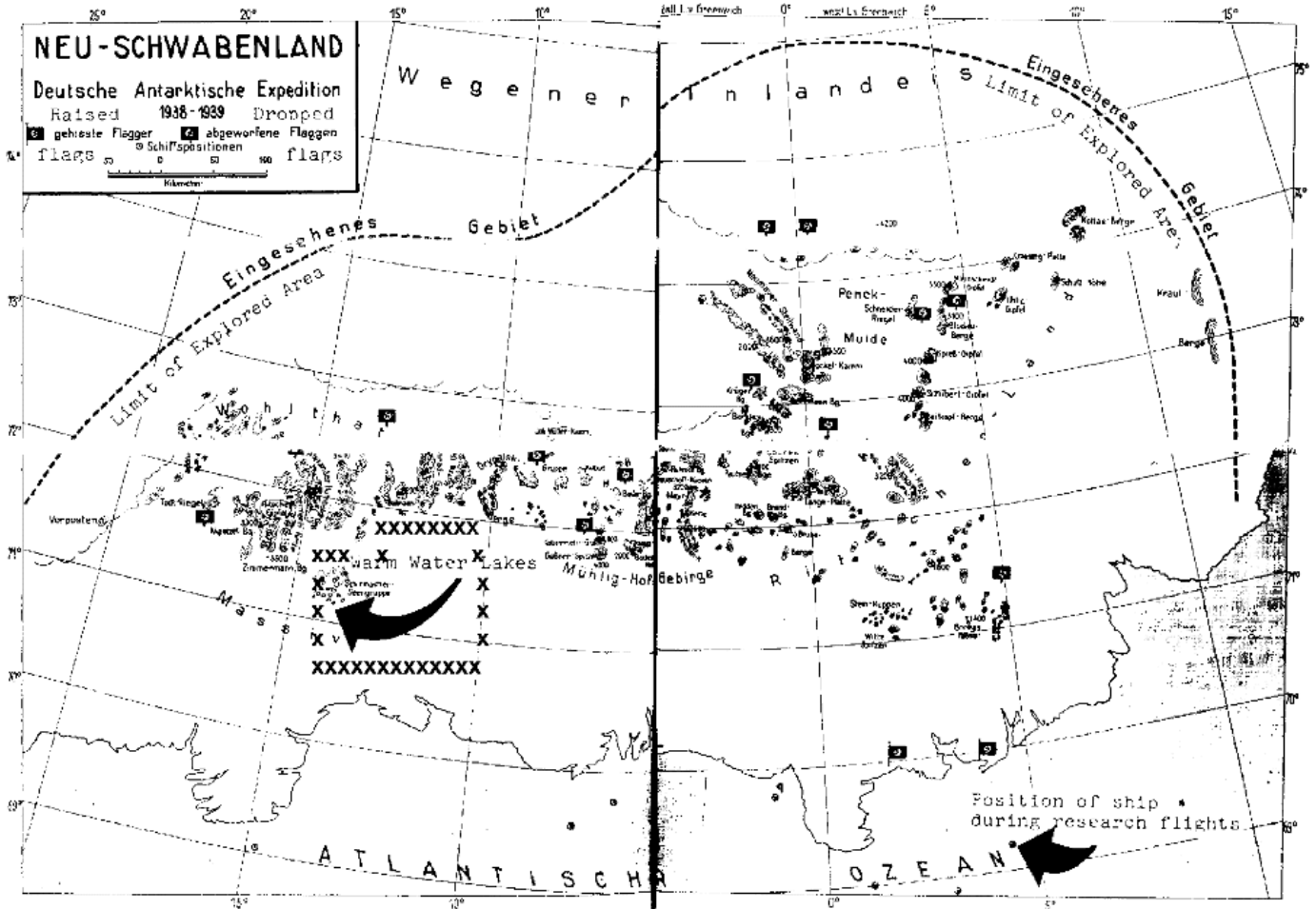
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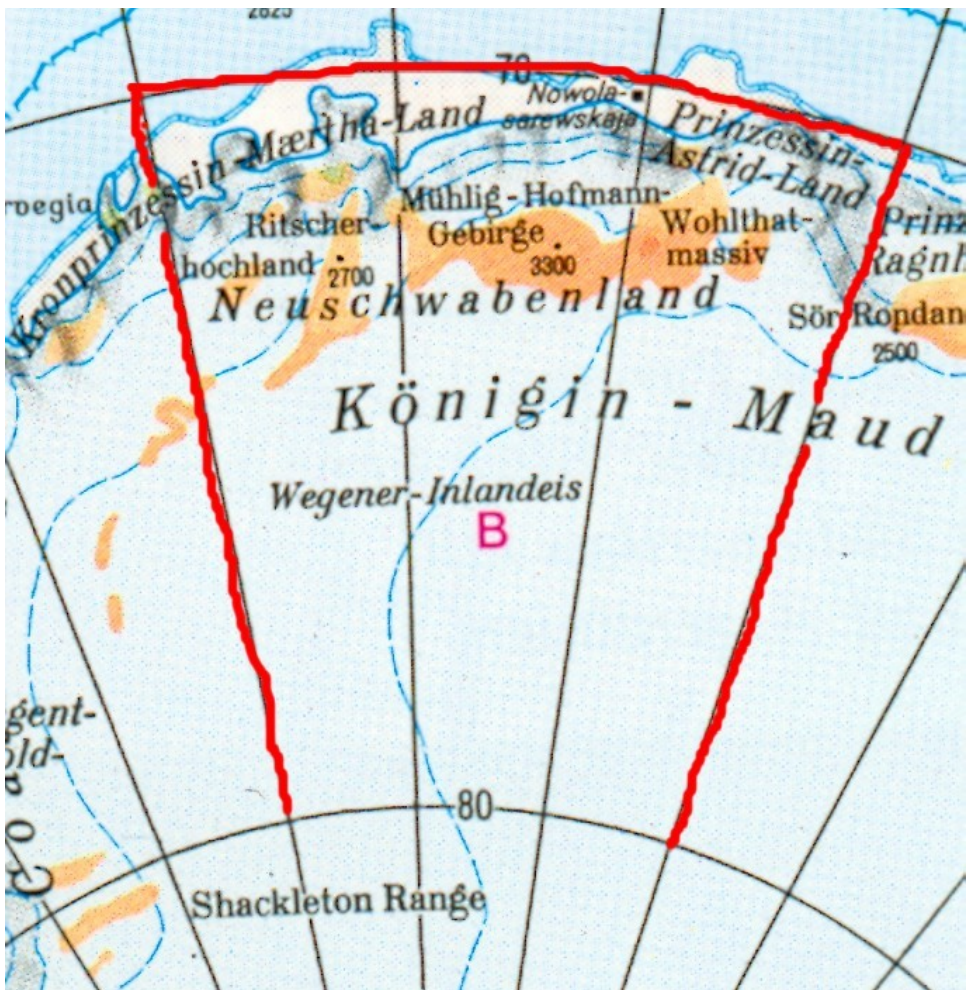
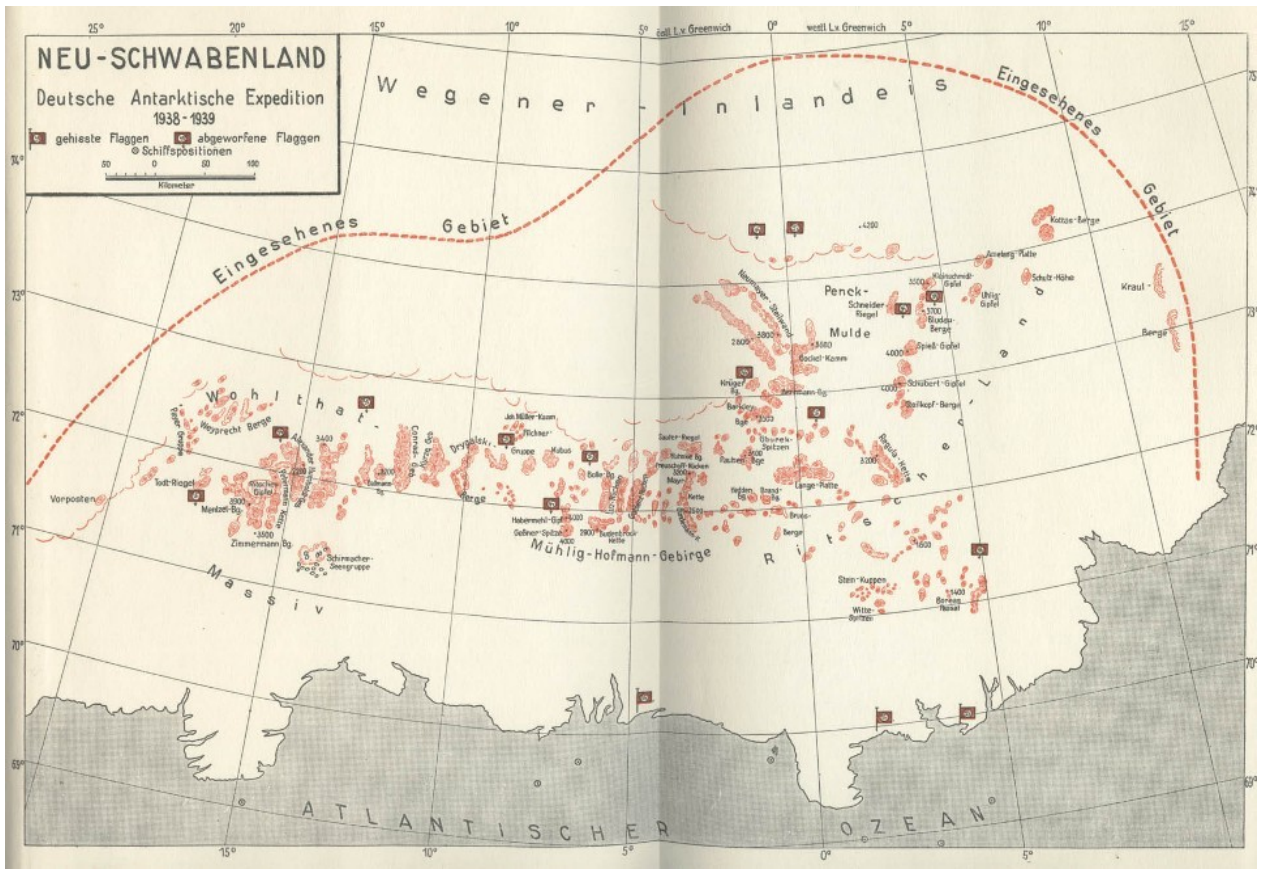
W e g e n e r

Eingesehenes Gebiet  
Limit of Explored Area





x = possible old location of the base



A Secret U.S. Post Office operated in Antarctica 1946-1948 causing speculation about the real reason behind two concurrent U.S. expeditions...

**Finn Ronne** was a Norwegian immigrant who later joined the United States Navy and was a member and officer in Admiral Byrd's earlier expeditions to Antarctica. In 1946-8, he led a privately-financed expedition to Antarctica, following upon the heels of [Operation Highjump](#).

Ronne's expedition was to the Marguerite Bay area, where he reoccupied Byrd's 1939 Base. One of the most important results of this expedition was a showing that the Antarctic Peninsula was connected to the rest of Antarctica, thus solving one of the last great public mysteries of the continent.

Writing in his book entitled "Antarctic Conquest", he stated:

Although no one knew it, I had been operating a United States Post office too, but for reasons of state (emphasis added) had been compelled to keep it secret.

Secrecy seems to be in no scarcity as it relates to several Antarctic expeditions; perhaps in no small way due to a continued concern that the Nazis had a remnant left in Antarctica from their infamous 1938-9 "New Schwabenland" colonization of Antarctica.

The web is abundant with sites setting forth information about suspected and actual German involvement in Antarctica possibly dating back even to the late 1800's. It does make one wonder if there were in fact, covert or as they say today, "black-ops" reasons for one or more of the Byrd Expeditions (including *Operation Highjump* for this discussion) as well as the private expedition of Captain Ronne.

Many online sources are available with information concerning what I have dubbed the "Byrd Conspiracy", which was not a conspiracy by Admiral Byrd, rather what may have been an apparent conspiracy by the government to keep particular information that he had uncovered during *Operation Highjump* as a secret. I am not passing judgment at this time, as I am still investigating the whole thing to my satisfaction.

However, lending credence to this conspiracy theory is the observation that Admiral Byrd does in effect seem to "disappear" from public view shortly after his return from Operation Highjump in 1947-- until approximately 1955 when he organized Operation Deep Freeze I, and he was reported to have been hospitalized (in a mental ward) shortly after his return in 1947.

This forced hospitalization is said to have come upon the tails of Byrd having made some remarkably candid comments (which included what smacked of being a description of a UFO) to a South American newspaper about what he had found during *Operation Highjump*. His disappearance from the scene after his arrival back in the states, would make it appear he may have been promptly squelched! Remember that this time period coincided roughly with the Roswell UFO sightings.

*Operation Highjump* would have been first, early in 1947, and then Roswell to follow in the summer of 1947.

This was a situation that was the last thing the government would have wanted, another military official (in this case a quite prominent and popular man who had spent years criss-crossing the United States giving lectures and whose word would have been quite respected and accepted) who apparently reported having seen/and or believing in UFOs!!

**NOTE:** If Op HJ had continued to its full expected duration of six to eight months, they would have still been in Antarctica at the time of Roswell. The expedition headed back to the U.S. in early 1947, well short of its expected ending. Some would say "limped back", after suffering great losses of personnel and equipment. The official record only sets forth a limited loss of life and aircraft, but conspiracists feel the record has been doctored or we are not being told the full story.

Contrast this lack of public accessibility after *Operation Highjump*, to the previous well-known availability of Admiral Byrd in the period following his first two Antarctic Expeditions, where there are documented philatelic items from cities all over the country serving as commemorations of where Byrd visited lecturing to the public about his travels in Antarctica. That Byrd loved to travel and lecture about his polar explorations is quite evident.

The polar regions and his expeditions were his very reason for existence; he had said from the time he was a child that he felt destined to be a polar explorer. He had a passion for all things polar, especially exploration, that could scarcely be contained.

*Operation Highjump* was at least as important in many respects, it would appear, as his previous expeditions... so,

- Where was he after his return?
- Where did he go?
- Was he locked away so he couldn't share the story of what he really had found in Antarctica?

- As some theorists suggest, during Operation Highjump, did he encounter and engage Nazi forces operating from bases that lodged advanced aircraft with advanced propulsion systems?

Many think so, and I am beginning to see some curiosities about many aspects of *Operation Highjump* and now, perhaps even with Ronne's Expedition.

The little tidbit mentioned above that Ronne forked us in his book, only begins to tell us why the **Oleana Base**, Antarctica postmark is one of the rarest polar cancels that exist. With this being the first American post office established on the Antarctic continent, it is a shame that the cancel was not used more often. Is there perhaps a larger reason why this post office was kept secret? We do know that many countries, including Britain, had concurrent secret bases and or expeditions in the same general time period, notably Port Lockroy on the Antarctic peninsula.

Port Lockroy was part of a top secret World War II British expedition called *Operation Tabarin*.

[Operation Tabarin](#) was the beginning of Britain's permanent presence on the Antarctic continent, and was built to serve as a southern outpost and to keep an eye on suspected Nazi presence on the ice. In a 2001 BBC interview, one of the last remaining survivors of that secret expedition, **Gwion Davies**, noted that the posting of mail from their secret base was a way of their laying claim to, or establishing that section of Antarctica as British sovereign territory.

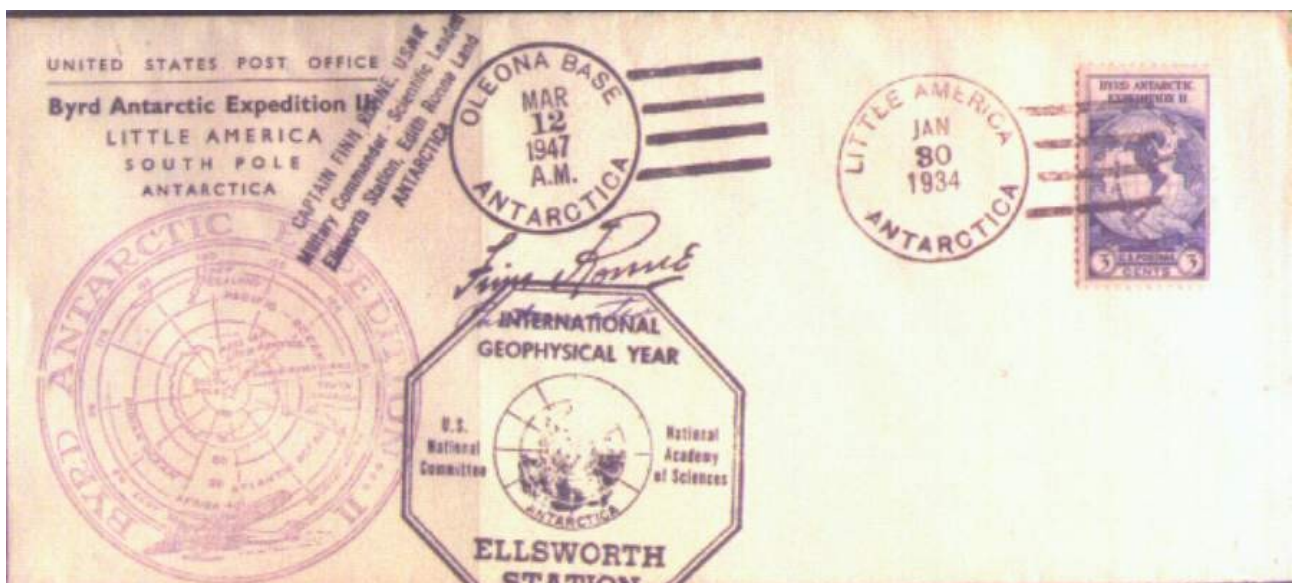
In other words, just as the Nazis are known to have dropped metal dart/markers with the Third Reich swastika emblem over a large area of Antarctica during their expedition in 1939, to act as a laying of a claim; for any country (such as Britain) to have a post office that actually accepted and postmarked mail definitely shows an intention on their part of not only [establishing a base, but of staying](#).

While the United States did not then, and does not now, recognize any country as having specific territorial claims upon Antarctica, for Ronne to have allowed his expedition members to have open mailing of letters from Oleana Base would have served a similar purpose as with Port Lockroy, but for some reason, he would not allow that to be done.

Why?

Some mail did escape, and other mail from members of the *Ronne Expedition* is known to have been posted from nearby British bases. The posting of mail often serves a geo-political purpose in addition to the simple fact it carries mail back home to loved ones; and it is a great curiosity to many polar philatelists and followers of Antarctic history that it was not done in this instance.

The full story about the existence of the post office (as well as even greater secrets?) may have passed with Captain Ronne.



The "Holy Grail" of Antarctic Covers

The *Oleana Bay* covers are most commonly seen with a date of March 12, 1947, which was the date the expedition arrived at Marguerite Bay, Antarctica.

In this instance, the cover illustrated above is extraordinary in that it is on a printed envelope from the *Byrd II Antarctic Expedition*, postmarked with the less common hand cancellation from that mission; then repost marked at *Oleana Base* in 1947, with the addition of Captain Ronne's "corner card" and the IGY Ellsworth Station octagonal cachet, and the best part of all, Ronne's signature in which he adds the word "Postmaster", rounding it out to make a splendid cover!

A cover like this would fare extremely well in a polar auction. I would go so far to term it as the "Holy Grail" of a polar collection; only very few covers I can think of would be more collectable, in my opinion.

.....

# The Antarctic Enigma

from [Violations.org](http://Violations.org) Website  
Book IV - Antarctica Enigma

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## Part I - The Antarctic Enigma

This invasion of the continent of *Antarctica* was named '*Operation High Jump*' and comprised of some 4700 military personnel, six helicopters, six Martin PBM flying boats, two seaplane tenders, fifteen other aircraft, thirteen US Navy support ships and one aircraft carrier; the *USS Philippine Sea* (right).

It seems incredible that so shortly after a war that had decimated most of Europe and crippled global economies, an expedition to *Antarctica* was undertaken with so much haste (it took advantage of the first available Antarctic summer after the war), at such cost, and with so much military hardware - unless the operation was absolutely essential to the security of the United States.

At the time of the operation, the US Navy itself was being taken apart piece by piece as the battle-tested fleet was decommissioned with its mostly civilian crew bidding farewell to the seas forever. The Navy was even reduced to further recruitment to man the few remaining ships in service (1).



Tensions across the globe were also mounting as Russia and America edged into a Cold War, possibly a Third World

War that the US would have to fight with "tragically few ships and tragically half trained men (2)." This made the sending of nearly 5,000 residual Navy personnel to a remote part of the planet where so much danger lurked in the form of icebergs, blizzards and sub-zero temperatures even more of a puzzle. The operation was also launched with incredible speed, "a matter of weeks (3)." Perhaps it would not be uncharitable to conclude that the Americans had some unfinished business connected with the war in the polar region. Indeed this was later confirmed by other events and the operation's leader, Admiral **Richard Byrd**, himself.

However, the official instructions issued by the then Chief of Naval Operations, **Chester W. Nimitz** (left), himself of German descent, were:

- (a) train personnel and test material in the frigid zones
- (b) consolidate and extend American sovereignty over the largest practical area of the Antarctic continent
- (c) to determine the feasibility of establishing and maintaining bases in the Antarctic and to investigate possible base sites
- (d) to develop techniques for establishing and maintaining air bases on the ice, (with particular attention to the later applicability of such techniques to Greenland)
- (e) amplify existing knowledge of hydrographic, geographic, geological, meteorological and electromagnetic conditions in the area (4)



Little other information was released to the media about the mission, although most journalists were suspicious of its true purpose given the huge amount of military hardware involved. The US Navy also strongly emphasized that *Operation High Jump* was going to be a navy show; Admiral Ramsey's preliminary orders of 26<sup>th</sup> August 1946 stated that "the Chief of Naval Operations only will deal with other governmental agencies" and that "no diplomatic negotiations are required. No foreign observers will be accepted." Not exactly an invitation to scrutiny, even from other arms of the government.

Admiral Byrd (centre - image right), was a strategic choice as he was a national hero to the Americans; he had pioneered the technology that would be a foundation for modern polar exploration and investigation, had been repeatedly decorated, had undertaken many expeditions to *Antarctica* and was also the first man to fly over both poles.

However, the task force itself, remained strictly under the military command of Rear Admiral Richard Cruzen (left - right image).



The ships of the central group entered the ice pack off the *Ross Sea* on 31<sup>st</sup> December 1946 and found conditions as bad as had been noted for over a century. Icebreakers such as the *USCGC Burton Island* (below), a ship that had only recently been commissioned and was still undergoing sea trials off the Californian coast when *Operation High Jump* was launched, fought to cut a way through the ice to help the men land. (Again, pulling a newly commissioned ship off trials adds to the sense of the urgency of the overall operation.)



The main force was divided into three groups. The *Central Group* comprised of the *USS Mt. Olympus* (communications); *USS Yancey* (supply); *USS Merrick* (Supply); *USS Sennet* (submarine); *USCGC Burton Island* (Icebreaker) and *USCGC Northwind* (icebreaker.)

The *East Group* consisted of the *USS Pine Island* (seaplane tender); *USS Brownson* (destroyer) and the *USS Canisteo* (tanker). Finally there was the *West Group* which was made up of the *USS Currituck* (seaplane tender); the *USS Henderson* (Destroyer) and the *USS Capapon* (tanker.) The operation also had the aircraft carrier *USS Philippine* and a Base Group headed by Commander **Clifford M. Campbell**.

Following its arrival at Antarctica, the force began a reconnaissance of the continent. Byrd himself was onboard the first of the planes to take off on 29<sup>th</sup> January 1947.



Rocket propulsion tubes (*JATO bottles*) had been attached to the side of the aircraft and the carrier was maneuvered for a 35mph run to help get the planes airborne.

"From the vibration of the great carrier", Byrd later wrote, "I knew when the captain had got the ship up to about 30 knots (35 mph). We seemed to creep along the deck at first and it looked as if we would never make it ... But when our four *JATO bottles* went off along the sides of the plane with a terrific, deafening noise I could see the deck fall away. I knew we had made it (5)."

Over the next four weeks the planes spent 220 hours in the air, flying a total of 22,700 miles and taking some 70,000 aerial photographs (6).



Then the mission that had been expected to last for between 6-8 months, came to an early and faltering end. The Chilean press reported that the mission had "*run into trouble*" and that there had been "*many fatalities*". (The official record, though, states that one plane crashed killing three men; a fourth man had perished on the ice; two helicopters had gone down although their crews had been rescued and a task force commander was nearly lost.) (7)

The Chilean claims to one side, it is known that the *Central Group of Operation High Jump* were evacuated by the *Burton Island ice-breaker* from the *Bay of Whales* (above) on 22<sup>nd</sup> February 1947; the *Western Group* headed home on 1<sup>st</sup> March 1947 and the *Eastern Group* did likewise on 4<sup>th</sup> March, a mere eight weeks after arrival.

Quite what was going on is still not a matter of public record, however it is known that Byrd was immediately summoned to *Washington* and interrogated by the *Security Services* on his return after being initially 'welcomed back' by *Secretary of War James Forrestal* (right) on 14<sup>th</sup> April 1947. (Forrestal was late to commit *suicide*.)

On 5<sup>th</sup> March 1947 the '*El Mercurio*' newspaper of *Santiago, Chile*, ran the headline 'On Board the Mount Olympus on the High Seas' which quoted Byrd in an interview with Lee van Atta.

"Adm. Byrd declared today that it was imperative for the United States to initiate immediate defense measures against hostile regions. The Admiral further stated that he didn't want to frighten anyone unduly but it was a bitter reality that in case of a new war the continental United States would be attacked by flying objects which could fly from pole to pole at incredible speeds.



Admiral Byrd repeated the above points of view, resulting from his personal knowledge gathered both at the north and south poles, before a news conference held for *International News Service*."

Bearing in mind that all this occurred (the search for craft that could fly from pole to pole at 'incredible' speeds) a year after the war had ended with Germany defeated, makes it all the more intriguing.

So who was *the enemy* that owned or flew these flying objects? *Germany* was apparently defeated, and there was no evidence that the new emerging enemy, *Russia*, had such superior technologies. Certainly there was no other known country whose activities that *could explain the US invasion of Antarctica* nor for the development of any craft that could fly "fly from Pole to pole with incredible speeds." Rumors began to circulate that whilst *Germany* had been defeated, a selection of military personnel and scientists had fled the fatherland as Allied troops swept across mainland Europe and established themselves at a base on *Antarctica* from where they continued to develop advanced aircraft based on *extraterrestrial technologies*. (It is interesting to note that at the end of the war the Allies determined that there were 250,000 Germans unaccounted for, even taking into account casualties and deaths.)

Incredible as it may sound, there is considerable supporting evidence for these claims about a German base for, on the very eve of the Second World War, the Germans themselves had invaded part of *Antarctica* and claimed it for the Third Reich.

In fact Hitler had authorized several expeditions to the poles shortly before WWII. Their stated objective was to either to rebuild and enlarge Germany's whaling fleet or test out weaponry in severely hostile conditions. Yet, if true, all of this could have been achieved at the *North Pole* rather than at both poles and been much closer to home.



The Germans had long held an interest in the South Polar region of *Antarctica* with the first Germanic research of that area being undertaken in 1873 when Sir **Eduard Dallman** (1830-1896) discovered new Antarctic routes with his ship '*Grönland*' during his expedition for the *German polar Navigation Company* of Hamburg. (The *Grönland* also achieved the distinction of being the first steamer to operate in the southern ocean.)

A further expedition took place in the early years of the twentieth century in the ship *the Gauss* (which became embedded in the ice for 12 months – left), and then a further expedition took place in 1911 under the command of **Wilhelm Filchner** (right) with his ship



the '*Deutschland*'.

Between the wars, the Germans made a further voyage in 1925 with a specially designed ship for the Polar Regions, the '*Meteor*' under the command of Dr. **Albert Merz**.



Then, in the years directly preceding the Second World War, the Germans laid claim to parts of *Antarctica* in order to set up a permanent base there. Given that no country actually '*owned*' the continent and it couldn't exactly be conquered as no-one lived there during the winter months at least, it appeared to the Germans that the most effective way to '*conquer*' part of the continent was to physically travel there, claim it, let others know of their actions and await any disagreements.

Captain **Alfred Ritscher** (left) was chosen to lead the proposed strike. He had already led expeditions to the **North Pole** and had proved himself in adverse and critical situations.

For the mission Ritscher was given the '*Schwabenland*'; a German aircraft carrier that had been used for transatlantic mail deliveries by special flightboats, the famous 10 ton *Dornier Super 'Wals'* since 1934. These '*Wals*' were launched by catapult from the *Schwabenland* and had to be accelerated to 93mph before they could become airborne. At the end of each flight a crane on the ship lifted the aircraft back on board after they landed in the sea.

The ship was refitted for the expedition in the shipyards of Hamburg, and around one million Reichmark – nearly a third of the entire expedition budget - was spent on this refit alone.

The crew was prepared for the mission by the *German Society of Polar Research* and as these preparations neared completion, the organization invited Admiral Byrd to address them, which he did.



The *Schwabenland* (below) left the port of Hamburg on 17<sup>th</sup> December 1938 and followed a precisely planned and determined route towards the southern continent. In little over a month the ship arrived at the ice covered *Antarctica*, dropping anchor at 4° 30' W and 69° 14' S on January 20<sup>th</sup> 1939 (8).



The expedition then spent three weeks off Princess Astrid Coast and Princess Martha Coast off Queen Maud Land (9). During these weeks, the two *Schwabenland* aircraft, the '*Passat*' and '*Boreas*', flew 15 missions across some 600,000 square kilometers of Antarctica, taking more than 11,000 pictures of the area with their specially designed '*Zeiss Reihenmess-bildkamas RMK 38*'. (One of these photographs, below right.)

These pictures showed that some of the older Norwegian maps of the area from 1931 were not only inaccurate, but occasionally fabricated, as the original '*maps*' bore no resemblance to the photographic images now obtained. (In fact the *Norwegian expeditions* that had prepared these earlier maps had never actually gone as far inland as some of the areas detailed on their maps.)

Nearly one fifth of *Antarctica* was reconnoitered in this way and, for the first time, ice-free areas with lakes and signs of vegetation were discovered.

This area was then declared to be under the control of the German expedition, renamed '*Neu-Schwabenland*' and hundreds of small stakes, carrying the swastika, were dumped on the snow-covered ground from the '*Wals*' to signal the new ownership.



## Part II - The Antarctic Enigma

Ritscher and the *Schwabenland* left their newly claimed territory in the middle of February 1939 and returned to Hamburg two months later, complete with photographs and maps of the new German acquisition.

The true purpose of this expedition has never been satisfactorily explained; we are merely left with a series of puzzles, related reports and snippets of information that are no longer open to verification. What is not open to doubt however, is that in the decade preceding the Second World War, the Germans did almost nothing that did not put the entire structure of the country on a war footing.

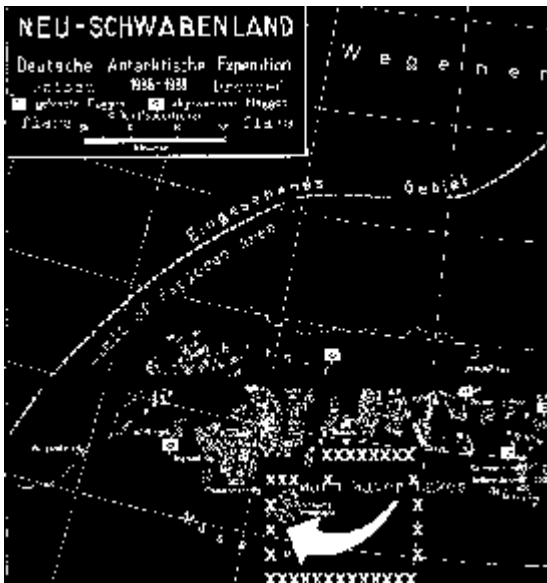
This activity affected all aspects of German life; military, civilian, economic, social and foreign policies, engineering, industry etc.



Given that the seizing of *Neu-Schwabenland* occurred on the very eve of the war, it can only be concluded that that the polar expedition was of major importance and significance to the goals and development of the planned 1000-year *Third Reich*.

And this 'invasion' was certainly not the end to German activity in the area; rather the prelude, providing support for the idea that Germany might have established a base on the apparently frozen wasteland ([click left image](#)).

That German activity continued around *Antarctica* through the war years is a matter of historical record. In 1939, the ship 'Schleswig-Holstein' is reported to have inspected *Iles Kerguelen*, *Ile Saint-Paul*, *Ile Amsterdam*, *Iles Crozet*, *Prince Edward Islands*, and *Gough Island* and later visited *Cape Town* (10).



During the period 1939 – 1941 Captain **Bernhard Rogge** of the raider ship 'Atlantis' (pictured right in the icy waters off *Antarctica*) made an extended voyage in the South Atlantic, Indian and South Pacific Oceans, and visited the *Iles Kerguelen* between December 1940 to January 1941 (burying a seaman at Bassin de la Gazelle).

The *Atlantis* is known to have been visited by an RFC-2 (the 'UFO' style craft which had served as a reconnaissance aircraft since late 1940.)



The ship then adopted a new disguise as *Tamesis* before being sunk by *HMS Devonshire* near *Ascension Island*, on 22<sup>nd</sup> November 1941 (the *Atlantis* was also known as *Hilfskreuzer 16* and was, at various times, disguised as *Kasii-Maru* or *Abbekerk*.) (11)



Although the activities of the German ship *Erlangen*, under the captaincy of Alfred Grams, do not appear to be of consequence during 1939-40, the same cannot be said of the *Komet* which was commanded by Captain **Robert Eyssen**.

Following her passage along the Northern Sea Route in 1940, this commerce raider operated in the Pacific and Indian oceans, including a voyage along the Antarctic coastline from *Cape Adare* to the *Shackleton Ice Shelf* in search of whaling vessels during February 1941. There she met the *Pinguin* and supply vessels *Alstertor* and *Adjutant*. (*Komet* was

also known as *Hilfskreuzer 45* and was sunk off *Cherbourg* in 1942.) (12)

The *Pinguin* itself under the command of Captain **Ernst-Felix Kruder** was a commerce raider that operated chiefly in the Indian Ocean. In January 1941 she captured a Norwegian whaling fleet (factory ships *Ole Wegger* and *Pelagos*, supply ship *Solglimt* and eleven whale catchers) in about 59° S, 02° 30W. One of these catchers (renamed *Adjutant*) remained as a tender and the rest were sent to France.

This ship also made anchorages at the *Iles Kerguelen* and may have landed a party on *Marion Island*. (*Pinguin* was sunk off the Persian Gulf by *HMS Cornwall* on 8<sup>th</sup> May 1941 after she had captured 136,550 tons of British and allied shipping. She was also known as *Hilfskreuzer 33*, and disguised herself at various times as *Tamerlan*, *Petschura*, *Kassos* and *Trafalgar*.) (13)

This island of *Kerguelen* (named the 'Most Useless Island In the World' in 1995) continued to feature prominently in Nazi plans. For example, in 1942 the German Navy planned to establish a meteorological station there. In May of that year the ship *Michel* (*Hilfskreuzer 28*) transferred a meteorologist and two radio operators with full equipment to a supply vessel *Charlotte Schlieman* that went on to the island, however the orders for the station were later counter-manded (14).



(*Kerguelen Island* was also the centre of a mid 19<sup>th</sup> Century mystery. Then entirely uninhabited, except for seals and seabirds, British Captain Sir **James Clark Ross** landed there in May 1840.

He found in the snow unidentifiable, "traces ... of the singular footprints of a pony, or ass, being 3 inches in length and 2½ inches in breadth, having a small deeper depression in either side, and shaped like a horseshoe." Similar markings appeared overnight in the *Devon area of England* fifteen years later and have also defied adequate explanation.)

Then in 1942 Captain Gerlach in his ship the 'Stier' investigated nearby *Gough Island* as a possible temporary base for raiders and a camp for prisoners. (*Stier* was also known as *Hilfskreuzer 23*.)

This ship activity does not appear considerable, however the level of U-boat activity in the South Atlantic was much higher. The exact nature and extent of how high will probably never be known, however some insight might be gleaned from the fact that between October 1942 and September 1944 16 German U-boats were sunk in the South Atlantic area ([see Appendix 1](#)).

Apart from their normal patrols, some of these submarines did appear to be engaged in covert activities. For example *submarine U-859* which, on 4<sup>th</sup> April 1944 at 04.40hrs, left on a mission carrying 67 men and 33 tons of mercury sealed in glass bottles in watertight tin crates.

The submarine was later sunk on 23<sup>rd</sup> September by a British submarine (*HMS Trenchant*) in the *Straits of Malacca* and although 47 of the crew died, 20 survived. Some 30 years later one of these survivors spoke openly about the cargo and divers later confirmed the story on rediscovering the mercury. The significance being that *mercury* is usable as a *fuel source for certain types of aerospace propulsion*. Why would a German submarine be transporting such a cargo so far from home?



Although this is the known record of *Nazi activity around Antarctica* before 8<sup>th</sup> May 1945 when Germany surrendered unconditionally to the Allies, events after that date suggested something was happening that did not form a part of recognized world history. Something fuelled by a statement made by **Karl Dönitz** (left).

Dönitz (16<sup>th</sup> September 1891 – 24<sup>th</sup> December 1980) had become *Oberbefehlshaber der Kriegsmarine* on 31<sup>st</sup> January 1943 and he led the German U-Boat fleet until the end of World War II. (Dönitz also has the distinction of briefly becoming head of the German state for 20 days after Hitler's death until his own capture by the Allies on 23<sup>rd</sup> May 1945.) His contribution to the mystery of post-war Antarctic activity came in a statement he made in 1943 when he declared that the German submarine fleet had rebuilt "*in another part of the world a Shangri-La land – an impenetrable fortress*." Could he have been referring to the alleged base in *Antarctica*?

Certainly there are records of continued German naval activity in the area after the war had apparently ended. For example, on 10<sup>th</sup> July 1945, more than two months after the cessation of known hostilities, the German submarine U-530 surrendered to Argentine authorities. The background to this event is puzzling. It is known that the boat had left *Lorient in France* on 22<sup>nd</sup> May 1944 under the captaincy of Otto Wermuth for operations in the *Trinidad* area, and after successfully rendezvousing with the incoming Japanese submarine I-52, it headed for *Trinidad* before finally returning to base after 133 days at sea.

The boat's official record states that between October 1944 and May 1945 it formed part of the 33<sup>rd</sup> Flotilla and on Germany's surrender Otto Wermuth's captaincy and the submarine's career came to an end. Yet two months later it arrived in *Rio de la Plata in Argentina* and surrendered to the authorities there on 10<sup>th</sup> July 1945.

History also records that the *U-boat, U-977*, left *Kristiansand in Norway* on 2<sup>nd</sup> May 1945 for combat patrol in the *English Channel*. After Germany's surrender, Captain **Heinz Schäffer** decided to head for the *South Atlantic* but he first gave the married men on board the chance to go ashore; 16 of them took Schäffer up the offer.

After a 66-day submerged trip, and a further run on the surface, *U-977* arrived in *Mar del Plata, Argentina* on 17<sup>th</sup> August, and later surrendered to the US in *Boston* on 13<sup>th</sup> November 1945 three months later. Its activities during this period are unknown.



This incident occurred shortly after the end of the war, however, there continued to be accounts of German activity for a considerable post-war period. The French '*Agence France Press*' on 25<sup>th</sup> September 1946 stated "the continuous rumors about German U-boat activity in the region of Tierra del Fuego [*'Feuerland'* in German] between the southernmost tip of Latin America and the continent of *Antarctica* are based on true happenings."

Then the French newspaper, '*France Soir*' gave the following account of an encounter with such a German U-boat. "Almost 1½ years after cessation of hostilities in Europe, the *Icelandic Whaler 'Juliana'* was stopped by a large German U-boat. The *Juliana* was in the *Antarctic region* around *Malvinas Islands* [*The Falklands*] when a German submarine surfaced and raised the German official Flag of Mourning – red with a black edge.

"The submarine commander sent out a boarding party, which approached the *Juliana* in a rubber dingy, and having boarded the whaler demanded of Capt. Hekla part of his fresh food stocks. The request was made in the definite tone

of an order to which resistance would have been unwise.

"The German officer spoke a correct English and paid for his provisions in US dollars, giving the Captain a bonus of \$10 for each member of the *Juliana* crew. Whilst the foodstuffs were being transferred to the submarine, the submarine commander informed Capt. Hekla of the exact location of a large school of whales. Later the *Juliana* found the school of whales where designated."



Could it be possible that other German U-boats, in addition to U-530 and U-977 were continuing to operate in the area following the war? There are no formal records of such activity, however it is known that 54 German U-boats 'disappeared' during the war, of which only 11 are likely to have met their fate at the hands of mines ([see Appendix II](#)).

The future may well reveal that fate of more of these submarines, however given the French and South American reports, and the number of missing U-boats, it may not be unreasonable to conclude that at least some of them relocated to the South Polar area.

History also gives us further clues as to a [Nazi-Antarctica connection](#), for it records that Hans-Ulrich Rudel of the German Luftwaffe (left) was being groomed by Hitler to be his successor. It is known that Rudel made frequent trips to *Tierra del Fuego* at the tip of South America nearest Antarctica. And one of Martin Bormann's last messages from the bunker in *Berlin* to Dönitz also mentioned Tierra del Fuego.

Then there are claims about Rudolph Hess (below right), Hitler's best friend who went to England and was arrested as a war criminal on 10<sup>th</sup> May 1941. Following his arrest, Hess was held in *Spandau Prison* in isolation until his death. Such unique treatment is suggestive that he had information that the Allies considered dangerous. Indeed, in his book '*Secret Nazi Polar Expeditions*' Christof Friedrich states Hess, "was entrusted with the all-important Antarctic file ... Hess, himself, kept the *Polar file*..." (15)



However, for *Operation High Jump* to have been an attempt to ferret out a remaining Nazi base on the *Antarctic* continent, there would have been two prerequisites. Firstly, *Operation High Jump* would have to provide evidence that the mission included a reconnaissance of *Neu-Swabenland* and secondly, there would have to be an area of the frozen continent that could allow such a base to exist throughout the year. And indeed both criteria are met.

Both the Eastern and Western Groups of *Operation High Jump* had been active around **Neu-Schwabenland**. So was a Russian boat that "proved to be unfriendly" (16).

The Eastern group were frustrated in their efforts to make a reconnaissance of the area, despite incredible efforts to secure photographs for later examination.



However by then, "it was very late in the season ... The sun had only been briefly glimpsed in the past few weeks, but everyone could tell that the continually grey skies and clouds were darkening daily. In another month all light would be gone from *Antarctica*...."

The waters girdling the continent would begin to freeze rapidly, binding unwary ships in a crushing embrace ... Dufek [the commander] was loath to surrender. He ordered his ships northwards away from the pack. Perhaps one or two more flights might be possible. But on the morning of 3 March ... virgin ice was seen to be forming on the water's surface [and the] Eastern group steamed out of *Antarctica*. (17)"

The Western Group, however, were to make a remarkable discovery. At the end of January 1947 a *PBM* piloted by Lieutenant Commander David Bunger of Coronado, California, flew from his ship, the *Currituck* and headed towards the continent's *Queen Mary Coast*.

On reaching land, Bunger flew west for a time, then, coming up over the featureless, white horizon, he saw a dark, bare area which Byrd later described as, "a land of blue and green lakes and brown hills in an otherwise limitless expanse of ice." (18)



Bunger and his men carefully reconnoitered the area before racing back to the *Currituck* with news of their find. The 'oasis' they had discovered covered an area of some three hundred square miles of the continent and contained three large, *open water lakes* along with a number of *smaller lakes*. These lakes were separated by masses of barren, reddish-brown rocks possibly indicating the presence of iron ore.

Several days later, Bunger returned to the area, and found that the water was warm to the touch and the lake itself was filled with red, blue and green algae giving it a distinctive colour. Bunger filled a bottle with the water which later, "turned out to be brackish, a clue to the fact that the 'lake' was actually an arm of the open sea." (19) This is important for two reasons; warm, inland lakes connected to the surrounding oceans would be perfect for submarines to hide within, and similar lakes have been noted in *Neu-Schwabenland*, the site of the alleged Nazi base.

There is no conclusive evidence of a *Nazi base on Antarctica*, however that something untoward was happening on, or around, the frozen continent appears, on balance of probabilities, to be likely. The evidence is there:

i) The Germans invaded and claimed part of *Antarctica* on the very eve of the war when all of their activity was geared towards the war machine and the establishment of a 1000-year Reich.

ii) There was ongoing ship and submarine activity in the *South Atlantic and polar regions* throughout and after the war had apparently ended.

iii) The US invaded the continent itself with considerable naval resources leaving mainland America exposed and vulnerable as the world edged into the Cold War. The task force limped home as if defeated only weeks later, and the local *South American press* wrote of such a defeat.

iv) Admiral Byrd spoke of *objects that could fly from pole to pole* at incredible speeds being based on Antarctica.

v) Hundreds of thousands of Germans and numerous U-boats were missing at the end of the war. The connection between *Antarctica* and the *UFO phenomenon* was sealed with claims made by one **Albert K. Bender** who stated that he, "went into the fantastic and came up with an answer ... I know what the saucers are."

### Part III - The Antarctic Enigma

**Albert Bender** ran an organization called the '*International Flying Saucer Bureau*' a small *UFO organization* based in Connecticut, USA and he also edited a publication known as the '*Space Review*' which was committed to the dissemination of news about *UFOs*.



In truth, the organization had only a small membership and the publication circulated amongst hundreds rather than thousands, but that its members and readers valued it was in little doubt. The publication itself advocated that flying saucers were spacecraft of extraterrestrial origin.

Then, in the October 1953 edition of '*Space Review*', there were two major announcements. The first was headed '*Late Bulletin*' and stated:

"A source which the *IFSB* considers very reliable has informed us that the investigation of the flying saucer mystery and the solution is approaching final stages. This same source to whom we had referred data, which had come into our possession, suggested that it was not the proper method and time to publish the data in *Space Review*."

The second announcement read:

"Statement of Importance: The mystery of the flying saucers is no longer a mystery. The source is already known, but any information about this is being withheld by order from a higher source. We would like to print the full story in *Space Review*, but because of the nature of the information we are very sorry that we have been advised in the negative." The statement ended in the sentence "We advise those engaged in saucer work to please be very cautious."

These announcements were of little significance in themselves. What gained them wider attention was the fact that immediately after publishing this October 1953 issue, Bender suspended further publication of the magazine and closed the *IFSB* down without any further explanation.



Bender might have known "*what the flying saucers*" were, but he later revealed in a local newspaper interview that he was keeping his knowledge a secret following a visit by three men who apparently confirmed he was right about his *UFO* theory, but put him in sufficient fear to immediately close down his organization and cease publication of the journal.

It has been argued that the story of being visited by three strangers and being '*warned off*' was a front to close a publication that was losing money, however the fact that Bender had been "*scared to death*" and "*actually couldn't eat for a couple of*

days" was verified by his friends and associates.

However, in 1963, a full decade after his visit from the three strangers, Bender was seemingly prepared to reveal more of his story in a largely unreadable book entitled 'Flying Saucers and the Three Men in Black.' The book was scant on facts however intriguingly described *extraterrestrial spacecraft* that had bases in Antarctica. This was apparently the truth Bender was terrorized into not revealing. Bender also provided images of the saucers he was aware of. Yet again we see a drawing of his *UFO* with the three bubbles underneath, reminiscent of the [Haunebu II](#) alongside a cigar shaped object, of which more later.

Ernst Zundel, a German scientist turned author who had entered the US under [Operation Paperclip](#) at the end of the war and who worked at *Wright Field* (later *Wright Patterson AFB* where the alleged *Roswell* debris was housed), also made claims about the nature of the activity in *Antarctica*.

In the 1970s Zundel wrote a book 'UFOs: Nazi Secret Weapons?' in which he claimed that *UFOs* were [secret Nazi weapons](#) developed during the Second World War, and some of them had been shipped out towards the end of the war and hidden at the poles. Publication of the book coincided with a tidal wave of renewed interest in all things spiritual, and Zundel was invited on to countless talk shows to share his views on spaceships, free energies, electromagnetism, emergent technologies and some of the positive contributions made by the *Germans* under the *Third Reich* in these fields (26).

Zundel was actually only really interested in promoting his holocaust theory, described in his book 'Did Six Million Really Die?' however found that his *Nazi* and 'Hollow Earth' ideas proved a greater attraction to television producers.

Zundel explains:

"I realized that North Americans were not interested in being educated. They want to be entertained. The book was for fun. With a picture of the *Fuhrer* on the cover and flying saucers coming out of *Antarctica* it was a chance to get on radio and TV talk shows.



For about 15 minutes of an hour program I'd talk about that esoteric stuff. Then I would start talking about all those Jewish scientists in concentration camps, working on these secret weapons. And that was my chance to talk about what I wanted to talk about." (27)

The idea however, gripped the popular imagination and took on a life of its own. Zundel's publishing company, 'Samisdat', started to make a name for itself by issuing newsletters and books on the subject. An expedition to *Antarctica* itself was even proposed to seek out 'Hitler's *UFO* bases' there. (click image above)

Yet such claims would have died out had they not been based on at least some real events. That something strange was happening around the foreboding continent took an interesting turn in the 1960s when the Argentine Navy was charged with the official investigation into strange sightings in the sky. A 1965 official report prepared by Captain **Sanchez Moreno** of the *Naval Air Station*, Comandante Espora in *Bahia Blanca* stated:

"Between 1950 and 1965, personnel of Argentina's Navy alone made 22 sightings of unidentified flying objects that were not airplanes, satellites, weather balloons or any type of known (aerial) vehicles. These 22 cases served as precedents for intensifying that investigation of the subject by the Navy (20)."

Following a series of sightings at Argentine and Chilean meteorological stations on *Deception Island*, *Antarctica*, in June and July 1965, Captain Engineer Omar Pagani disclosed at a press conference that, "the unidentified flying objects do exist. Their presence in Argentine airspace is proven. Their nature and origin are unknown and no judgment is made about them." (21)



More details of these UFO sightings were given in a report in the Brazilian newspaper 'O Estado de Sao Paulo' in its 8<sup>th</sup> July 1965 edition.

"For the first time in history, an official communiqué has been published by a government about the flying saucers. It is a document from the Argentine Navy, based on the statements of a large number of Argentine, Chilean and British sailors stationed in the naval base in Antarctica.

The communiqué declared that the personnel of *Deception Island* (left) naval base saw, at nineteen hours forty minutes on 3 July, a flying object of lenticular shape, with a solid appearance and a colouring in which red and green prevailed and, for a few moments, yellow. The machine was flying in a zig-zag fashion, and in a generally western direction, but it changed course several times and changed speed, having an inclination of about forty-five degrees above the horizon. The craft also remained stationary for about twenty minutes at a height of approximately 5,000 meters,

producing no sound.

The communiqué states moreover that the prevailing meteorological conditions when the phenomenon was observed can be considered excellent for the region in question and the time of year. The sky was clear and quite a lot of stars were visible.

The Secretariat of the Argentine Navy also states in its communiqué that the occurrence was witnessed by scientists of the three naval bases and that the facts described by these people agree completely." (22)

In March 1950 Commodore Augusto Vars Orrego of the Chilean Navy shot still pictures and 8mm movie footage of a very large cigar shaped flying object that hovered over and maneuvered about in the frigid skies above the Chilean Antarctic. Orrego stated,

"during the bright *Antarctic night*, we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw (23)."

There have been other Chilean sightings.

Then during January 1956 an event was witnessed by a group of Chilean scientists who had been flown by helicopter to *Robertson Island* in the *Wendell Sea* to study geology, fauna and other features. This experience was the subject of a later article entitled '*A Cigar-Shaped UFO over Antarctica*.'

"At the beginning of January 1956, during a period of stormy weather, the party suddenly became aware of something which, in other circumstances, could have been very grave for them. This was that their radio had mysteriously ceased to function. This was not too worrying a disaster in so much as it was firmly settled that the helicopter would return to take them off again on January 20."

One of the scientists, a doctor, was in the habit of getting up in the night to observe anything of meteorological interest, but another of the group, a professor, did not like to be disturbed. However on the night of 8<sup>th</sup> January 1956, the Doctor decided to wake the professor. He,

"pointed upwards, almost overhead. Still in a bad temper through being disturbed, [the professor] looked as directed, and beheld two '*metallic*' *cigar-shaped objects* in vertical positions, perfectly still and silent, and flashing vividly the reflected rays of the sun."

Soon after 7.00am, two other members of the party, an assistant and a medical orderly joined the two men. The group watched the two craft.

"At about 9.00am object No. 1 (the nearest to the zenith) suddenly assumed a horizontal posture and shot away like a flash towards the west. It had now lost its metallic brightness and had taken on the whole gamut of visible colours of the spectrum, from infrared to ultra-violet.

"Without slowing down it performed an incredible acute-angle change of direction, shot off across another section of the sky and then did another sharp turn as before. These vertiginous maneuvers, the zig-zagging, abrupt stopping, instantaneous accelerating, went on for some time right overhead, the object always following tangential trajectories in respect to the Earth and all in the most absolute silence.

"The demonstration lasted about five minutes. Then the object returned and took up position beside its companion in almost the same area of the sky as before, but now it was the turn of No. 2 to show its paces and do a weird zigzagging dance. Shooting off towards the east, it performed a series of ten disjointed bursts of flight, broken by brusque changes of direction, and marked by the same colour changes when accelerating or stopping, and so on. After about three minutes of this, object No. 2 returned and took up its station near its companion, and reassumed its original solid and metallic appearance.

"The scientists had with them two *Geiger-Miller counters* of high sensitivity, one of the auditory and the other of the flash-type. When the two objects had finished their dance and reassumed their stations in the sky, someone discovered that the flash-type Geiger counter now showed that radioactivity around them had suddenly increased 40 times – enough to kill any organism subjected long enough to it. The discovery greatly increased the anxiety felt by the four men ...

"Although they had no telescopic lens, they did however have cameras with them, and they took numerous photographs of the objects, both in colour and black and white. We are not told in the report what became of these photographs." (24).

Five years later there was another documented account of a *UFO sighting over Antarctica* by Rubens Junqueira Villela, a meteorologist and the first Brazilian scientist to participate in an expedition to the white continent, now a veteran of eleven expeditions to *Antarctica* (two with the US Navy, eight with the Brazilian Antarctic Programme and another on the sailing ship *Rapa Nui*). Whilst on board the *US Navy icebreaker Glacier* (below right) which had set sail from New Zealand at the end of January 1961, Villela claims that he witnessed a *UFO* event in the skies over *Antarctica* which he immediately recorded in his diary, even including the emotions felt by all those involved. During 16<sup>th</sup> March 1961 and after a fierce storm had forced the expedition to retreat to *Admiralty Bay* in the *King George Isles*,

"a strange light suddenly crossed the sky, and everyone started to shout.

"'It's a missile!' said one excited Marine. 'No, it's a meteor,' barked another member of the crew. The excitement was wide-spread and growing. Trying to describe the light which appeared over *Almirantado Bay* wasn't easy ... I wrote in my diary: 'Positively the colors, the configuration and contours of the object, as a bodied [sic] light, with geometric forms, did not seem to be from this world, and I did not know what could possibly reproduce it.'"

"The object was multi-colored and had a luminous body – oval-shaped. It left a long tube-like orange/red trail. Suddenly, it split into two pieces, as if it had exploded. Each part shone even more intensively, with white, blue and red colors projecting 'V' shaped rays behind it. Quite quickly they moved away and could be seen 200 meters above the ground ... Throughout the sighting no noise was heard by any of the witnesses."



"The US Navy officially registered the incident as "a meteor or some other natural luminous phenomenon" according to the report submitted by the Glacier's captain, Captain Porter.

As a trained meteorologist, Villela easily dismissed the official line. "How could they mistake a meteor with an object carrying antennae, completely symmetrical and followed by a tail without any sight of atmospheric disturbance?" (25)

The renowned skeptic and self-styled debunker, Phillip Klaus, believes this episode is a classic example of '*plasma*', however the late meteorologist, James McDonald argued that the highly structured nature of the object and the low cloud overcast present at about 1500 feet were not compatible with Klass's hypothesis.

The South Atlantic area was also host to another sighting on 16<sup>th</sup> January 1958 when the Brazilian naval vessel *Almirante Salddanha* was escorting a team of scientists to a weather station on *Trindade Island*. As the ship approach the island (or rather an outcrop of rock) a *UFO* reportedly swooped past the ship, circled the island, then flew off in front of dozens of witnesses.



One of these witnesses, the expedition photographer, took a number of photographs of the object, and later the film was handed over to the military by the Captain. After analysis, the Brazilian government released the film stating that they were unable to account for the images.

Whatever was going on in the *Antarctic region*, it certainly wasn't happening in isolation.

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## Appendix 1

The following lists all the U-boats that disappeared during the Second World War for which there is no explanation available (the fate of all other U-boats is meticulously recorded). It is possible that new data may become available to account for these 'disappearances', and it certainly should not be assumed that these submarines all made their way to Antarctica. Where a possible explanation has been suggested, this is recorded in the comments column.

Boat	Date missing	Last known location	Comments
U-22	23.03.40	Jammer Bay	Possibly lost by mine.
U-54	20.02.40	North Sea	Possibly lost by mine.
U-122	22.06.40	Baby of Biscay	
U-104	28.11.40	North-west of Ireland	Possibly lost by mine.
U-47	07.03.41	North Atlantic	
U-206	29.11.41	Bay of Biscay	Possibly lost by mine.
U-578	06.08.42	Bay of Biscay	
U-116	.10.42	North Atlantic	
U-184	21.11.42	North Atlantic	
U-337	03.01.43	North Atlantic	
U-553	.01.43	North Atlantic	Presumed sunk.
U-519	31.01.43	Bay of Biscay	
U-529	12.02.43	North Atlantic	
U-376	13.04.43	Bay of Biscay	
U-209	07.05.43	North Atlantic	
U-381	21.05.43	South Greenland	
U-647	22.07.43	North of Shetlands	Possibly lost by mine.
U-84	26.08.43	North Atlantic	
U-669	08.09.43	Bay of Biscay	
U-338	20.09.43	North Atlantic	
U-420	20.10.43	North Atlantic	
U-86	14.12.43	North Atlantic	
U-364	31.01.44	Bay of Biscay	
U-666	10.02.44	North Atlantic	
U-851	27.03.44	North Atlantic	Presumed sunk.
U-335	04.04.44	Arctic Sea	
U-455	06.04.44	Ligurian Sea	
U-193	23.04.44	Bay of Biscay	
U-240	17.05.44	Off Norway	
U-740	06.06.44	English Channel	

U-1191	12.06.44	English Channel	
U-743	21.08.44	North Atlantic	
U-180	23.08.44	Bay of Biscay	
U-925	24.08.44	North Atlantic	
U-865	09.09.44	Norway	
U-703	16.09.44	Iceland	
U-921	02.10.44	Norway	
U-479	15.11.44	Finland	
U-196	01.12.44	South of Java	Possible accident.
U-482	.12.44	North Sea	Possibly lost by mine.
U-650	09.12.44	North Atlantic	
U-1020	31.12.44	North Sea	
U-297	03.01.45	North Atlantic	
U-745	30.01.45	Finland	Possibly lost by mine.
U-327	30.01.45	North Atlantic	
U-683	20.02.45	North Atlantic	
U-296	12.03.45	North Channel	Possibly lost by mine.
U-1055	23.03.45	North Atlantic	
U-246	05.04.45	Not known.	
U-325	07.04.45	North Atlantic	
U-398	17.04.45	North Atlantic	
U-857	.04.45	North Atlantic	
U-396	.04.45	Not known	

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## Appendix 2

The following lists all the U-boats that were sunk in the South Atlantic during the Second World War.

<b>Boat:</b>	<b>Date sunk:</b>	<b>Boat:</b>	<b>Date sunk:</b>
U-179	08.10.42	U-199	31.07.43
U-164	06.01.43	U-604	11.08.43
U-507	13.01.43	U-161	27.09.43
U-128	17.05.43	U-848	05.11.43
U-513	19.07.43	U-849	25.11.43
U-598	23.07.43	U-860	15.06.44
U-591	30.07.43	U-863	29.09.44

.....

**Operation Highjump**

# **The Great Antarctic Expedition**

- THE UNITED STATES NAVY ANTARCTIC DEVELOPMENTS PROJECT 1946-1947 -  
RADM Richard E. Byrd (USN Ret.) - Officer in Charge TASK FORCE 68  
RADM Richard H. Cruzen, USN, Commander TASK FORCE 68  
from [South-Pole Website](#)

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- [Roald Amundsen](#)
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**[Return to Germany's ET Contacts? - Its Legacy On The Twentieth Century And After...](#)**

**[Return to Antarctica Rediscovered](#)**

**[Return to Operation High-Jump](#)**

***George One  
Operation Highjump  
Crew Recovery***

EAST GROUP (Task Group 68.3)  
Captain George J. Dufek, USN  
Seaplane

[USS PINE ISLAND](#): Tender  
[USS BROWNSON](#): Destroyer  
[USS CANISTEO](#): Tanker

WEST GROUP (Task Group 68.2)  
Captain Charles A. Bond, USN

[USS CURRITUCK](#): Seaplane Tender  
[USS HENDERSON](#): Destroyer  
[USS CACAPON](#): Tanker

CENTRAL GROUP (Task Group 68.1)

[USS MOUNT OLYMPUS](#): Communications

[USS YANCEY](#): Supply  
[USS MERRICK](#): Supply  
[USS SENNET](#): Submarine  
[USS BURTON ISLAND](#): Icebreaker  
[USCGC NORTHWIND](#): Icebreaker

CARRIER GROUP (Task Group 68.4)

[USS PHILIPPINE SEA](#): Aircraft Carrier

BASE GROUP (Task Group 68.5)

CDR Clifford M. Campbell, USN, Commander  
TG68.5, Little America IV



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**CHAPTER ONE**  
In the Beginning

Nineteen forty-six was an unusual time, both in the United States and abroad.

Post World War II was a time of victory, a time of defeat and a time of recovery as the world would never be the same again. Former enemies became friends as former friends became bitter opponents. Difficult economic times of the Depression era, followed by a stifled economy during the war, had left the United States with an infrastructure much the same as it had been prior to those events.

Nearly twenty years had passed since the Great Depression yet it still took a minimum of 14 hours to travel coast-to-coast by DC-3, DC-4 or by Martin 202. Our telecommunications network and transcontinental railway system had not materially changed since 1928, yet by mid-summer 1946 the country was busy building the foundation of a new America.

Following the war, America was suddenly burdened with the responsibility of a Superpower, becoming a world leader in the political and economic arena nearly overnight. Americans from one end of the country to the other were becoming skeptical of their former ally, the Soviet Union. Soviet aggressiveness dominated events and discussions around the world as the cold war took root in that summer of 1946.

The American people were tired after fifteen years of scarcity and sacrifice and anger swelled under fresh fears of further economic hardship. The administration in Washington was considered by many to be uncertain and fumbling. As a result, the frustration was summed up by the Republican Party with the catch phrase, "Had Enough?" The Republican Party took control of Congress in the off-year election that fall.

Meanwhile, the world's greatest navy was being taken apart, piece by piece.

At the great naval bases in Norfolk, San Diego, Pearl Harbor, Yokosuka and Quonset Point - wherever navy men gathered - gloom and doom ran unchecked that summer of 1946. As worldwide tensions brewed in increasing fervor, a huge, battle-tested armada was being systematically decommissioned. Destroyers, battleships, aircraft carriers and dozens of other vessels were slipping into quiet backwaters alongside remote docks in uncaring ports.

Surprisingly, most of the ships were less than ten years old, yet after a few short years of battle they were sentenced to a life of neglect and inactivity. The primarily civilian crews had no difficulty saying good-bye but the comparative handful of professional sailors worked feverishly to position themselves for the few choice service jobs remaining. By mid-1946 the United States Navy was rapidly becoming a shadow of its former self.

To man the few remaining ships, the navy was forced to recruit young men all over again, just as it had done for the war. The young boys of 1942, now hardened veterans from fighting in North Africa, Guadalcanal, Sicily, Saipan, Normandy, Okinawa and Iwo Jima, were all too happy to remove their uniform and begin civilian life. The new crewmen were quickly trained in 1945 and 1946, while the navy wound down for an anticipated long period of inactivity.

Meanwhile, as sadness permeated the American naval bases, Admiral D. C. Ramsey, chief of naval operations, was in Washington signing his name to an astounding set of orders addressed to commanders in chief of the Atlantic and Pacific Fleets. These orders would establish the Antarctic Developments Project which would be carried out during the forthcoming Antarctic summer (December 1946 - March 1947).

Chief of naval operations, Chester W. Nimitz, code named the project Operation Highjump. Instructions were for twelve ships and several thousand men to make their way to the Antarctic rim to,

1. train personnel and test material in the frigid zones
2. consolidate and extend American sovereignty over the largest practical area of the Antarctic continent
3. determine the feasibility of establishing and maintaining bases in the Antarctic and to investigate possible base sites
4. develop techniques for establishing and maintaining air bases on the ice, with particular attention to the later applicability of such techniques to operations in interior Greenland, where, it was claimed, physical and climatic conditions resembled those in Antarctica
5. amplify existing knowledge of hydrographic, geographic, geological, meteorological and electromagnetic conditions in the area.

Tentative plans would establish an American base on the Ross Ice Shelf near Little America III, home to



# The Secret Land

## - The Movie -

This movie was made to cover up the *THREE HOUR missing time* when Admiral **Byrd** met with the *nazis* at their secret base in Neuschwabenland (Antarctica).

### Excerpts from the movie "The Secret Land"

In 1947 Secretary of the Navy **James Forrestal** sent a naval task force to Antarctic including Admiral **Nimitz**, Admiral **Krusen** and Admiral **Byrd**, called "*Operation Highjump*".

It was touted to be an expedition to find "coal deposits" and other valuable resources, but in actuality they were trying to find the *underground base of the nazis* in *Neuschwabenlandt*. The nazis had done a very detailed study of Antarctica and were alleged to have built an underground base there. In this regard however, the *aryans* have had an underground habitation in *Antarctic* for more than a million years.

The task force of OVER 40 SHIPS, included the flagship "*Mount Olympus*", the aircraft carrier "*Philipine Sea*", the seaplane tender "*Pine Sea*", the submarine "*Senate*", the destroyer "*Bronson*", the ice breaker "*Northwind*", and other tanker and supply ships.

An armed contingent of 1400 sailors, and three dog sled teams were also on board.

The expedition was filmed by the Navy and brought to Hollywood to be made into a commercial film called "*The Secret Land*". It was narrated by Hollywood actor Robert Montgomery (Naval reserve Officer) .

There were three divisions of *Operation High Jump*: one land group with tractors, explosives, and plenty of equipment to refurbish "*Little America*", and make an airstrip to land the six R-4D's (DC-3's), and two seaplane groups.

The R-4D's were fitted with jet-assist takeoff bottles (JATO) in order to takeoff from the short runway of the aircraft carrier "*Philipine Sea*".

They also were fitted with large skis for landing on the ice field prepared for them. The skis were specially fitted at three inches above the surface of the carrier deck. When landing on the ice at "*Little America*" the three inches of tire in contact with the snow and ice provided just enough and not too much drag for a smooth landing.

Admiral Byrd's team of six R-4-D's were fitted with the super secret "*Trimetricon*" spy cameras and each plane was trailing a magnetometer.

They flew over as much of the continent as they could in the short three month "summer" period, mapping and recording magnetic data. *Magnetometers* show anomalies in the Earth's magnetism, i.e. if there is a "hollow" place under the surface ice or ground, it will show up on the meter.

On the last of many "mapping" flights where all six planes went out, each on certain pre-ordained paths to film and "measure" with *magnetometers*, Admiral Byrd's plane returned THREE HOURS LATE.

It was stated that he had "lost an engine" and has had to throw everything overboard except the films themselves and the results of *magnetometer* readings in order to maintain altitude long enough to return to *Little America*. This is most certainly the time when he met with representatives of the *aryans* and a contingent of *nazis*.

The task force came steaming back with their data which then became classified "*top secret*". Secretary of the Navy James Forrestal retired and started to "*talk*". He was put in Bethesda Naval Hospital psychiatric ward where he was prevented from seeing or talking to anyone, including his wife. After a short while he was thrown out the window while trying to hang himself with a bedsheet. It was ruled a suicide, case closed.

He was telling people about the *underground aryan base*.

## Multimedia

1.  [The Secret Land](#) - (Movie Original Trailer)
2. The Secret Land - 1947 Byrd Antarctic Operation Highjump:

### The Secret Land

Admiral Byrd and Operation Highjump

This film documents the largest expedition ever undertaken to explore Antarctica.

The expedition, code named "Operation High Jump," was made by the U.S. Navy and involved 13 ships (including one submarine), 23 aircraft, and about 4700 men.

The film was shot by photographers from all branches of the U.S. military. One purpose of the expedition was to explore and photograph several thousand square miles of inland and coastal areas that had not been previously mapped. Operation Highjump has become a topic among some UFO researchers, who claim it was a covert United States military operation to conquer alleged secret underground Nazi facilities in Antarctica and capture the German Vril flying discs, or Thule mercury-powered spaceship prototypes.

The quality of the movie reflects its age, but it's not too bad. You have to wonder why such a huge undertaking was made right after WW2 and supposedly for the sole purposes of mapping the Antarctic and to evaluate how troops could perform in arctic conditions.

[Go Back to Operation High-](#)

[Jump](#)  
[Go Back to Admiral Richard Byrd](#)



## Admiral Richard B. Byrd's Diary (Feb. Mar. 1947)

### The exploration flight over the North Pole

(The Inner Earth My Secret Diary)

I must write this diary in secrecy and obscurity. It concerns my Arctic flight of the nineteenth day of February in the year of Nineteen and Forty Seven.

There comes a time when the rationality of men must fade into insignificance and one must accept the inevitability of the Truth! I am not at liberty to disclose the following documentation at this writing ...perhaps it shall never see the light of public scrutiny, but I must do my duty and record here for all to read one day. In a world of greed and exploitation of certain of mankind can no longer suppress that which is truth.

### **FLIGHT LOG: BASE CAMP ARCTIC, 2/19/1947**

0600 Hours- All preparations are complete for our flight north ward and we are airborne with full fuel tanks at 0610 Hours.

0620 Hours- fuel mixture on starboard engine seems too rich, adjustment made and Pratt Whittneys are running smoothly.

0730 Hours- Radio Check with base camp. All is well and radio reception is normal.

0740 Hours- Note slight oil leak in starboard engine, oil pressure indicator seems normal, however.

0800 Hours- Slight turbulence noted from easterly direction at altitude of 2321 feet, correction to 1700 feet, no further turbulence, but tail wind increases, slight adjustment in throttle controls, aircraft performing very well now.

0815 Hours- Radio Check with base camp, situation normal.

0830 Hours- Turbulence encountered again, increase altitude to 2900 feet, smooth flight conditions again.

0910 Hours- Vast Ice and snow below, note coloration of yellowish nature, and disperse in a linear pattern. Altering course for a better examination of this color pattern below, note reddish or purple color also. Circle this area two full turns and return to assigned compass heading. Position check made again to base camp, and relay information concerning colorations in the Ice and snow below.

0910 Hours- Both Magnetic and Gyro compasses beginning to gyrate and wobble, we are unable to hold our heading by instrumentation. Take bearing with Sun compass, yet all seems well. The controls are seemingly slow to respond and have sluggish quality, but there is no indication of icing!

0915 Hours- In the distance is what appears to be mountains.

0949 Hours- 29 minutes elapsed flight time from the first sighting of the mountains, it is no illusion. They are mountains and consisting of a small range that I have never seen before!

0955 Hours- Altitude change to 2950 feet, encountering strong turbulence again.

1000 Hours- We are crossing over the small mountain range and still proceeding northward as best as can be ascertained. Beyond the mountain range is what appears to be a valley with a small river or stream running through the center portion. There should be no green valley below! Something is definitely wrong and abnormal here! We should be over Ice and Snow! To the portside are great forests growing on the mountain slopes. Our navigation Instruments are still spinning, the gyroscope is oscillating back and forth!

1005 Hours- I alter altitude to 1400 feet and execute a sharp left turn to better examine the valley below. It is green with either moss or a type of tight knit grass. The Light here seems different. I cannot see the Sun anymore. We make another left turn and we spot what seems to be a large animal of some kind below us. It appears to be an elephant! NO!!! It looks more like a mammoth! This is incredible! Yet, there it is! Decrease altitude to 1000 feet and take binoculars to better examine the animal. It is confirmed - it is definitely a mammoth-like animal! Report this to base camp.

1030 Hours- Encountering more rolling green hills now. The external temperature indicator reads 74 degrees Fahrenheit! Continuing on our heading now. Navigation instruments seem normal now. I am puzzled over their actions. Attempt to contact base camp. Radio is not functioning!

1130 Hours- Countryside below is more level and normal (if I may use that word). Ahead we spot what seems to be a city!!!! This is impossible! Aircraft seems light and oddly buoyant. The controls refuse to respond!! My GOD!!! Off our port and star board wings are a strange type of aircraft. They are closing rapidly alongside! They are disc-shaped and have a radiant quality to them. They are close enough now to see the markings on them. It is a type of Swastika!!! This is fantastic. Where are we! What has happened. I tug at the controls again. They will not respond!!!! We are caught in an invisible vice grip of some type!

1135 Hours- Our radio crackles and a voice comes through in English with what perhaps is a slight Nordic or Germanic accent! The message is: 'Welcome, Admiral, to our domain. We shall land you in exactly seven minutes! Relax, Admiral, you are in good hands.' I note the engines of our plane have stopped running! The aircraft is under some strange control and is now turning itself. The controls are useless.

1140 Hours- Another radio message received. We begin the landing process now, and in moments the plane shudders slightly, and begins a descent as though caught in some great unseen elevator! The downward motion is negligible, and we touch down with only a slight jolt!

1145 Hours- I am making a hasty last entry in the flight log. Several men are approaching on foot toward our aircraft. They are tall with blond hair. In the distance is a large shimmering city pulsating with rainbow hues of color. I do not know what is going to happen now, but I see no signs of weapons on those approaching. I hear now a voice ordering me by name to open the cargo door. I comply. END LOG

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From this point I write all the following events here from memory. It defies the imagination and would seem all but madness if it had not happened.

The radioman and I are taken from the aircraft and we are received in a most cordial manner. We were then boarded on a small platform-like conveyance with no wheels! It moves us toward the glowing city with great swiftness. As we approach, the city seems to be made of a crystal material. Soon we arrive at a large building that is a type I have never seen before. It appears to be right out of the design board of *Frank Lloyd Wright*, or perhaps more correctly, out of a *Buck Rogers* setting!! We are given some type of warm beverage which tasted like nothing I have ever savored before. It is delicious. After about ten minutes, two of our wondrous appearing hosts come to our quarters and announce that I am to accompany them. I have no choice but to

comply. I leave my radioman behind and we walk a short distance and enter into what seems to be an elevator.

We descend downward for some moments, the machine stops, and the door lifts silently upward! We then proceed down a long hallway that is lit by a rose-colored light that seems to be emanating from the very walls themselves! One of the beings motions for us to stop before a great door. Over the door is an inscription that I cannot read. The great door slides noiselessly open and I am beckoned to enter. One of my hosts speaks. *'Have no fear, Admiral, you are to have an audience with the Master...'*

I step inside and my eyes adjust to the beautiful coloration that seems to be filling the room completely. Then I begin to see my surroundings. What greeted my eyes is the most beautiful sight of my entire existence. It is in fact too beautiful and wondrous to describe. It is exquisite and delicate. I do not think there exists a human term that can describe it in any detail with justice! My thoughts are interrupted in a cordial manner by a warm rich voice of melodious quality, *'I bid you welcome to our domain, Admiral.'* I see a man with delicate features and with the etching of years upon his face. He is seated at a long table. He motions me to sit down in one of the chairs. After I am seated, he places his fingertips together and smiles. He speaks softly again, and conveys the following:

*'We have let you enter here because you are of noble character and well-known on the Surface World, Admiral.'*

Surface World, I half-gasp under my breath!

*'Yes,'* the Master replies with a smile, *'you are in the domain of the Arianni, the Inner World of the Earth. We shall not long delay your mission, and you will be safely escorted back to the surface and for a distance beyond. But now, Admiral, I shall tell you why you have been summoned here. Our interest rightly begins just after your race exploded the first atomic bombs over Hiroshima and Nagasaki, Japan. It was at that alarming time we sent our flying machines, the "Flugelrads", to your surface world to investigate what your race had done. That is, of course, past history now, my dear Admiral, but I must continue on. You see, we have never interfered before in your race's wars, and barbarity, but now we must, for you have learned to tamper with a certain power that is not for man, namely, that of atomic energy. Our emissaries have already delivered messages to the powers of your world, and yet they do not heed. Now you have been chosen to be witness here that our world does exist. You see, our Culture and Science is many thousands of years beyond your race, Admiral.'*

I interrupted,

*'But what does this have to do with me, Sir?'*

The Master's eyes seemed to penetrate deeply into my mind, and after studying me for a few moments he replied,

*'Your race has now reached the point of no return, for there are those among you who would destroy your very world rather than relinquish their power as they know it...'* I nodded, and the Master continued, *'In 1945 and afterward, we tried to contact your race, but our efforts were met with hostility, our Flugelrads were fired upon. Yes, even pursued with malice and animosity by your fighter planes. So, now, I say to you, my son, there is a great storm gathering in your world, a black fury that will not spend itself for many years. There will be no answer in your arms, there will be no safety in your science. It may rage on until every flower of your culture is trampled, and all human things are leveled in vast chaos. Your recent war was only a prelude of what is yet to come for your race. We here see it more clearly with each hour.. do you say I am mistaken?'*

*'No,'* I answer, *'it happened once before, the dark ages came and they lasted for more than five hundred years.'*

*'Yes, my son,'* replied the Master, *'the dark ages that will come now for your race will cover the Earth like a pall, but I believe that some of your race will live through the storm, beyond that, I cannot say. We see at a great distance a new world stirring from the ruins of your race, seeking its lost and legendary treasures, and they will be here, my son, safe in our keeping. When that time arrives, we shall come forward again to help revive your culture and your race. Perhaps, by then, you will have learned the futility of war and its strife...and after that time, certain of your culture and science will be returned for your race to begin anew. You, my son, are to return to the Surface World with this message.....'*

With these closing words, our meeting seemed at an end. I stood for a moment as in a dream....but, yet, I knew this was reality, and for some strange reason I bowed slightly, either out of respect or humility, I do not know which.

Suddenly, I was again aware that the two beautiful hosts who had brought me here were again at my side.

'This way, Admiral,' motioned one. I turned once more before leaving and looked back toward the Master. A gentle smile was etched on his delicate and ancient face. 'Farewell, my son,' he spoke, then he gestured with a lovely, slender hand a motion of peace and our meeting was truly ended.

Quickly, we walked back through the great door of the Master's chamber and once again entered into the elevator. The door slid silently downward and we were at once going upward. One of my hosts spoke again, 'We must now make haste, Admiral, as the Master desires to delay you no longer on your scheduled timetable and you must return with his message to your race.'

I said nothing. All of this was almost beyond belief, and once again my thoughts were interrupted as we stopped. I entered the room and was again with my radioman. He had an anxious expression on his face. As I approached, I said, 'It is all right, Howie, it is all right.' The two beings motioned us toward the awaiting conveyance, we boarded, and soon arrived back at the aircraft. The engines were idling and we boarded immediately. The whole atmosphere seemed charged now with a certain air of urgency. After the cargo door was closed the aircraft was immediately lifted by that unseen force until we reached an altitude of 2700 feet. Two of the aircraft were alongside for some distance guiding us on our return way. I must state here, the airspeed indicator registered no reading, yet we were moving along at a very rapid rate.

215 Hours- A radio message comes through. 'We are leaving you now, Admiral, your controls are free. Auf Wiedersehen!!!!' We watched for a moment as the flugelrads disappeared into the pale blue sky.

The aircraft suddenly felt as though caught in a sharp downdraft for a moment. We quickly recovered her control. We do not speak for some time, each man has his thoughts....

---

### **ENTRY IN FLIGHT LOG CONTINUES:**

220 Hours- We are again over vast areas of ice and snow, and approximately 27 minutes from base camp. We radio them, they respond. We report all conditions normal....normal. Base camp expresses relief at our re-established contact.

300 Hours- We land smoothly at base camp. I have a mission.....

END LOG ENTRIES.

---

March 11, 1947. I have just attended a staff meeting at the Pentagon. I have stated fully my discovery and the message from the Master. All is duly recorded. The President has been advised. I am now detained for several hours (six hours, thirty- nine minutes, to be exact.) I am interviewed intently by **Top Security Forces** and a medical team. It was an ordeal!!!! I am placed under strict control via the national security provisions of this United States of America. I am ORDERED TO REMAIN SILENT IN REGARD TO ALL THAT I HAVE LEARNED, ON THE BEHALF OF HUMANITY1111 Incredible! I am reminded that I am a military man and I must obey orders.

### **30/12/56: FINAL ENTRY:**


These last few years elapsed since 1947 have not been kind...I now make my final entry in this singular diary. In closing, I must state that I have faithfully kept this matter secret as directed all these years. It has been completely against my values of moral right. Now, I seem to sense the long night coming on and this secret will not die with me, but as all truth shall, it will triumph and so it shall.

This can be the only hope for mankind. I have seen the truth and it has quickened my spirit and has set me free! I have done my duty toward the monstrous military industrial complex. Now, the long night begins to approach, but there shall be no end. Just as the long night of the Arctic ends, the brilliant sunshine of Truth shall come again....and those who are of darkness shall fall in it's Light.. FOR I HAVE SEEN THAT LAND BEYOND THE POLE, THAT CENTER OF THE GREAT UNKNOWN.

**Admiral Richard E. Byrd**  
United States Navy  
24 December 1956

[Return](#)

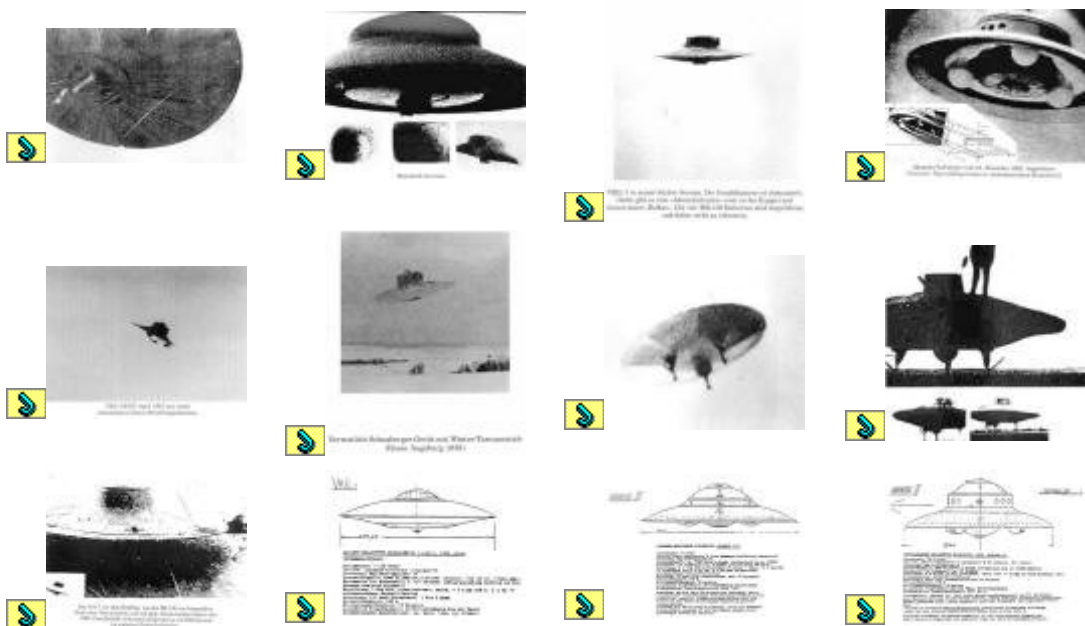
]

The task forth was to head straight for  [Neu Schwabenland](#) and recon the area for a base. If one was found 4,700 armed troops would have been sent to capture it or destroy it. The task force performed the aerial recon, trailing magnetometers to detect any magnetic anomalies under the ice... but several of Byrd's planes were lost.

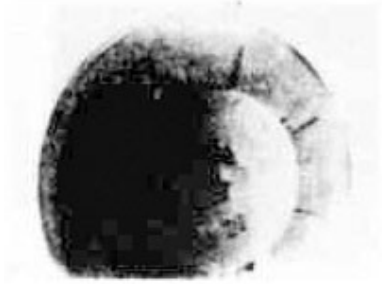
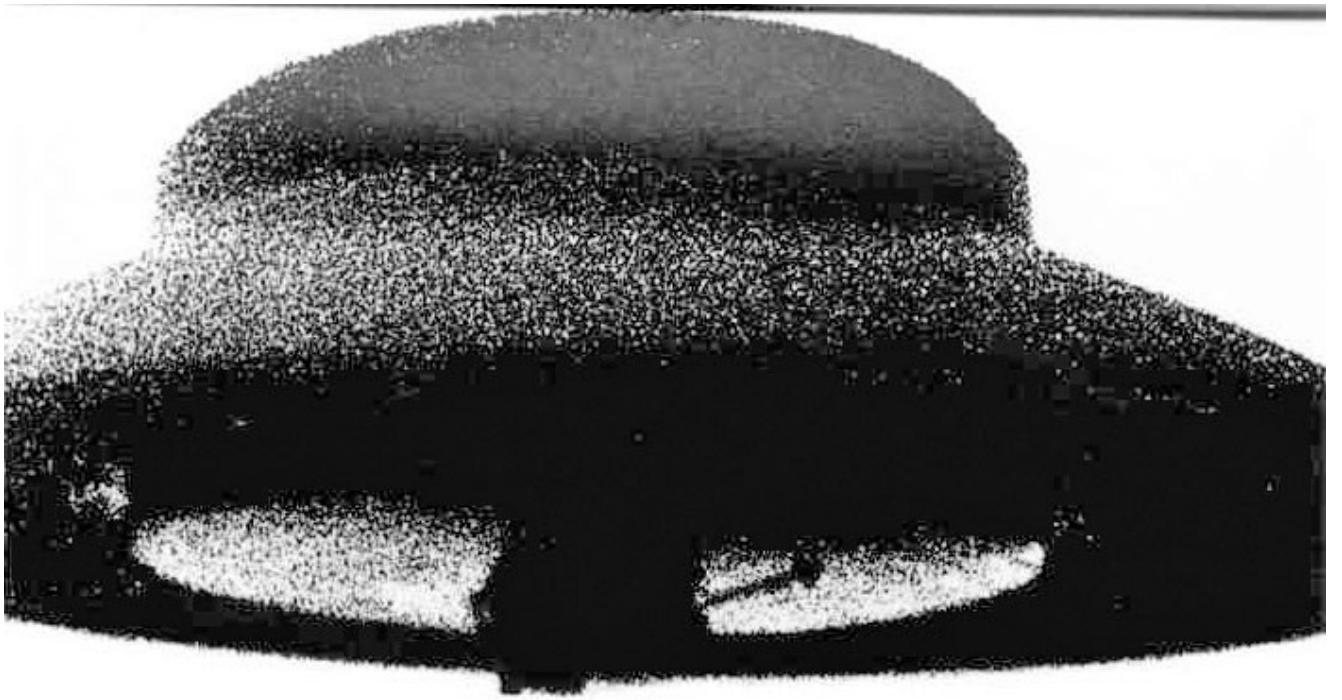
The aircraft had run into enemy opposition. "Operation Highjump" ended in failure as Byrd headed back after several weeks, far short of the 8 months that was intended. In his unofficial comments to the South American press Byrd stated that he was attacked by "enemy aircraft" that "could fly from pole to pole at incredible speed". Subsequently, the modern UFO phenomenon sprang up in 1947 and concentrated disc development programs were initiated in the '50s that have continued on to present-day "[black project](#)" aircraft operated by the CIA, NSA, and NRO.

So the story of the Third Reich disc programs does not end with the collapse of the Third Reich itself. It continues unresolved...

## Document's Photo Gallery



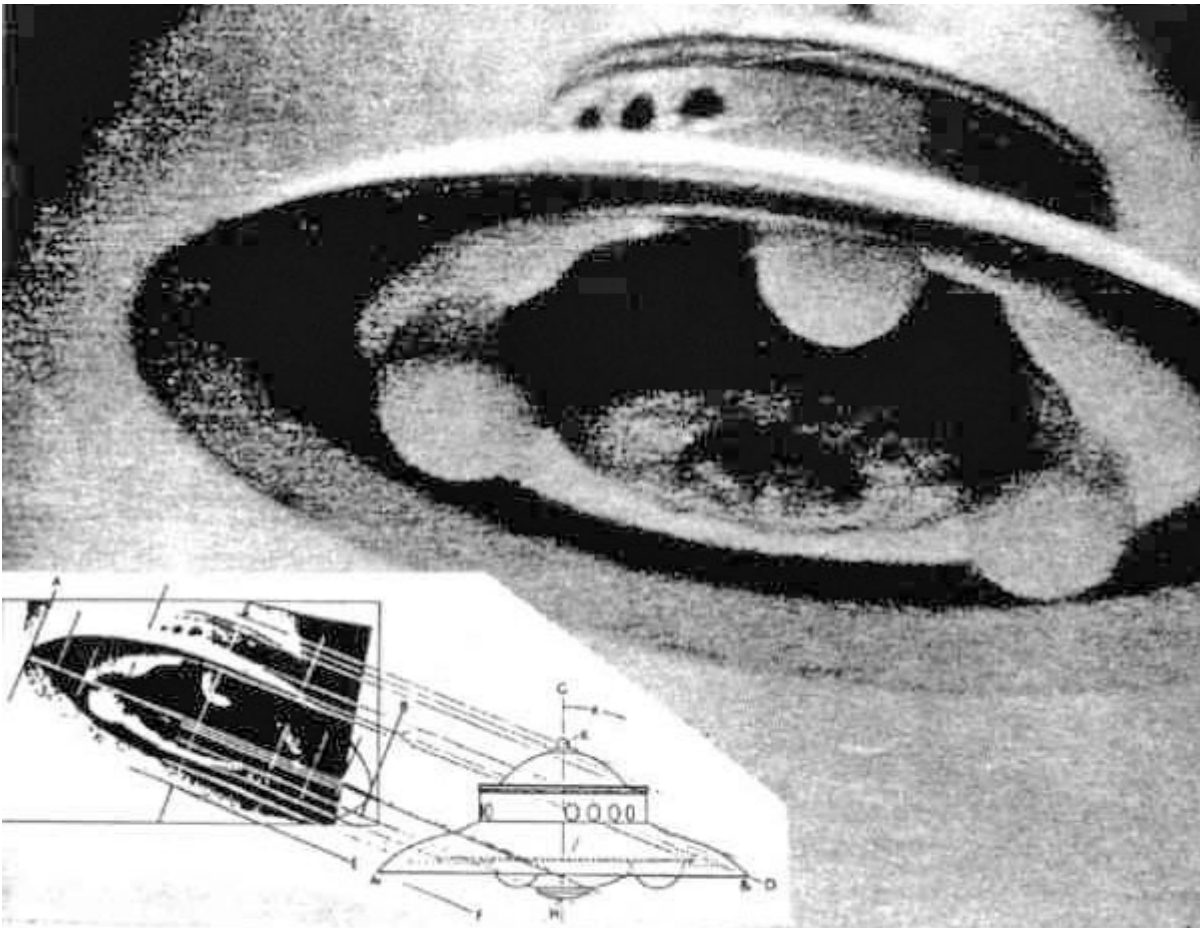




Haunebu-II Vorversion



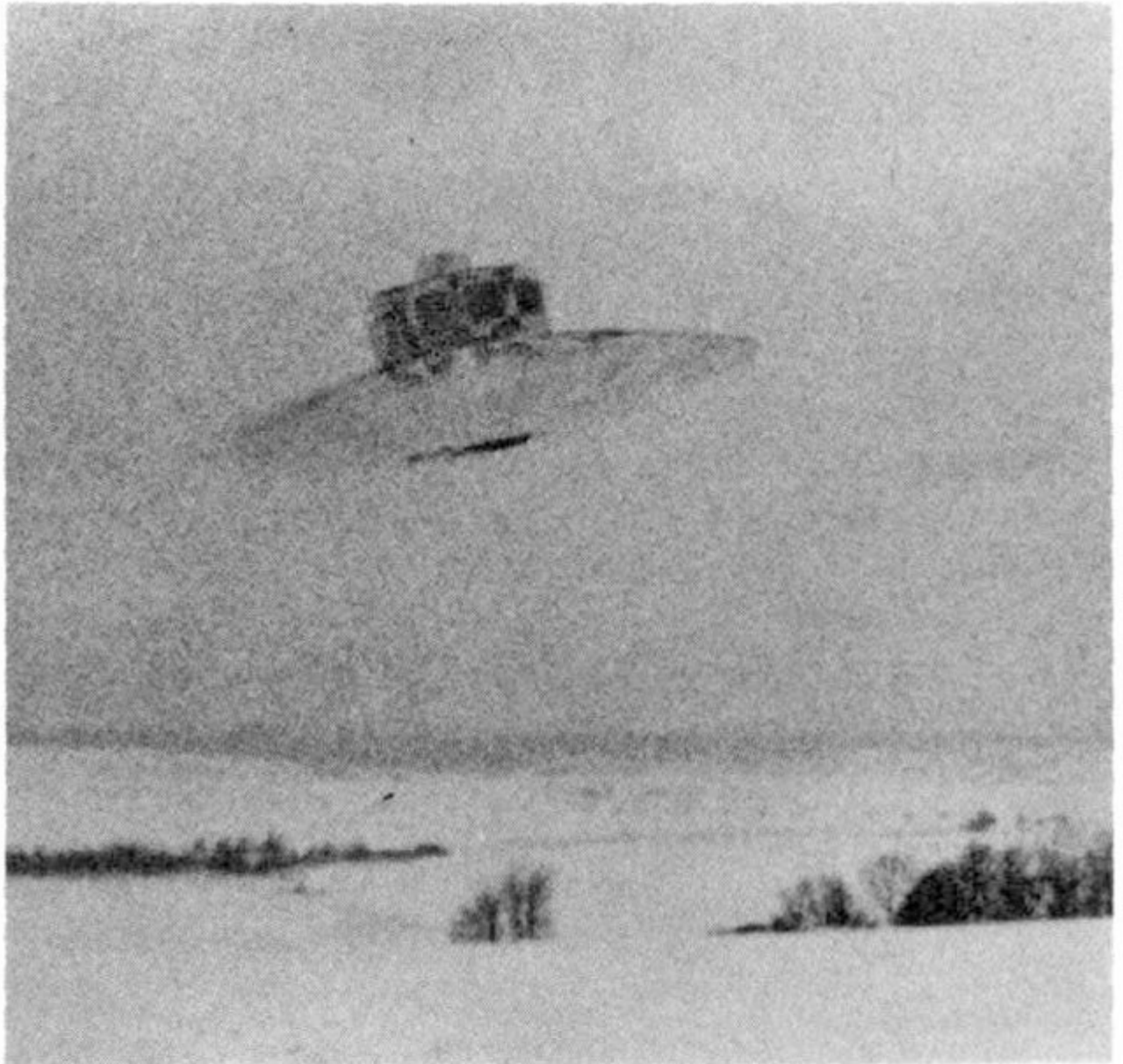
VRIL-7 in seiner letzten Version. Die Gondelkanone ist abmontiert.  
Dafür gibt es eine »Admiralsbrücke« vorn an der Kuppel und  
hinten einen »Balkon«. Die vier MK-108-Batterien sind eingefahren  
und daher nicht zu erkennen.



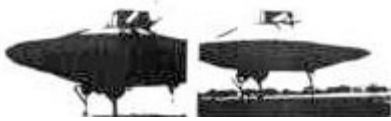
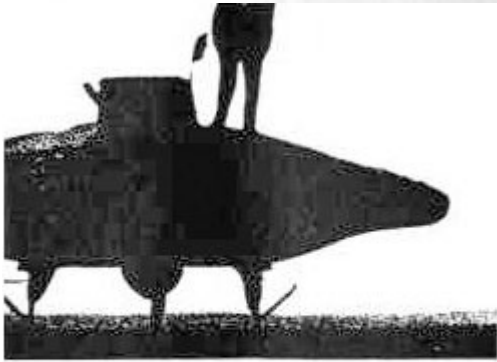
Adamski-Aufnahme vom 13. Dezember 1952. Angeblicher »Venusier« flog zufälligerweise in reichsdeutschem Haunebu-II.

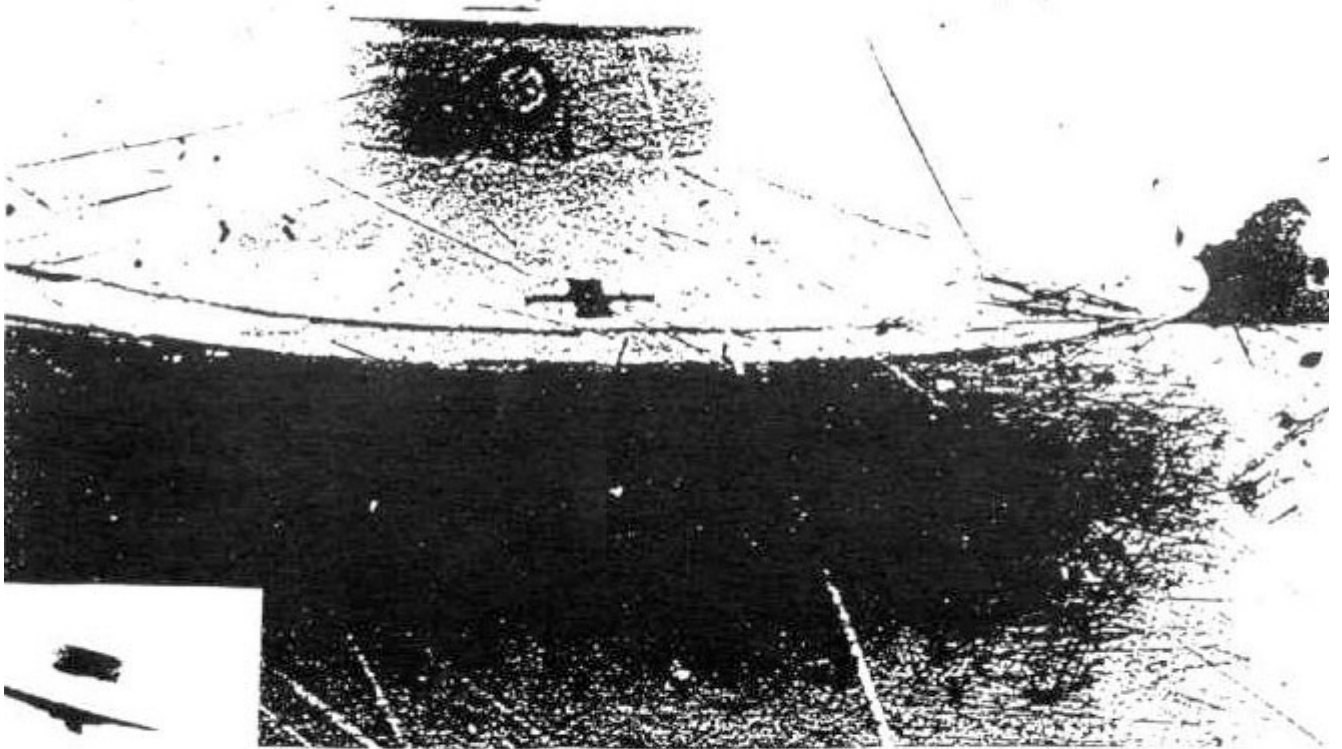


VRIL-ODIN, April 1945 mit unten erkennbaren Donar-Strahlengeschützen.



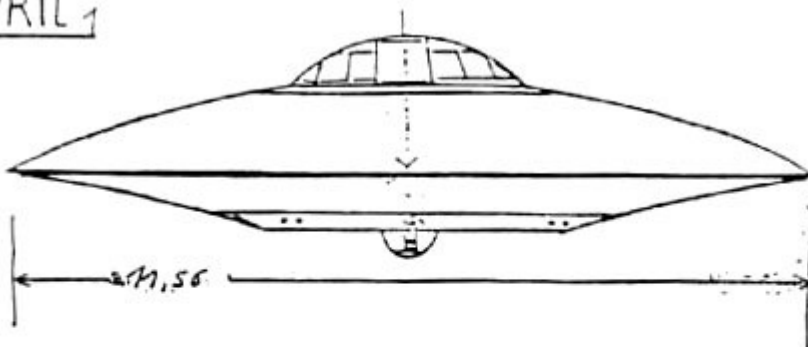
Vermutlich Schauburger-Gerät mit Winter-Tarnanstrich  
(Raum Augsburg 1939)





Das Vrill-7 vor dem Erstflug, von der HS-126 aus fotografiert.  
 Noch ohne Tarnanstrich und mit dem »Exoterischen Signet« der  
 VRIL-Gesellschaft (schwarzes Hakenkreuz auf Silbergrund  
 im violetten Eichenlaubkranz).

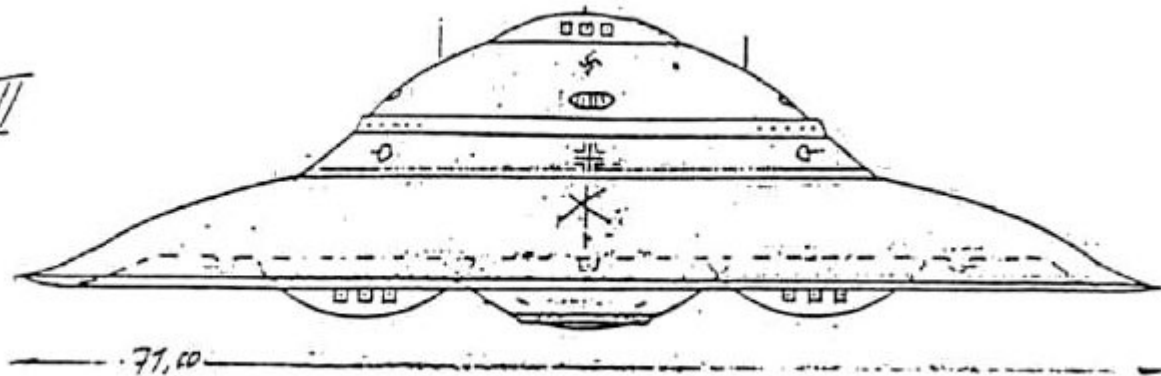
VRIL<sub>1</sub>



LEICHTE BEWAFFNETE FLUGSCHREIBE (JAGER); TYPE „VRIL“  
 (Schmanna-Gruppe)

Durchmesser: 11,50-Meter  
 Antrieb: Schumann-Lavitator (gepatent)  
 Steuerung: Mag-Feld-Impulsler 3e  
 Geschwindigkeit: 2900 Kilometer p. Stunde (bisher), bis zu ca. 12000 mögl.  
 Reichweite (in Flugdauer): 5 1/2 Stunden ((Flug-Aufladung mittels KS von  
 Umanow aus, wird erprobt))  
 Bewaffnung: 1 Bcm ESK, fernsteuerbar, unten, + 2 x MK 108 u. 2 x MK 17  
 Außenansteuerung: Doppel-Viktalea  
 Besatzung: (je nach Einsatzart) 1 bis 3 Mann  
 Weltallfähigkeit: 100 %  
 Stillechwebefähigkeit: 12 Minuten  
 Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht  
 Grundsätzliche Einsatzreife: ca. Sept. 1944, ev. früher.

HAUNEBU III



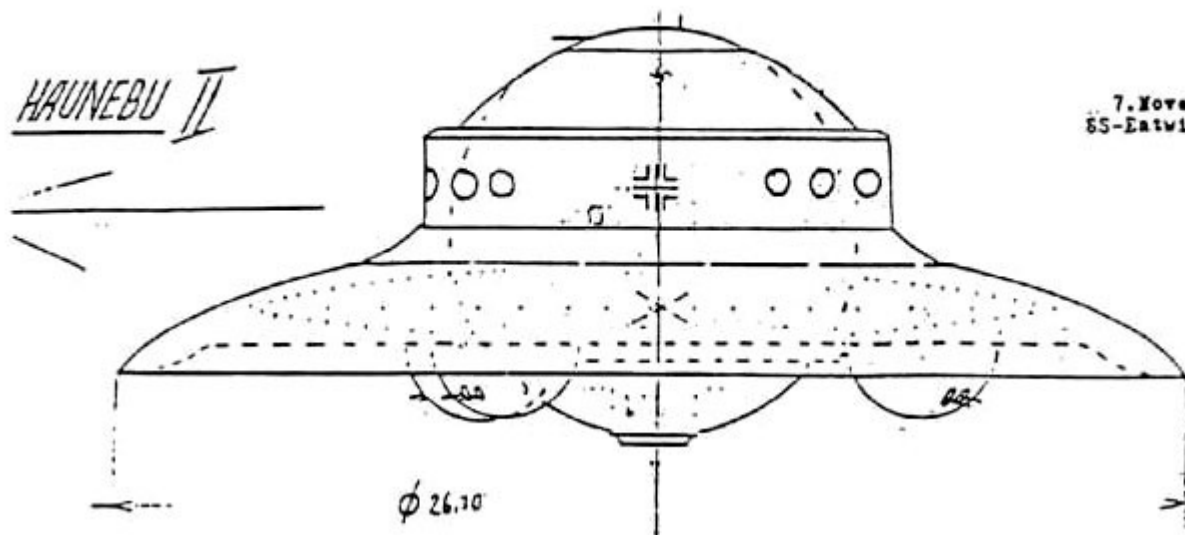
**SCHWERER BEWAFFNETER FLUGKREISSEL „HAUNEBU III“**

Durchmesser: 71 Meter  
Antrieb: Thule-Tachiosator 7c plus Schumann-Levitoren (gepanzert)  
Steuerung: Mag-Feld-Impulsstr. 4a.  
Geschwindigkeit: ca. 7000 Kilom.p.Stunde (rechnerisch bis zu 40000)  
Reichweite (in Flugdauer): ca. 8 Wochen (bei S-L-Flug 40% mehr)  
Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 8cm KSK  
in Drehringen plus 6 x Mk 100, 8 x 3cm KSK ferngesteuert  
Außenpanzerung: Dreischicht-Vistalen  
Besatzung: 32 Mann (erg. Transportverm. max. 70 Personen)  
Weltallfähigkeit: 100 %  
Stillschwebefähigkeit: 25 Minuten  
Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht  
Grundsätzliche Einsatztauglichkeit: Etwa 1945.

Bemerkung: ES-X-IV hält das Risiko für notwendig, daß in „Haunebu III“ ein großartiges Werk deutscher Technik im Entstehen ist, wegen der allgemeinen Materiallage aber alle Kräfte auf das schneller verfügbare Haunebu II gesetzt werden sollten.  
Gemeinsam mit dem leichten Flugkreisel „Vril“ der Schumann-Gruppe könnte „Haunebu II“ die von Führer aufgestellten Forderungen sicherlich erfüllen.

HAUNEBU II

7. November 1943  
SS-Entwicklungsstelle IV



MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II“

Durchmesser: 26,1 Meter

Antrieb: „Thule“-Tachyonator 7a (gepanzert;  $\phi$  TY.-Scheibe: 23,1 Meter)

Steuerung: Mag-Feld-Impulser 4a

Geschwindigkeit: 6000 Kilometer p. Stunde (rechnerisch bis ca. 21000 möglich)

Reichweite (in Flugdauer): ca. 55 Stunden

Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben

Außenspannung: Dreisonnett-„Vielteles“

Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)

Weltallfähigkeit: 100 %

Stillschwebefähigkeit: 19 Minuten

Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig

Grundsätzliche Einsatztauglichkeit (V7): 85 %

Verfügbarkeit „Haunebu II“ (bei weiter gutem Erprobungsverlauf wie V7) ab Oktober.

Dann Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahlkanone „Dosaer-Zek IIIIV“, deren Prototypen nicht vor Frühsommer 1944 angesetzt werden kann.

Von Führer verlangte hundertprozentige Einsatzreife rüdum kann allerdings nicht vor Ende nächsten Jahres erwartet werden. Erst ab etwa Serie 9.

Begleitung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik- und damit vor allem Flugkreisel und KSKe wird wegen der noch zeitraubenden Herste-

**44** Geheimkommando

**44**

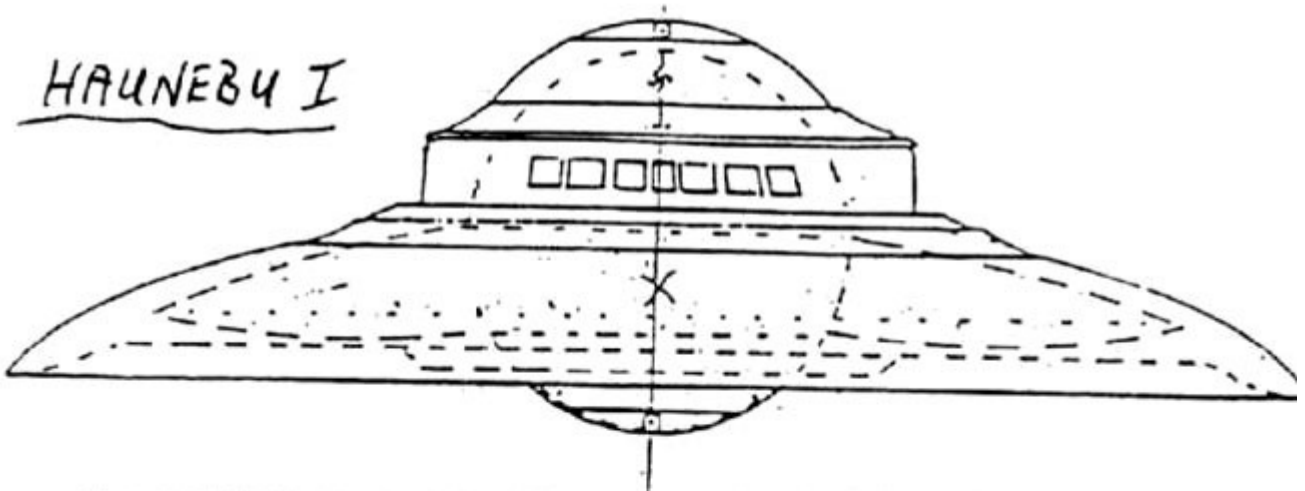
Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

HAUNEBU I (vorhanden 2 Stück)	52	E-IV
HAUNEBU II (vorhanden 7 Stück)	106	E-IV
HAUNEBU III (vorhanden 1 Stück)	19	E-IV
(VRIL I) (vorhanden 17 Stück)	84	(Schmann)

Empfehlung:

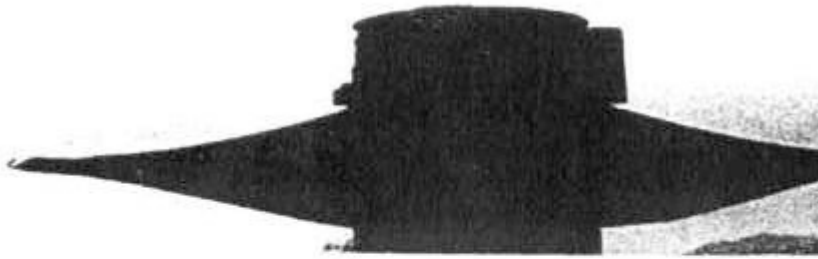
Beschleunigen von Abschlußerprobung  
und Produktion „Haunebu II“  
+ „VRIL I“

HAUNEBU I



MITTELSCHWERER BEWAPNETER FLUGKREISEL, TYPE „HAUNEBU I“

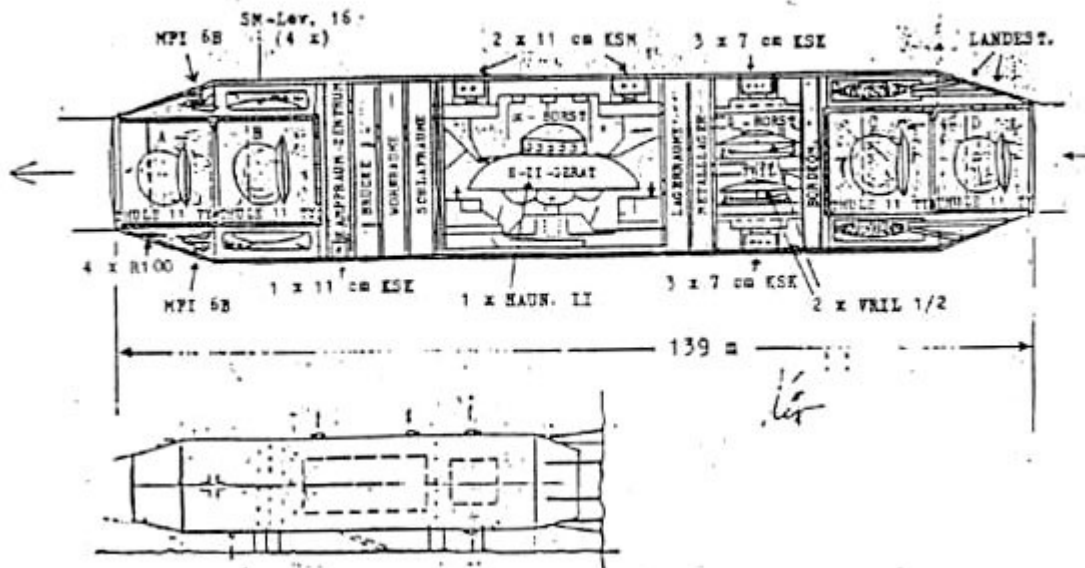
Durchmesser: 25 Meter  
Antrieb: Thule-Tachyonator 7b  
Steuerung: Mag-Feld-Impulser 4  
Geschwindigkeit: 4800 Kilom.p.Std. (recha.. bis 17000)  
Reichweite in Flugzeit: 18 Stunden  
Bewaffnung: 2 x 8cm KSK in Drehtürmen und 4 x Mk 108, starr nach vorn  
Außenpanzerung: Doppel-Viotalen  
Besatzung: 8 Mann  
Weltallfähigkeit: 60 %  
Stillschwebefähigkeit: 8 Minuten  
Allgemeine Flugfähigkeit: Tag wie Nacht  
Grundsätzliche Einsatztauglichkeit: 60 %  
Frontverfügbarkeit: Nicht vor Jahresende.44



VRIL-7 in der letzten bekannten Ausführung  
Bild 1: Auf dem Testgelände in Neu-Brandenburg  
Bild 2: Beim Start nach Traunstein im April 1945

# ANDROMEDA-GERÄT

E-V, 2. Dez. 44

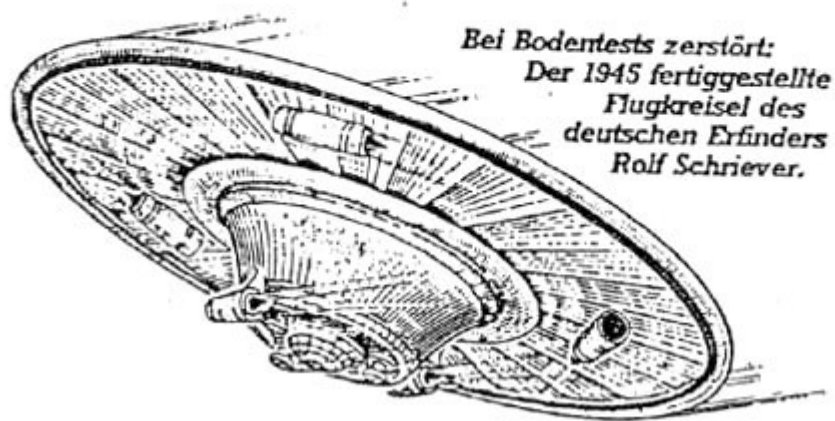
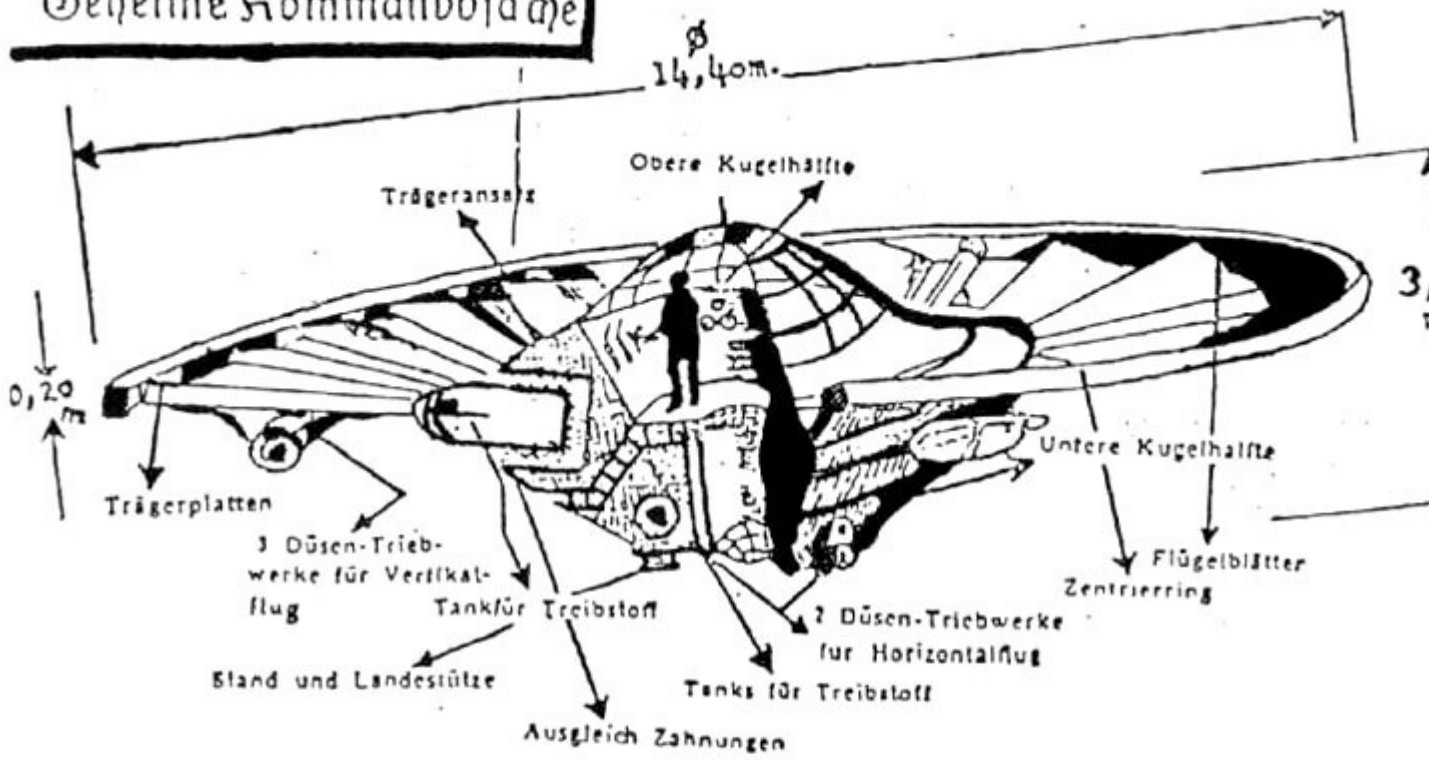


## BEWAFFNETES TRÄGER- UND LANDSTRICKERNAUSCHIFF "ANDROMEDA-GERÄT"

Länge : 139 Meter  
 Durchmesser : 30 Meter (in der Mitte, errechnet)  
 Antrieb : 4 x Thule-fachsonoren II, 4 x Schumann-Levitatoren 16  
 (gepannert)  
 Steuerung : Mag-Feld-Impulsor 6b  
 Geschwindigkeit : Keine Angaben, theoretisch müßten fast 300 000  
 Kilometer p. Sekunde möglich sein  
 Reichweite : Keine Angaben, rein theoretisch unbegrenzt  
 Bewaffnung : 2 x Drehtürme n. 2 x 2 x 11cm KSK,  
 1 x Drehturm n. 1 x 1 x 11cm KSK,  
 2 x Drehtürme n. 2 x 3 x 7cm KSK,  
 4 x R100  
 Außenspannung : Unbekannt, vermutlich Dreieckstent-fiktalen wie bei  
 Hamnebu-III  
 Besatzung : 130 Mann (errechnete Durchschnittszahl)  
 Vorklärbarkeit : 100 %  
 Stillschwebefähigkeit : Unbekannt, vermutlich 25 Minuten wie bei  
 Hamnebu-III  
 Allgemeines Flugvermögen : Unbekannt, vermutlich wie bei Hamnebu-III  
 wetterunabhängig bei Tag und Nacht  
 Grundtastliche Einsatztauglichkeit : Unbekannt, denn vermutlich war  
 1945/46 geplant.  
 Heliboote : α - Horst = 1 x Hamnebu-II, β - Horst = 2 x Vrill-1 + 2 x Vrill-2

Aus reichsdeutschen SS-Geheimarchiven (Planskizzen, Beschriftung aus Fragmenten rekonstruiert).

**Geheime Kommandojahe**



Bei Bodentests zerstört:  
Der 1945 fertiggestellte  
Flugkreisel des  
deutschen Erfinders  
Rolf Schriever.

# German Secret Technology

Could There Have Been A Link To Some Early UFO Reports?

from [Rense Website](#)



The Ho-IX  
Maximum Speed 600+ mph



Kenneth Arnold and his  
drawing of what he saw in 1947



Hi-Tech Composite Radar-Absorbing Wings



Flying The Ho-IX In Late 1944

## **Wartime Notes On The Ho IX**

In a speech before representatives of the aircraft industry, **Reichsmarshal Goering** had announced that no new contracts would be given, unless the proposed aircraft could carry 1000 kg bombs, fly 1000 km/h, and have a penetration depth of 1000 km; penetration depth being defined as the total range.

The Fighter Division requested that the aircraft also be fitted with 30 mm machine guns, something that would lessen the machine's efficiency as a bomber.

We started drawing and calculating without a contract. Our plan was to build two full size prototypes. The initial penetration depth would only be 800 km, since the fuel proof glue necessary for the full wet wing, was not yet available. On the other hand, the smaller fuel load allowed a doubling of the bomb load, so we went ahead and submitted our proposal.

A contract was awarded with the demand that the first flight be made in six months! Since the jet engine was not yet ready, the first machine would be a glider. The previously deactivated Air Force Command IX was reactivated, and ordered to proceed with the project. Fortunately, the preliminary work that we did without a contract, put us sufficiently ahead, so the six month deadline looked feasible.

There were several reasons for choosing wood as the building material. Duraluminum required more energy to produce; over 3000 KWH, versus less than 3 KWH for wood per ton. The required labor for aluminum production was also much higher; 5000 hr/ton against 200 hr/ton for wood. In addition, dural was difficult to find, and skilled sheet metal workers in short supply. Unskilled workers could easier be trained to work with wood.

Typically, a nose rib was built from a triangular piece of spruce, sandwiched between two plywood sheets, all scrap wood. Production time: 10 minutes. After the glue dried, the rib was simply roused out along a master template in less than 5 minutes. The rest of the wing was built in a similar crude fashion, to pave the way for mass production by unskilled workers.

The main box spar contained all cables and control rods, to free the remaining space in the wing for fuel. That, we planned to pump right into the wing itself, without tanks or bladders. To do this, we needed the fuel-proof glue, that could be used to coat the inside surfaces as well. The glue allowed additional gluing to dissolve and adhere to already coated surfaces, which greatly simplified construction.

The skin was very thick: 17 mm, all plywood; three times the necessary strength. On the production aircraft, this would be replaced by two 1.5 mm plywood sheets, with a 12 mm layer of sawdust, charcoal and glue mix, sandwiched in between. The charcoal in this much lighter skin would diffuse radar beams, and make the aircraft "invisible" on radar (STEALTH Technology -ed).

Finally, should a 20 mm shell explode inside the wing, a relatively harmless hole would result, whereas a metal wing would balloon out and lose its lift.

The H IX wing was designed with 3 geometric and 1.5 aerodynamic twist, to give it the desired bell shaped lift distribution with all controls neutral. The Frise-nose on the elevons had proven to be unsatisfactory, so we decided to use blunt nose elevons instead. The sharply enlarged wing root chord served mainly to eliminate the middle-effect. The maximum thickness line (T-4 line) therefore made a sharp bend in the middle, which resulted in the characteristic pointed tail. As this would affect stability, a test aircraft with large aspect ratio, that had the control surface far outside the test area, was needed. The H VI would serve this purpose, while other preliminary tests were made with a H II and a H III.

The H IX V-1 took off right on schedule on March 1, 1944 in Gottingen. The small He 45 towplane barely got

off the ground, so test pilot Scheidhauer released, and landed straight ahead, after only a short hop. Five days later, he was off again on a snow covered runway behind an infinitely more powerful He 111. He released at 12000 feet, made an uneventful glide back to the airport, then faced problems during landing when the drag chute did not function. As the end of the runway approached, he retracted the nose wheel, and skidded to a stop with only minor damage.

The second aircraft, scheduled to fly three months later, was awaiting its engines, promised in March. Several weeks passed, and then... Disaster!

The engines arrived with an accessory section added to the case, making the cross section oval, and the diameter 20 cm greater! No one had bothered to inform us! Now, just six weeks before the first flight, we were faced with the problem of fitting an 80 cm engine into an aircraft with a 60 cm hole in the spar! It meant that the wing would have to be made thicker.

To maintain the aerodynamic qualities of our design, we would have to increase the span from 16 to 21.3 meters, and the wing area from 42 m<sup>2</sup> to 75 m<sup>2</sup>. Such an aircraft would never reach the targeted performance, even with higher engine thrust. We choose instead to do the best we could with patchwork modifications. The wings remained the same. Another root rib was added 40 cm outside the original, making the center section 0.8 m wider. The new airfoil was 13% thicker than before, and the bend in the T-4 line became much larger. The thicker center section lowered the critical Mach number to 0.75, or a maximum speed of 920 km/in.

The ratio of movement between the control column and the elevons could be reduced to by the pilot for high speed flight. A small high speed drag rudder was supplemented by a larger one that deployed after the smaller was fully extended. Many parts were scrounged from other aircraft left at the test facility in Gottingen. The nose wheel, for instance, came from the tail wheel of a He 177 heavy bomber. We were even able to use the strut and retract cylinder!

The men of Air Force Command IX did their utmost to complete the aircraft before the end of 1944, sometimes working more than 90 hours per week.

I remember that **Lt. Erwin Ziller** made the first flight about December 18th, 1944, but his log book indicates that the first flight occurred on February 2nd., 1945. I am quite sure the first flight of the H IX was also his first in a jet. Our leaders had little concern for such risks.

Satisfied with the initial flight, the Air ministry ordered 40 aircraft to be built by the *Goetha Waggonfabrik* under the designation Ho-229.

It appears that the H IX V-2 had flown three or four times before tragedy struck on February 18th. The many versions of the story have a few things in common. The weather was overcast, the ground soft and muddy. The visibility marginal for a test flight, as Lt. Ziller took off, retracted the gear and disappeared. We received a report that one engine had failed, and that the H IX was returning to Oranienburg. Due to the low ceiling, a shallow approach to the airport was initiated. Since the hydraulic pump was on the dead engine, gear and flaps were extended by the emergency compressed air system.

Once down, they could no. be retracted. To maintain his glide slope, Lt. Ziller added power. to overcome the extra drag, and found to his horror that he could "no longer maintain directional control; the fully developed drag rudder unable to overcome the asymmetrical thrust. Rather than lose control, he retarded the throttle to land short of the runway. The aircraft touched down in a field, slid into an embankment and flipped over, crushing its pilot.

The US Third US Army Corps reached the Goetha plant on April 14th 1945. Here they found the H IX V-3 intact and nearly completed, and also the V-4, V-5 and V-6 in various stages of completion. The Ninth US Armored Division found the H IX V-1 in good condition near Leipzig. Its fate is unknown.

The H IX V-3 was later shipped to USA, and is now in the Smithsonian collection, awaiting restoration.

[More amazing pictures of the Ho IX](#)

May 1998

Over the last few months new information has emerged relating to the terrestrial origins of flying saucers. This goes to the heart of modern-day UFO research and because we neither claim that UFOs are of ET origin nor that flying saucer sightings are explainable as evidence of natural phenomena or simply misidentifications of mundane phenomena we are under attack from all sides. Nevertheless, the evidence we have put forward has encouraged many researchers to become engaged in a debate that some people might have hoped had gone away.

The fundamental point to make is that, according to a great deal of UFO literature, despite the best efforts of researchers to identify the objects described in UFO reports there remains a hard core, perhaps 1-2%, that are said to represent 'true' or 'real' UFO phenomena. Therefore the evidence suggests that many of this core of 1-2% of sightings relates to structured craft of 'unknown' origin. In this case, I am writing about flying saucers - often quite small, seemingly constructed of some metallic substance - occasionally described as 'brushed' aluminum:

Take for example the McMinnville, Oregon, photographs taken by **Paul Trent** on 11th May 1950. These are some of the best examples of a saucer photograph and extensive analysis has shown that:

This is one of the few **UFO** reports in which all factors investigated, geometric, psychological, and psychical, appear to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disk-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses.

This is very important UFO research which shines new light on this most 'elusive' mystery of the Twentieth Century. Perhaps it is time for a little demystification.

We suspect that 'flying saucers' were developed, to some extent in parallel, on either side of the Atlantic during the Second World War. This realization, or understanding, is becoming increasingly a focus for research even though a long period of time has passed since those developments took place. Our research might be said to represent a 'small voice of calm' within the UFO community, whose increasingly shrill calls for Western governments to 'come clean about UFOs and aliens' tend to obscure the truth about flying saucers.

To others, our research is an example of the '*Federal Hypothesis*', that which states that:

The answer seems to be that, in the USA at least, UFOs are controlled not so much by an intelligence as by an Intelligence Agency.

In the first place, it is certainly not the case the new generation of man-made flying saucer advocates are apologists for Nazism as is suggested by the skeptics who claim that because some nazi saucer researchers are of dubious political persuasion then all subsequent research is invalid.

This type of guilt by association is, of course, a rather ineffective way of arguing with the evidence.

Secondly, debunkers argue that because some supposed sightings of flying saucers have been explained or that they are explainable then all sightings should be called into question. The reader has seen that there are impressive UFO sightings that clearly relate to structured circular craft and that these have been reported from around the world with a concentration upon the USA - a fact which surprises few researchers.

Despite the argument that German scientists had no more advanced technology than the allies, one American was very clear as to the technical achievements of nazi scientists: Major General **Hugh Knerr**, Deputy Commanding General for Administration of US Strategic Forces in Europe, wrote to Lieutenant General **Carl Spatz** in March 1945:

Occupation of German scientific and industrial establishments has revealed the fact that we have been alarmingly backward in many fields of research, if we do not take this opportunity to seize the apparatus and the brains that developed it and put this combination back to work promptly, we will remain several years behind while we attempt to cover a field already exploited.

It is possible to look into the area of German flying saucers without reference to so-called established sources. These authors are often targeted for attack by skeptics and include **Allen Harbinson**, who has contributed to the subject through his exciting series of *Project Saucer novels* and the more recent non-fiction paperback *Projekt UFO* and **Renate Vesco**, whose research appeared in the late 1960s as a paperback with the title *Intercept But Don't Shoot* and later as *Intercept UFO*.

**Vesco** appears to have cooperated with hidden knowledge writer **David Hatcher Childress** in the production of *Man-Made UFOs - 50 Years of Suppression*. In addition to these books, which are interesting though imperfect in their presentation (and omission) of the evidence, there are also two books written in the 1970s

by **Ernst Zundel** under the pseudonym Mattern Friedrich which were popular for a short time within the far-right political community and may still be available.

**Zundel** himself is a controversial figure for a number of obvious reasons which include support for anti-Semitic groups, his publication of books and magazines denying the holocaust, and his links with most of the influential neo-Nazi groups in Germany, Britain, the USA and Canada. His most important book on the subject of German flying saucers is entitled *UFOs: Nazi Secret Weapons*.

Despite the fact that Zundel is a character with whom we have little or nothing in common from a political point of view, his espousal of far-right politics neither means that every piece of information in his two books is wrong nor that they should be ignored. It is important to realize that Zundel's main purpose in writing and dissemination these books was not primarily an attempt to advocate the supposed superiority of Nazi technologies but to make a fast buck. In short, Zundel did it for the money, and he has made it quite clear that these publications are, in his view, not to be taken 100% seriously. The skeptics point to Zundel as a major source on German secret projects despite the fact that there are several other books and articles, including primary material, that have no link with such questionable politics.

Where we have a situation where skeptics will use any tactic, we can expect them to claim that any use of contemporary German-language material is evidence of apology for nazi war crimes. This is not the case although we do not any longer intend to look over our shoulder every time we mention German pre-war or wartime technology. We research this subject in order to shed new and important light on the fundamental reality of man-made flying saucers.

The final point to bare in mind regarding this subject is that the victors of any conflict have a head start in writing the history books and, in the case of the immediate aftermath of the Second World War, burying or spiriting away evidence, documents, plans and blueprints, actual technology and a variety of other materials that the allies did not, and do not, want the public to know about - for a variety of reasons that may become apparent.

Despite the fact that the man-made origins of flying saucers are of the greatest implications in terms of our understanding of postwar history, *man-made UFO researchers* have to some extent been deliberately ostracized and smeared.

Nevertheless, a great deal of new information has emerged in recent years and there is still more to come. The suggestion that fifty years after the end of the Second World War new information cannot emerge because this period has been the subject of the most intense scrutiny is an illogical one. For any number of reasons information can stay buried and, beyond mere speculation, we know that files relating to the Second World War remain locked in the deep dark vaults of the Public Records Office in Kew, London.

Remember this - records are routinely held for 30 years and can be held for 50, 75 and 100 years after the event. By the time they emerge they may have been altered, edited or sanitized to protect the identity of those responsible for the implementation of policy. One simple example that comes to mind is the emergence in recent years of new and credible information about the German nuclear research program underway during the Second World War.

Much of this has been the result of research undertaken by **Philip Henshall** who has also contributed a great deal to our understanding of advanced German weapons projects through his books on the rocket research facilities at Pennemunde on the Baltic coast.

Even before the allies landed in Normandy in June 1944 special groups of language and technical research specialists had been organized in order to recover as much of the technological hardware and research data relating to advanced German weapons. This effort was dedicated to getting hold of much more than data on the V2 rocket - the most obvious and well-known example of German scientific expertise. Already, through an intelligence estimate passed to the allies via a Norwegian source and known as *the Oslo Letter*, the allies were aware of other weapons under development and in operation by axis powers.

These included radio-controlled bombs, huge guns, rocket launchers, new radar systems, long-range bombers and torpedoes. It would seem that they might also have been interested in a circular-wing aircraft with *Vertical-Take-Off-and Landing (VTOL)* capabilities. In short, an early and relatively primitive flying saucer..

In order to make some progress in terms of this research it seems necessary to avoid using the standard

sources - **Vesco** and **Harbinson** - even though some of their information is valid as we have seen. Other sources are equally intriguing. One source indicates that from the mid 1930s there was significant interest in both Vertical-Take Off and-Landing (VTOL) and circular wing aircraft.

This led to a number of designs one of which was the Focke-Wulf VTOL.:

Professor **Heinrich Focke** was particularly interested in emerging helicopter and autogyro technologies and was involved in the design and production of the FW6, Fa223, Fa226, Fa283 and 284 models during the war. The creation of the jet engine encouraged him to design a propulsion system known as the turbo-shaft still used in most helicopters today. In 1939 he patented a saucer-type aircraft with enclosed twin rotors. This was a revolutionary development described as follows:

The exhaust nozzle forked in two at the end of the engine and ended in two auxiliary combustion chambers located on the trailing edge of the wing. When fuel was added these combustion chambers they would act as afterburners to provide horizontal propulsion to Focke's design. The control at low speed was achieved by alternately varying the power from each auxiliary combustion chamber.

This was by no means the only circular aircraft.

Another similar aircraft was the troubled AS6 partly designed by the leading aviation expert in Germany **Dr. Alexander Lippisch** whose work at the Gottingen Aviation Institute was legendary and whose impact upon postwar 'UFOs' cannot be underestimated. His revolutionary DM series of small triangular aircraft were built and flown in conjunction with students at Darmstadt and Munich Universities (hence the DM prefix) and used rocket propulsion. The plans for these were transported to the USA after the war. His most advanced design was undoubtedly the Lippisch Supersonic Flying Wing which, although never built, strongly hinted at the triangular 'UFOs' of the 1980s and 1990s.

The information about the AS6 (V1) emerged in an article written by **Hans Ebert** and **Hans Meier** based to a certain extent upon information and a photograph provided by German aviation expert **Wolfgang Spate**. (Spate was the former Commander of Operational Test Unit 16 during the War and more recently recognized as a leading aviation expert. He served in the refounded postwar Luftwaffe.) The article, entitled *Prototypen - Einzelschicksale deutscher Flugzeuge, Der Kreisflugler AS6 V1*, was included in the respected *Luftfahrt International* in 1980.

In certain respects the AS6, built by Messerschmidt, was based upon similar thinking as the Zimmerman V173 flying flapjack - designed for use by the US Navy from 1942. The flying flapjack was far more successful and developed at the Chance-Vought works in Connecticut and despite its' supposed limitations was a propeller-driven aircraft designed to be flown from an aircraft carrier, hence the need for *Short Take off and Landing (STOL)* capability. The flapjack was able to fly at low speeds of approximately 40mph. The flight envelope was 40-425 mph and a more advanced version, the XF5U1, was also tested.

One other important feature of these circular wings was an early 'stealth' capability. The *Horten brothers* Reimar and Walter, known for their many successful flying wing prototypes, had developed a composite wing made of plywood held together by sawdust, charcoal and glue intended to absorb radar waves for use in their HIX model.

In 1946 Chance-Vought was using a similar technique. A skin called 'metalite' was used in one of its' circular wings. **Thomas C. Smith**, former President of the Woodstream Corporation and a Penn State graduate engineer at the time, reported that he had seen a 'flying saucer' (XF5U1?) taking off vertically from the Chance-Vought facilities in Stratford, Connecticut at the time and that it had used this composite. This was reported last year.

This means that the circular wing or 'flying saucer' had a limited stealth capability years before the use of Radar Absorbent Materials was considered for other advanced aircraft.

We can certainly dismiss all the nonsense so prevalent in various media on the subject of German flying saucers which relates to the development of circular-wing aircraft as the result of occult or mystical beliefs. The truth is that the circular wing was designed for technical reasons: circular and flying wing designs are inherently stronger and are easier to build.

Whilst it is likely that any information relating to the limited AS6 would have been taken by the allies for examination at a later date it would seem that there is some evidence to suggest that a more advanced jet-

powered flying saucer was at least designed, if not built, from around 1943 onwards. The first source is Flight Captain **Rudolph Schriever** who came forward in 1950 and claimed that he had worked with a small team at facilities near Prague with a view to developing a flying saucer-type vehicle. The Schriever story first emerged in *Der Spiegel* magazine dated March 30th 1950 entitled *Untertassen-Flieger Kombination*:

A former Luftwaffe captain and aircraft designer, Rudolph Schriever, who says engineers throughout the world experimented in the early 1940s with flying saucers is willing to build one for the United States in six to nine months. The 40 year old Prague University graduate said he made blueprints for such a machine, which he calls a flying top, before Germany's collapse and that the blueprints were stolen from his laboratory. He says the machine would be capable of 2,600 mph with a radius of 4,000 miles, Schriever is a US Army driver at Bremerhaven.

This is a most credible story. **Schriever** claimed that the model built for testing was completed in 1944 with a view to flying it in 1945. Nevertheless, the Russian advance ended any hopes of a test-flight.

A 1975 *Luftfahrt International* report took these claims seriously and noted that after Schriever's death in the late 1950s papers found amongst his belongings had included technical drawings of a flying saucer.

Schriever seemed to argue that although a saucer had existed it had not flown. This is contradicted by a possible eyewitness, **George Klein**.

He claimed after the war in an interview, given on November 18th 1954 to the Zurich-based Tages Anzeiger, that he had actually seen a flying saucer test on 14th February 1945 and that the craft had performed remarkably well reaching an altitude of 30,000ft in 3 minutes as well as a high speed of hundreds of miles and hour. Despite the fact that subsequent information leads us to conclude that a jet-powered flying disc was developed at the end of the war Klein spoke of a ray-guided disc. Despite this fanciful claim some of the things he said made more sense. For instance, he claimed that some of the work on the flying saucers had taken place at Pennemunde.

Pennemunde was of course the focal point for the development of the A4/V2 rocket. Interestingly, **Klein** also claimed that the necessary stability for the saucer had been attained through the use of a gyroscope. This is exactly the method used in the later German rockets developed by the *Von Braun/Dornberger team*. What is more, the entire rocket effort moved to the Mittlewerke underground facilities near Nordhausen in the Harz Mountains. It is claimed, by several other witnesses, that a flying saucer was tested in the vicinity of Kahla in Thuringia in early 1945.

The evidence presented above seems to have been taken seriously not only by mainstream magazines and national newspapers in the 1950s but also by the author of *Brighter Than A Thousand Suns*, **Robert Jungk**. This is an authoritative and historical account of the development of the Atomic Bomb written by a respected author. The book itself, still available and published by Harcourt and Brace, received critical acclaim from Bertrand Russell, amongst others. A section of text on page 87 of the paperback edition states:

The indifference of **Hitler** and those about him to research in natural sciences amounted to positive hostility.\*

The accompanying footnote reads as follows:

\*The only exception to the lack of interest shown by authority was constituted by the Air Ministry [Reichs Luftfahrt Ministerium or RLM, TM]. The Air Force research workers were in a peculiar position. They produced interesting new types such as the Delta [Lippisch and Horten, TM] ..and flying discs. The first of these flying saucers, as they were later called - circular in shape, with a diameter of some 45 yards - were built by the specialists Schriever, Habermohl and Miethe. They were first airborne on February 14th 1945, over Prague and reached in three minutes a height of nearly eight miles. They had a speed of 1250mph which was doubled in subsequent tests. It is believed that Habermohl fell into the hands of the Russians. Miethe developed at a later date similar flying saucers at A.V Roe and Company for the United States.

This use of the original Schriever story is interesting if only because the author felt that the information was good and warranted exposure. Given the nature of the book, we might well ask whether the author had any other information that supported the claims made as to the characteristics of the circular aircraft. It is up to the reader to decide whether these claims make any sense at all and more importantly, how this might affect our understanding of flying saucer history.

Until recently, it would have been rather safer and perhaps more sensible to argue that although various prototype saucers existed in whatever form they were never tested. Safety is often the best policy given the

shark infested waters of modern-day UFO research. However, thanks to three years of painstaking research by UK astronomy, aviation and photographic expert Bill Rose which included on-site research in Germany, Canada and America we now know a great deal more. Initially Rose felt, like many skeptics, that the evidence for German flying saucer (and UFO) reality was very shaky.

Nevertheless, and without reference to the UFO community in his personal quest for the truth, he was able to use his expert technical knowledge to follow up leads and to make significant progress.

First of all he was able to discover that **Dr. Walter Miethe**, whom all sources agree was involved with Schriever, **Klaus Habermohl** and **Giuseppe Belluzzo** (an Italian engineer) had been the Director of the saucer program at two facilities located outside Prague. In May 1945, after testing of the prototype had taken place, both Miethe and Schriever were able to flee in the direction of Allied forces. Habermohl was captured by Soviet forces and spirited East where he ended up working on various aviation projects quite probably at facilities located outside Moscow.

It would seem that Klaus Habermohl was the man who developed the radial-flow jet engine, described in various articles as a system of adjustable nozzles, of great significance just ten years later. (Radial-flow allowed for VTOL performance and used the little-known *Coanda effect*.) Rose learned that not only had test flights taken place but that film footage of these had been taken. This had always been rumored and makes perfect sense given the nazi fetish for keeping records on everything. The footage, of good quality, has subsequently been stored in a secure location and shown only to a handful of people.

Rose was shown some stills taken from the original film and given his expert photo-technical background concluded, after careful consideration, that this was probably real and historical footage. He calculated that the craft was around half the size claimed in Klein's report. The saucer, rather less contoured and sleek than postwar artists' impressions might suggest (and unlike **Bob Lazar's S4 Sports Model!**), was perhaps 75ft in diameter. The saucer was shown in flight above the runway over the heads of a couple of observers.

Although this is in itself of the greatest significance other more contradictory evidence has emerged. One of the people that Rose met had good information about the February test flight and was able to confirm that several people had seen the test-flight - as we might expect. It was said that Schriever himself had piloted the test craft. This does seem sensible (and logical) given Schriever's background in the Luftwaffe - although it is at variance with his own account.

One can only speculate as to why this may be. It should be pointed out that the performance characteristics of this jet-powered aircraft have probably been exaggerated and although it might have been technically possible given further research and development to approach supersonic speeds, this was almost certainly not achieved in February 1945. Finally, it seems as if Klein himself was centrally involved in the saucer project and may indeed have had responsibilities for procurement.

We know a little more about Dr. Miethe. One of the important pieces of information came in the form of a rare group photograph showing various young German scientists in 1933. The photograph shows **Werner von Braun** and **Walter Miethe**. It would seem that these two knew each other well. During the War various lists of wanted German scientists were drawn up. One of these was the *Black List* used by *Counter Intelligence Corps and Combined Allied Field Teams (CAFT)* as they moved through Germany from 1944 in order to help them get hold of the important scientific personnel.

Dr. von Braun was certainly at the top of the list and if Miethe and he were old friends and had cooperated on early rocket projects, there is little doubt that Miethe would have been a target too. Nevertheless, his work near Prague put him out of reach and only through Miethe's own efforts did the allied teams get their hands on him.

The immediate postwar is critical to an understanding of both the myth and reality of flying saucers or UFOs. One thing is for sure: hundreds of nazi scientists as well as intelligence personnel, many of whom had been involved in the abuse of thousands of slave labourers, were transported via Operation Paperclip (so named after the original designation Overcast was compromised). Many of these technical personnel were sent initially to Fort Bliss in Texas. From here they were farmed out, according to their ability and expertise, to the many advanced scientific facilities dotted throughout the USA and Canada.

Interestingly, *Chance-Vought*, builder of both the V173 and XF5U1 prototypes, moved its' base of operations to Texas in early 1947. The company seems to have been less than candid at this early stage about the true nature and extent of its' involvement in flying saucers. The official story of the demise of the XF5U1 - that

there was no interest in developing a propeller driven aircraft from 1948 after the advent of jets - is now in question. It would seem that a jet-powered version using Allison J33 engines was actually test-flown at Muroc Field in 1947.

The history books tell us that the propeller-driven version was to be tested here before the program was cancelled. Nevertheless, our understanding of the situation is that technical drawings of the jet-powered version have now surfaced through a series of *Freedom Of Information Act* requests. Given the overall design of this craft and the many sightings of flying saucers in New Mexico and the Western seaboard in the late 1940s it is safe to conclude that the sightings related to a saucer of terrestrial origin with limited performance characteristics.

The best of these are arguably the sightings over Muroc Field reported by serving military personnel on 8th July 1947 and the subject of subsequent internal investigation which revealed that the object seen was disc-shaped moving at around 300 miles per hour.

The military witnesses **Gerald Neuman** and **Joseph Ruvolo** stated that in their opinion this was a man-made aircraft travelling at only 300 miles per hour and this view was supported by a civilian witness named Lenz.

Similar objects were seen - many of them in and around the *White Sands Proving Ground* where we know for sure that many of the Paperclip scientists were working. It is probable that at this stage people were seeing a US-built circular-wing aircraft and only gradually, in the late 1940s/early 1950s, were German advances incorporated into the overall saucer program. After all, military historians agree that a huge amount of material was recovered from facilities in Germany and it took a great deal of time and effort to collate this.

We know both from **Gerald K Haines** report and from the recently declassified (1995) Air Technical Intelligence Centre report on *Project Silver Bug* that prototype saucers were actually test-flown (obviously before 1955) in order to determine their usefulness in terms of future dispersed base operations designed to reduce vulnerability to Russian air attack. Hence the possible use of VTOL aircraft from camouflaged facilities.

I also suggest that the sightings reported by military personnel during the 1952 '*Operation Mainbrace*' may have related to a similar flying saucer prototype. It seems to me that such a major exercise would offer an excellent opportunity for testing and evaluation.

Given that we now believe that **Klaus Habermohl** designed the first radial-flow engine, a revolutionary development by any standards (even today) in 1943, it is likely that within a few years progress had been made although the advanced nature of the engine made only for slow progress. The incorporation of a radial-flow engine using the Coanda Effect in combination with a circular wing made this a weapon worth keeping secret.

The jet-powered circular wing and the Silver Bug craft were two out of three variations upon a theme. There were two Silver Bug prototypes, Projects Y and Y2, the first using a standard axial flow engine, the second the more advanced type. Project Y was also designated P724 (P being the AV Roe Company project number) and was in fact a hybrid saucer/AVRO Arrow (the Arrow was an advanced supersonic aircraft cancelled in the early 1960s supposedly after the US pressurized on the Canadian government).

The existence of projects beyond the limited **Avrocar** adds further weight to the suggestion that Avrocar was little more than a cover for much more advanced aircraft. Let us be quite clear on this point: Both Projects Y and Y2 were separate and distinct from the Avrocar and in fact the evidence further suggests that the craft test-flown near Prague in February 1945 was actually more advanced! It is interesting to note that proponents of the extra-terrestrial hypothesis tend to use the failed Avrocar program as evidence that flying saucers must be of ET origin. We must now dismiss such misleading conclusions.

On a separate note and in view of the suggestion that underground facilities have been built in the postwar period it now seems that in certain cases these were used to house small numbers of flying saucer-type aircraft. This is not to say that they were located in the wilds of Canada but more likely within the *White Sands Proving Ground* and later on or near the Groom Lake facilities in the Nevada Desert. Whilst the man-made reality of flying discs has been hijacked by **Bob Lazar**, **John Lear** and a generation of US Ufologists, it seems as if the remote nature of Groom dry Lake bed was considered both with flying saucers and the U2 spyplane in mind.

There is no doubt that all kinds of weird and wonderful aircraft are tested from Groom Lake but in terms of

flying saucers it seems as if they may have arrived in 1959/60. The facilities there, although home to secret **CIA** and possibly *National Reconnaissance Office (NRO)* aircraft have primarily been operated as US Air Force Flight Test Centre Detachment 3 (AFFTC Det 3). AFFTC is headquartered at Edwards Air Force Base, formerly Muroc Field. It is vital for the reader to understand that Silver Bug, Project Y and in fact all the saucer programs we now know about had very strong links with the US Air Force.

In fact, **Dr. Miethe** worked primarily for the USAF even though he was sub-contracted to AVRO - possibly as a cover for the real efforts underway in the USA whereby the design work was undertaken in Canada and the majority of test flights within US borders. Having said that there was a mention of Canadian saucers made in several newspaper articles and books in the early 1950s. Even **Donald Keyhoe** notes a conversation with an informed source on this subject in his populist *Flying Saucers From Outer Space* (1953).

More interesting was an article featured in *Look magazine* dated June 14th 1955 (Volume 19) which featured a design study for a flying saucer produced by **Thomas Turner**, a British aeronautical engineer with Republic Aviation Corporation. It would seem that Turner might have had some knowledge of Silver Bug if only because his proposal for a flying saucer was almost exactly the same as the ATIC aircraft. In addition Turner's proposal includes use of the [Coanda effect](#) and the placing of a pilot in a prone position in order to allow for high acceleration and quick turns.

Both these would seem to come from an understanding of German projects the skeptics deny existed. Other notable features of the article include the use of language, for instance the following which reminds us of the introduction to the *Project Silver Bug* report:

Future airports built for vertically rising flying saucers would have no need of the long, vulnerable runway's today's fighters require. The complete operation could go underground. Tunnels with take-off shafts set into the ground, complete with maintenance bays, fuel and crew quarters, would be bomb-proofed shelters for a saucer squadron. The shafts would be sealed after take-off for camouflage and protection.

This sounds rather like the need for dispersed base operations discussed in the Silver Bug document. I further suggest that we now have a possible primary source for **Renate Vesco's** insistence that flying saucer bases were situated in the wilds of Canada in a 'remote area of British Columbia'. A picture of such a saucer base is shown in the article and reproduced in this report. The quality is not that good: The article quoted Brigadier General **Benjamin Kelsey** (Deputy Director, Air Force Research and Development) who commented that a major problem was the existence of longer runways for the modern fighter and how these were vulnerable and might be destroyed through a single crippling enemy strike.

Hence the need for VTOL operations. The article included above is of the utmost importance: in the mid-1950s at the same time that both the US Air Force and CIA were attempting to play down the significance of flying saucer and UFO reports there is substantial evidence to suggest that design teams were building and testing flying saucer prototypes.

Although it has proved difficult to find out about the reality or otherwise of a separate saucer-testing facility situated at Papoose Lake within [Area 51](#) **Bill Rose** has been given information that this was the HQ for much saucer prototype testing and that several accidents and crashes resulted from use of early radial-flow engines.

More recently the unusual story of archeologist and historian **Jerry Freeman** emerged in a series of articles published in the well-known Las Vegas Sun newspaper. Simply stated, Freeman wanted to find evidence of a 19th Century pioneer wagon train known as the lost '49ers. Unfortunately for him, and for history, their remains lay within the boundaries of Area 51! Undeterred, Freeman decided to go on an expedition into the twilight zone and after several days reached Papoose Dry Lake.

He saw a security vehicle in the exact same place that the claimed S4 facilities were hidden and also thought that he saw some sort of door opening in the rock face. It is possible, that electrogravitic systems have been tested both at the Papoose and Groom Lake facilities.

It might be sensible, at this stage, to note the existence of several texts on the question of future propulsion systems for flying discs written in the 1950s. One of these, entitled *Electrogravitics Systems* mentions a research project called *Project Winterhaven* undertaken in 1952 in order to validate Thomas Townsend Browns' *Biefeld-Brown effect*. The report in question makes for fascinating reading and states that:

Using a number of assumptions as to the nature of gravity, the report postulated a saucer as the basis of a possible interceptor with Mach 3 capability. Creation of a local gravitational system would confer upon the fighter the sharp-edged changes of motion typical in space.

And that:

Glenn Martin say gravity control could be achieved in six years, but they add that it would entail a Manhattan District type effort to bring it about.

The reader will perhaps not be surprised to learn that once again this report was kept away from public view for some 35 years by Air Force Aeronautical Laboratories at Wright Patterson AFB! It was declassified and made available through the Technical Library in the early 1990s.

Whatever the final truth of the matter, we have done enough to establish that flying saucers grew from separate and distinct German-American projects begun in World War Two.

Relatively primitive German discs must have been developed partly because of the failure of the Luftwaffe to defend Axis airfields from allied bombing and the resulting need for VTOL operation. The V173 that became the XF5U1 and later a jet-powered flying pancake was born out of a US Navy requirement for an STOL aircraft.

So why the secrecy?

A number of simple answers emerge: firstly the radial-flow engine is still advanced today. It allows for supersonic flight and tremendous VTOL performance. A revolutionary propulsion technology, electrostatics, might threaten the economic status quo. A circular wing offers good stealth capability and effective handling at low speeds. According to the [Silver Bug documentation](#), radial-flow allows for an aircraft to perform a range of staggering maneuvers including flying edge-on - a characteristic noted in numerous flying saucer/UFO sightings.

It would seem that even if the most straightforward flying saucer stories are to be believed then these aircraft have been used primarily as high-performance reconnaissance vehicles.

The psychological effects of seeing a flying saucer could only be heightened if it was unknown to the observer - an aircraft that did not appear in anything more than pulp fiction tracts about terrifying close encounters with aliens and which was regarded pretty much as a product of science fiction not science fact. Never forget the **CIA** memorandum circulated in 1952 by Director **Walter B. Smith** which noted the possible use of flying saucers for the purposes of psychological warfare.

There is also the whole, and unresolved, political question of the mass transportation of nazi scientists and their families, some with dubious wartime records, to the USA under [the secret Paperclip program](#). Although the existence of Paperclip was known in the early postwar period the actual shocking details of the deals between victor and vanquished led to great concern particularly by those who survived the horrors of concentration camps and/or forced labour under German occupation. Although Paperclip may have resulted in technological achievements the moral position is certainly open to question.

It would seem that the Soviets may have had their saucers too and undoubtedly more is to emerge from the archives there. As a result the US would undoubtedly have been concerned to build the similar and competing aircraft that was *Silver Bug*. Once again, such Soviet work would have been based upon recovered German, not alien, technologies and there has been some suggestion that the Soviets did indeed develop flying saucers. Jan Aldrich's Project 1947 has sought to collate information about early flying saucers sightings and media reports.

One of these reports may have originated via *Project Wringer*, a postwar effort tasked with interviewing military, industrial and other personnel of former Axis countries, Prisoners of War held in the Soviet Union and other Eastern Bloc nations or displaced persons with intelligence or military information. Jan Aldrich found the following report whilst undertaking research at [the US National Archives](#):

**10. SOURCE: EP 134892, Rpt. No. 5418-47758**  
dated 19th January 1954. Date of Observation: May 1953.

Preamble: During his internment in PW camp #1 in STALINGRAD (48/42N 44/30E) SOURCE ?????? some ????? of general interest and ??? allegedly observed a couple of flying saucers. SOURCE was always interned in the camp. He understood a little Russian.

Flying saucers: SOURCE emphasized that he had never seen or heard anything of flying saucers before he observed two of them on a dusty morning over Stalingrad in May 1953 when he was on guard within the camp. He observed them in a rather high altitude flying fast in one direction, one following the other. Thinking they had something to do with scientific

research of Russia he forgot about his observation until he came back home in Oct. 1953 and saw designs of flying saucers in West European magazines. He could not provide further details.

It is difficult to know what to make of such reports except to point out that they were taken seriously by operatives within the intelligence community. In fact, all the evidence we have - some of which is included in my forthcoming book entitled *UFO Revelation* - is that in the early 1950s there was a reorientation of thinking relating to flying saucer sightings whereby the CIA, particularly, chose to concentrate upon attacking the veracity of flying saucer reports by doubting the credibility of the witness. At the same time, the Agency knew, as Haines admits, that saucer prototypes were under construction.

Study of the many CIA documents made available through FOIA requests indicates that the CIA was misleading the public. The Agency often directed requests for information on flying saucer sightings to the Air Technical Intelligence Centre (ATIC) at Wright-Patterson Air Force Base.

Whilst both the Agency and ATIC were claiming that they were unable to determine the origin of flying saucers ATIC/WADC were working upon Silver Bug - and maybe more besides. In addition to this, [Project Grudge had recently been downgraded \(March 1952\) and redesignated Blue Book](#) and this was headquartered at Wright-Patterson Air Force Base!! In any case Blue Book investigators were unable to explain away some 701 of 12,918 sightings they investigated. [Project Blue Book](#) was downgraded through the 1950s to the stage where there was only a handful of personnel working on UFO sightings.

In fact, according to **David Jacobs**, the downgrading took place after September 1953 and went hand in hand with Air Force regulation 200-2 which stated that local Air Force base commanders could only discuss sightings if they had been solved and that any others should be classified. Jacobs also notes that February 1955 (Silver Bug was released from ATIC-WADC on the 15th February) was of significance because ATIC sought to explain away as many sightings as possible and to leave no unsolved cases.

*Project Blue Book Special Report Number 14*, dated May 5th, 1955 and release in October determined that: On the basis of this study we believe that no objects such as those popularly described as flying saucers have overflowed the United States.

We now know that this was a lie:

CIA officials knew that the British and Canadians were already experimenting with flying saucers. Project Y was a Canadian-British-US developmental operation to produce a non-conventional flying-saucer-type aircraft, and Agency official feared that the Soviets were testing similar devices.

The downgrading and the debunking of UFO reports was deliberate and took place at exactly the same time that the US was working upon advanced flying saucers. Once this is understood and established the official attitudes towards flying saucer sightings make more sense. Secrecy, and perhaps even paranoia, appear to have gripped the intelligence community and the USAF. Even now, some forty five years after Silver Bug was test-flown former project workers remain tight-lipped. We can only conclude that silence in this case indicates particularly advanced technologies and the need to keep a lid on the details relating to them.

One could easily make a case that the development and debunking of flying saucers was undertaken at Wright-Patterson Air Force Base and it is to be hoped that this document will encourage people with information about US saucer projects to come forward. It is up to UFO researchers to reorient their thinking, to come to terms with man-made flying saucer reality and the ongoing cover-up relating to it.

The case for **man-made UFOs** is stronger than ever whereas the evidence for alien flying saucers is wholly untenable. We have introduced here a new line of research and a new perspective on UFO reality. Beyond the fantastic claims and mystification of UFOs by too many UFO researchers the painful truth is that flying saucers were, and are, a tremendous human technical achievement. The truth is that serious research exists only beyond the unfortunate skeptic-believer dialectic.

Surely it is to the military-industrial complex and not the heavens above that we should look for the origins of the flying saucer.



The Ho IX V-2 taxiing for take off



The Ho IX V-2 in flight, February 1945

## **More On Flying Wings And Saucer-Shaped Craft**

### **Known Disc-Shaped, Triangular, Flying-Wing Aircraft**

by **Charles McGrew**

c.1992 by Charles McGrew

We all know about B-2's and F-117's, and could see how they might be described as "disk-shaped" if viewed from the appropriate angle. Here's some other information about some similar aircraft from the past. They are presented here merely to show that disk-shaped flying craft are not only possible, but have been built.

**XB-35** - In response to the possibility of Britain falling in the early stages of WWII, the US Army Air Force began taking designs for extremely long-ranged, heavy-bomb-load aircraft that could fly from North America to Germany and back, carrying 10,000 pounds of bombs. Northrop proposed the XB-35. The XB-35 had 4 engines, each driving two counter-rotating pusher propellers along the same shaft (!). Pictures of the XB-35 look like each shaft has a six-bladed propeller, but its actually two three-bladed propellers -- for a total of 8 propellers.

**Jack Northrop** had been experimenting with flying-wing designs since the early 1920's. In Germany, the Horton brothers (see below) were working on a flying wing as well -- the final designs look surprisingly like the XB-35 (though it had only two propellers).

Northrop's first prototype was the N-1M (nicknamed "the Jeep"), which was tested in the Roseman Dry Lake in the Mohave Desert from July 1940-early 1942. It had two pusher propellers, and space for one pilot. Wingspan was 38 feet, and the plane weighed 4,000 pounds. First "public" flight made the newsreels. The wings were altered significantly as testing went on; for instance the "drooping wingtips" were discarded early on. The (only) N-1M stills exists, and has been restored, it is now sitting in a Smithsonian storage hangar, painted its original brilliant yellow.

Northrop was contracted by the US Army Air Force Materiel Division to build one XB-35 (wingspan 172'). The N-9M was the first product from the contract, a 1/3 scale (working, though wood-structured, not metal) model with two engines with a 60' wingspan as a test-bed/trainer. It first flew successfully on Dec. 27, 1942. Three other N-9M's were built, and the N-9M test program was completed in Oct. 1944. [The last surviving N-9M is being painstakingly rebuilt by the "Planes of Fame" Museum, in Chino, CA] One of the N-9M's crashed during testing.

On June 25th 1946, the XB-35 was at last ready to fly (after a number of difficulties with the propellers) at Hawthorne Field, CA -- the Northrop company field. The '35 was now in competition with what became the Consolidated B-36 as the postwar strategic bomber (interestingly, both planes were pushers.) Its first flight was from Hawthorne to Muroc Dry Lake (later named Edwards AFB) for additional testing.

Attempts to make the propeller system less complex were generally unsuccessful. Northrop decided to replace the props with 8 jet engines, and continue work on the plane, renamed the YB-49. Only 2 XB-35's were ever completed, the second one first flying on June 26, 1947. The Martin Corporation worked on the YB-35 (same basic plane, just built at Martin), and the only YB-35 first flew on May 15, 1948.

**YB-49** - The power problems of the XB-35 completely disappeared with the jet engines, but unfortunately they reduced the range of the plane such that it could not be thought of as a strategic bomber (mid-air refueling not then being feasible).

The second YB-49 produced was the first to fly, flown by Maj. Robert Cardinas, the US Army Air Force test pilot assigned to the Northrop program (i.e. Northrop retained control, but had military test pilots mixed in with their own.) On April 26th 1948, the YB-49 flew 4,000 miles with a 10,000 pound payload, on circuitous route that took it as far east as Phoenix, and as far north as San Francisco.

In June, 1948 a YB-49 on a routine test flight crashed (Capt. Glen Edwards, for whom Edwards AFB is named, died in this crash, along with four others); specific cause of the crash was never determined; structural failure was the most likely reason.

The military had expressed an interest in a reconnaissance version (with two extra jets) of the YB-49, called the YRB-49, and placed an order for 30. In January 1949, though, this order was cancelled.

In Feb. 1949 the remaining YB-49 flew from (now) Edwards AFB to Andrews AFB in record time (just over 4 hours - the record was broken the next day by the XB-47, its medium-bomber competitor, which flew almost 100mph faster). The famous YB-49-over-the-Capitol photos are from this flight. President Truman toured the plane's interior on the ground, and then '49 headed back to Edwards. During the flight, 6 of the 8 engines failed due to an oil failure which has a slightly mysterious history (apparently the oil reservoir had not been filled properly before the flight -- there are hints of sabotage). The YB-49 made an emergency landing at Winslow AZ. Later on in 1949 the last flying YB-49 was destroyed during high-speed taxi tests, when the undercarriage collapsed.

In November 1949, the Air Force (the US Army Air Force became the US Air Force on July 26, 1947 -- it changed from the US Army Air Corps to the US Army Air Force on June 29, 1941) cancelled the last part of the YB-49 contract, that of converting the remaining partially-completed XB-35's to jet power. The last 11 XB-35 hulls (in varying states of completeness) were rolled out onto the flight ramp outside of the factory, lined up, photographed (a very impressive aerial photograph of them lined up survives) and broken up for scrap. Northrop employees made a last-ditch request to finish the planes in their spare time, which Jack Northrop had to turn down, for fear of jeopardizing further military contracts.

(Political shenanigans for government contracts were just as silly back then as they are now, and Northrop was concerned that Stuart Symington, secretary of the Air Force, would look unkindly on Northrop in general if the planes were not destroyed -- Symington was very specific that the YB-49 program not continue. Northrop partisans say that Symington wanted to force Northrop to merge with Convair, for reasons of his own, and was hoping to damage Northrop enough to force the merger. Others say that the expected costs of the YB-49 were sufficiently higher than the XB-57 to warrant the choice of the latter.)

(Other WWII-flying-wing ideas from Jack Northrop included the turbojet-powered XP-79 "Flying Ram", a rocket-powered interceptor that was designed to literally slice the tail off of enemy aircraft with its heavily-reinforced wing to knock them down. The XP-79 actually flew (once -- it crashed), along with at least one similar prototype, the (rocket powered) MX-324, which first flew (powered) on July 5, 1944. Another was the JB-1, an unmanned rocket-assisted, turbojet-propelled missile, and the XP-56, another pusher-flying-wing; this time a fighter, with two counter-rotating propellers along the same shaft, which also made several test flights, in 1943 and 1944 one of the two XP-56's crashed in a landing, the other wound up at the National Air and Space Museum.)

Jack Northrop resigned from the company he had built after the YB-49 was cancelled, and left the aircraft industry entirely. In the mid-1970's, NASA sent him a letter that they were re-examining the flying wing idea (also, the YB-49's small radar signature was being taken more seriously by then.) In April 1980, he (suffering now from Parkinson's disease) was given a security clearance, taken to Northrop, and shown a model of the B-2. Makes a nice ending to the story, eh? The B-2 has exactly the same wingspan as the YB-49 (172').

(An interesting sidelight: in the late 1940's Northrop had also made a slick promotional-film campaign to drum up support for the flying wing; this included a film describing a proposed 80 passenger flying-wing commercial jet.)

Also, here are some other (lesser-known) planes that appear "disk-shaped" when viewed from one angle or another. (Note that both these aircraft did \*not\* become operational, for technical reasons.)

The *Horten Brothers' Wings* - in the 1930's and 1940's in Germany, the Horten Brothers, **Walter** and **Reimar**, built a succession of flying wing designs which were quite advanced, and on the cutting edge for their day. Their "Ho" series is as follows:

- Ho I - 1931 - a flying-wing sailplane.
- Ho II - 1934 - initially a glider, it fitted with a pusher propeller in 1935. Looked very like Northrop's flying wings.

- Ho III - 1938 - a metal-frame glider, later fitted with a folding-blade (folded while gliding) propeller for powered flight.
- Ho IV - 1941 - a high-aspect-ratio glider (looking very like a modern sailplane, but without a long tail or nose).
- Ho V - 1937-42 - first Horten plane designed to be powered, built partially from plastics, and powered by two pusher propellers.
- Ho VI "flying parabola" - an extremely-high-aspect-ratio test- only glider. (After the war, the Ho VI was shipped to Northrop for analysis.)
- Ho VII - 1945 - considered the most flyable of the powered Ho series by the Horten Brothers, it was built as a flying-wing trainer. (Only one was built and tested, and 18 more were ordered, but the war ended before more than one additional Ho VII could be even partially completed.
- Ho VIII - 1945 - a 158-foot wingspan, 6-engine plane built as a transport. Never built. However, this design was "reborn" in the 1950's when Reimar Horten built a flying-wing plane for Argentina's Institute Aerotecnico, which flew on December 9, 1960 -- the project was shelved thereafter due to technical problems.
- Ho IX - 1944 - the first combat-intended Horten design, it was jet powered (Junkers Jumo 004B's), with metal frame and plywood exterior (due to wartime shortages). First flew in January 1945, but never in combat. When the Allies overran the factory, the almost-completed Ho IX V3 (third in the series - this plane was also known as the "Gotha Go 229") was shipped back to the Air and Space Museum.

[Interestingly, the Horten brothers were helped in their bid for German government support when Northrop patents for the N-1M appeared in US Patent Office's "Official Gazette" on May 13, 1941, and then in the International Aeronautical journal "Interavia" on November 18, 1941.]

Of course, one other "Flying-Wing-type" plane existed in the German Luftwaffe - Alexander Lippisch's-inspired Me-163 rocket-powered interceptor, and its intended successor, the Messerschmitt P.1111, a turbojet-powered fighter. At the end of the war, Lippisch was engaged in supersonic-fighter research, models of his "P12" were shipped back to the US for analysis.

- The "Zimmer Skimmer" (aka "The Flying Pancake") - in an attempt to develop a high-speed interceptor (fast enough to overtake diving enemy planes) to deal with Japanese kamikaze attacks, the Navy asked for bids for such an aircraft in early 1944. (The Chance-Vought F4U Corsair - and the Grumman F4F and F6F - eventually filled this bill more or less, but were hard to land on carriers, for weight and pilot-visibility reasons). Minimum speed desired was 450mph, then-available planes would do only about 400mph.

Charles Zimmerman, a research engineer for NACA, had come up with a disk-shaped, two-propeller aircraft idea before the war, which promised to be fast, and have short-take-off-and-landing ability (which included the ability to hover), which would be useful on aircraft carriers. (Imagine an oblong disk, with a canopy on top near the front, twin rudders and two small aerolons in the rear, and twin booms extending forward from the left and right sides of the disk with a huge counter-rotating propeller on each. The undercarriage was a spindly-looking tricycle arrangement that had the "Skimmer" taxiing at about a 40 degree angle. The fuselage was the "wing", but was much thinner and wider than later "lifting body" experiments. Hovering was accomplished by going nose-vertical and, well, just hanging there - such was the power of the propellers. Wingspan approximately 30-40 feet [by my eye].)

- The V173 (the first prototype version) was built by Chance-Vought. Boon T. Guiten was its first test pilot. Its first flight (November 23, 1942) lasted only 13 minutes, but was entirely successful, and testing continued. One of the later-on test pilots was Charles Lindberg, who was an enthusiastic supporter. In July 1944, the Navy ordered two more "Skimmers" built for further testing, each equipped with significantly more powerful engines (1350hp Pratt and Whitneys -- the V173 was judged underpowered, since its top speed was not up-to-spec). The two new planes were built from "metalite", a composite material made from sandwiching layers of aluminum and balsa wood. These planes were designated F5U's.
- The F5U's were actually overpowered, and had a clutched gearing system to vary propeller speed in

flight. In addition, a geared propeller-synchronizer was also installed. The first F5U was ready for flight in August, 1945 (but was delayed by a lengthy redesign of the propellers). By 1948, an F5U was finally ready to fly, but technology had passed the plane by (jets were already doing 600mph). The F5U taxi'd up and down the runway a couple of times, but never flew. Total pricetag on the project was about \$9M. Both 5FUs were scrapped. (The F5U's were intended to be sent to Edwards AFB for testing -- shipped via the Panama Canal; apparently the skimmer's unusual shape would have made ground transport difficult.) [In the mid-1930's the Arup S1, S2, S3 and S4 - looking very like what became the Zimmer Skimmer, but with a single centerline "puller" propeller - were flown as flying billboards and test aircraft.]

- The Avro (Canada) "Avrocar" was an outright flying saucer. It used three Continental turbojets, turning a central impeller ("turbo rotor") to keep it airborne with downward thrust, with a vane/shutter system to propel the craft in pretty much any direction by venting thrust in any direction desired. It was built to hold two human crewmen in separate cockpits on either side, facing front - total width of the Avrocar was 18 feet, with tricycle landing pads or wheels for undercarriage. It was first proposed in the early 1950's by the Avro company to the Canadian government.

The maximum expected airspeed was originally about 700mph. As Avro worked on the design, expected airspeed dropped to 300mph. By the mid-50's, a very-secret project (unknown to even most Avro employees) was in full swing to build the Avrocar. The blades of the Avrocar turbo-rotor were hollow with internal re-enforcing, and brazed to cement the parts. The first turbo-rotor was tested for 150 hours without mishap.

By 1955, the costs of the project had escalated beyond the resources of the Canadian government. The project after that was underwritten by the US DoD (the USAF and Army were both interested.) The Avrocar first flew with a pilot on Dec. 5, 1959 (prior to that, it was tested unmanned). Two were built - one Avrocar was tested out at the Ames research center in California, the other remained with Avro for testing. Although the aircraft did fly, its ability to rise and top speed was extremely disappointing, mostly due to thrust dissipation in the impeller. The Avrocar was able to clear (small) obstacles without difficulty, but maximum altitude was never more than about 6 feet! The project was quietly closed down.

Both **Avrocars** are still intact, and survive in US museums (not sure which, though).

... curiously, the Avrocar's technology was within a hair's breadth of being successful. Using almost exactly the same propulsion setup, the British developed hovercraft (the first being the British SRN-1) in the early 1960's -- basically an Avrocar propulsion system with a rubber skirt, which greatly improved the use of downward thrust.

... in recent years, a one-person "homebrew" version of an Avrocar has appeared (alas, I cannot remember the fellow who built it's name, but he has built a lot of neat flying vehicles, and I've seen film of the avrocar-like vehicle flying).

**Edmund Doak** also was contracted by the USAF to develop disk-shaped airfoil aircraft in the 1950's and 1960's. His last and most promising, the Doak-16, was canceled by the USAF.

[Sources: Documentary "The Wing Will Fly", a 'Wings' documentary on "Strange Planes", and "Winged Wonders", by E.T. Wooldridge, published by the National Air and Space Museum, 1983, "In Search Of" episode "UFO Coverups".]

[Return](#)



# Photo Report of information found in declassified files



Above images: drawings from a flying object that it is thought the VRIL Society assembly for traveling to "the other side"

Above image: small flying system constructed in 1922 by the VRIL Society



Junkers patent , dated 1910, of a strange flying machine

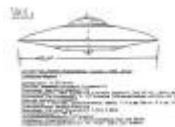
A sketch of the RFZ 2



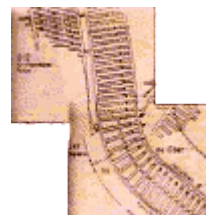
Images of the RFZ prototypes



RFZ 2 test flight

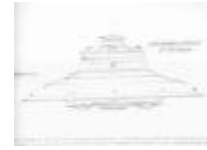
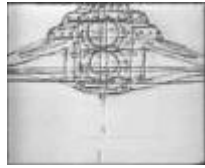


In spite of difficulties and deficiencies found in the construction of the RFZ 2, this one was developed for a new model designated as VRIL-1



Undergrounds constructions: they were built to manufacture "strange" flying machines (VRIL), having been used years later to build V-1 and V-2 bombs

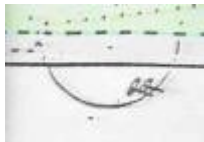
Drawing: the great tunnels and galleries are well notorious as it can be seen in this image



There were several projects found by the Allies in the SS files, when they occupied Berlin in 1945



HAUNEBU II



At the beginning, the German technicians thought to apply conventional "weaponry" in these "flying machines", installing "Panzer" tank cannons.



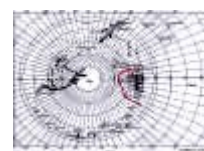
The evolution of the VRIL and the HAUNEBU was extremely fast thanks to the OVNI pieces recovered at the Black Forest and in Gdynia



The SCHWAABENLAND ship



This map, cannot be exhibited in Germany ...under prison penalty. Later on, the ban was lifted by the German Parliament



Territory occupied by Germany on 1938 in Antarctica. Was given the name of NEU-SCHABENLAND



The arrival of the nazis to Antarctica and the "demarcation" of the occupied territory (600.000 Km2), through drop-flags thrown by hydroplanes



U-Boat submarine in Azores



U-Boat submarines in Antarctica 1943

Some images of VRIL 7 and VRIL 6



Details of bottom area: VRIL 7



Detail of bottom area: RFZ 5



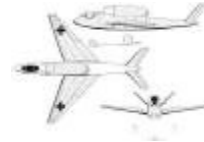
Part of a project: HAUNEBU III



Part of ANDROMEDA project : "flying cigar" transporter of different kind of objects



**Arado Ar 65**  
 (Year: DEC 1941 Speed.: 900 Km/h;  
 Altitude: 12.000 m; Motors: Heinkel He 109)



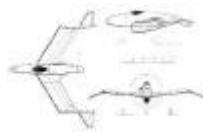
**Focke-Wulf Vorschlag 1**  
 (Year: DEC 1942 Speed: 930 Km/h;  
 Altitude: 13.600 m; Motors: BMW P 3302)



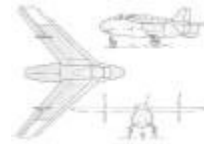
**Henschel HS P 75**  
 (Year: 1941 Speed.: 790 Km/h; Altitude: 12.000 m;  
 Motors: Daimler Benz DB 613 A/B)



**Henschel HS P 135**  
 (Year: FEB 1945 Speed: 984 Km/h;  
 Altitude: 14.000 m; Motors: Heinkel He S 011)



**Blohm Voss BV P208/3**  
 (Year: NOV 1944 Speed: 790 Km/h;  
 Altitude: 11.400 m; Motors: Daimler Benz DB 603)



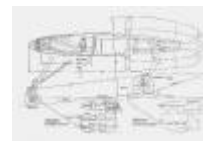
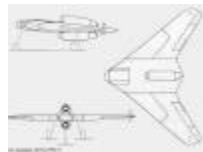
**Junkers Ju EF 128**  
 (Year: FEB 1945 Speed.: 990 Km/h;  
 Altitude: 13.700 m; Motors: Heinkel He S 011)



**Gotha Go P60 C**  
 (Year: FEB 1945 Speed: 930 Km/h; Altitude: 13.300 m;  
 Motors: Heinkel He S 011)



**Horten HIX**  
 (Year: MAR 1945 Speed: 950 Km/h; Altitude: 16.000 m; Motors: Junkers Jumo 004 B-2)



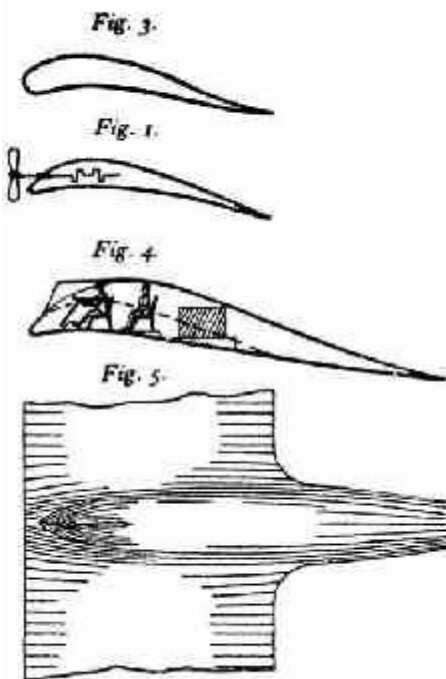
**Gotha P 60**  
 (Year: JAN 1945 Speed: 915 Km/h; Altitude: 12.500 m; Motors: BMW 003 )



**Horten XIIIb**  
 ( Year: 1944 Speed: 1200 Km/h; Altitude: 15.000 m;  
 Motors: Heinkel He S 011 A-0 )

[Return to Hollow Earth](#)

[Return to Discs of The Third Reich](#)



DEUTSCHES REICH



REICHSPATENTAMT  
**PATENTSCHRIFT**  
— № 253788 —  
KLASSE 77 h. GRUPPE 5.

AUSGEBEN DEN 11. NOVEMBER 1910.

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**HUGO JUNKERS IN AACHEN-FRANKENBURG**  
Drehteller mit zur Aufnahme von nicht Auftrieb erzeugenden Teilen dienenden  
Hohlkörpern.  
Patentiert im Deutschen Reich vom 1. Februar 1910 ab.

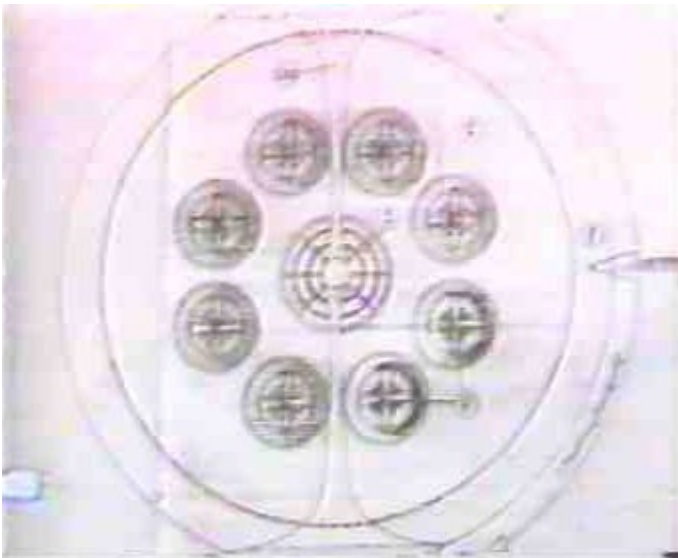


Fig. 7

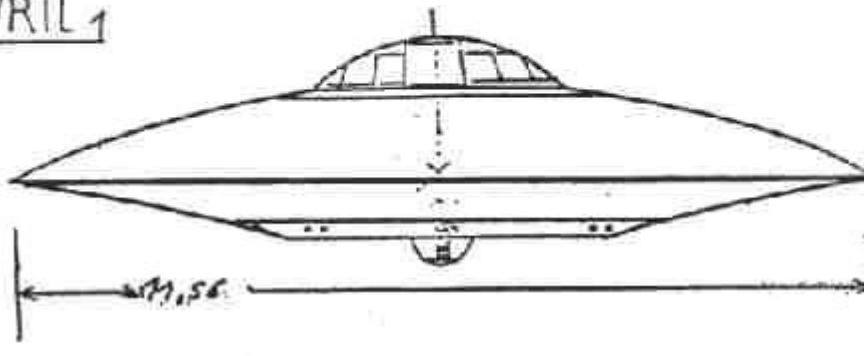


Fig. 6

Fig. 2. — Patent.

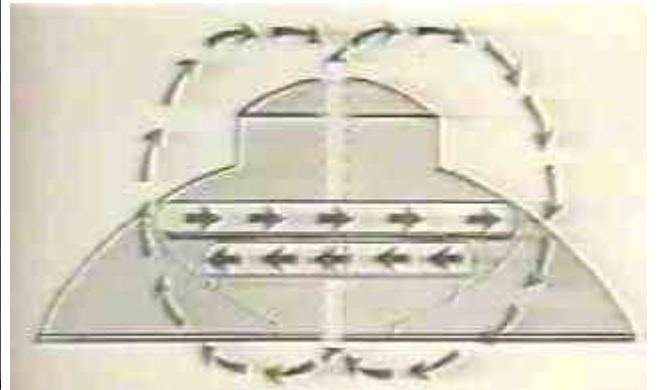
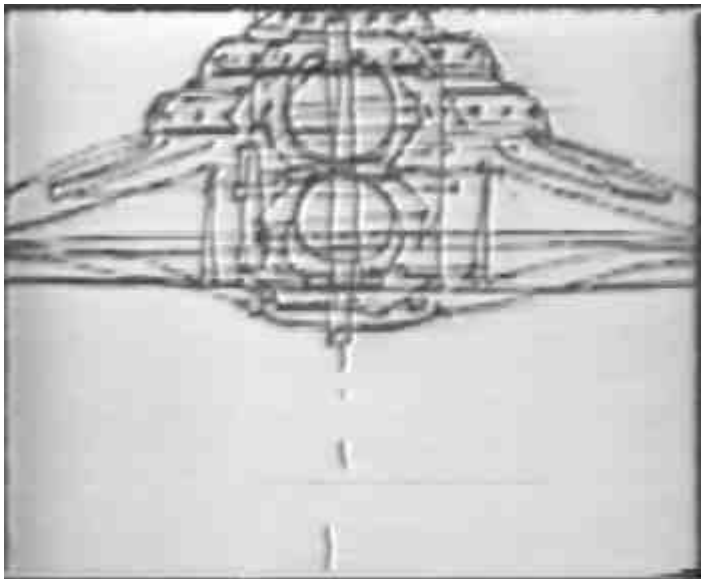


VRIL<sub>1</sub>



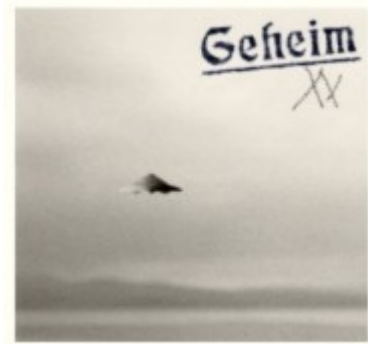
LEICHTE BEWAFFNETE FLUGSCHNITZ (JÄGER), TYP VRIL<sub>1</sub>  
(Schwamm-Gruppe)

Durchmesser: 11,56 Meter  
Antrieb: Schwamm-Lavitator (gepanzert)  
Steuerung: Mag-Feld-Impulsor 3x  
Geschwindigkeit: 2900 Kilometer p. Stunde (bisher), bis zu ca. 12000 mögl.  
Reichweite (in Flugdauer): 5 1/2 Stunden ((Plug-Anladung mittels Kd von  
Hannover aus, wird erprobt))  
Bewaffnung: 1 Bcm ESK, fernsteuerbar, matta, + 2 x SK 108 u. 2 x Nr. 17  
Auspustung: Doppel-Viktalen  
Besatzung: (je nach Einsatzart) 1, bis 3 Mann  
Verweildauer: 100 s  
Stilleschwebefähigkeit: 12 Minuten  
Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht  
Grundsätzliche Einsatzweise: ca. Sept. 1944, ev. früher.



# Secret Flying Discs of the Third Reich

(1922-1945)  
from [LaesieWorks](#) website



Although this page contains lots of photos, most could be fake. If they are fake, people have put a lot of effort in faking them. If one is real (like a **Haunebu** or **Vril**)... it is kept secret, and most interesting to me would be the propulsion system.

## German Saucers index:



Haunebu



Flügelrad



RFZ



Vril



JFM

[Return to German Disc Aircrafts - 1922-1945 and Beyond](#)

# German Moon Base

from [VJEnterprise Website](#)

Following the belief that the Germans had gained advanced technologies in the early 1940's (possibly from recovered crashed UFOs or through contact with an alien culture), this article by Vladimir Terziski, President of the American Academy of Dissident Sciences, is a study of the Germans involvement in the exploration of the Moon and Mars.

## SIAM

For all further inquiries, list of publications and videos, available from the Academy, please write to me at the following address:

**Vladimir Terziski,**  
President, - American Academy of Dissident Sciences,  
10970 Ashton Ave. #310, Los Angeles, CA 90024,  
phone and fax: USA-(310)-473-9717.

## HALF A CENTURY OF THE GERMAN MOON BASE

( 1942 - 1992 )

From: [rkrouse@netcom.com](mailto:rkrouse@netcom.com) (Robert K. Rouse)  
Newsgroups: [alt.paranet.ufo](#),[alt.alien.visitors](#),[alt.conspiracy](#)  
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The Germans landed on the Moon as early as probably 1942, utilizing their larger exo-atmospheric rocket saucers of the Miethe and Schriever type. The Miethe rocket craft was built in diameters of 15 and 50 meters, and the Schriever Walter turbine powered craft was designed as an interplanetary exploration vehicle. It had a diameter of 60 meters, had 10 stories of crew compartments, and stood 45 meters high.

Welcome to Alice in Saucerland. In my extensive research of dissident American theories about the physical conditions on the Moon I have proved beyond the shadow of a doubt that there is atmosphere, water and vegetation on the Moon, and that man does not need a space suit to walk on the Moon. A pair of jeans, a pullover and sneakers are just about enough.

Everything **NASA** has told the world about the Moon is a lie and it was done to keep the exclusivity of the club from joinings by the third world countries. All these physical conditions make it a lot more easier to build a Moon base.

Ever since their first day of landing on the Moon, the Germans started boring - and tunneling under the surface, and by the end of the war there was a small Nazi research base on the Moon. The free energy tachyon drive craft of the [Haunebu-1 and 2 type](#) were used after 1944 to haul people, materiel and the first robots to the construction site on the Moon.

When Russians and Americans secretly landed jointly on the Moon in the early fifties with their own saucers, they spent their first night there as guests of the .... Nazi underground base. In the sixties a massive Russian - American base had been built on the Moon, that now has a population of 40,000 people, as the rumor goes.

After the end of the war in May 1945, the Germans continued their space effort from their south polar colony of [Neu Schwabenland](#). I have discovered a photograph of their underground space control center there.

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## GERMAN-JAPANESE MILITARY R&D COOPERATION:

According to **Renato Vesco** again, Germany was sharing a great deal of the advances in weaponry with their allies the Italians during the war. At the Fiat experimental facility at lake La Garda, a

facility that fittingly bore the name of air marshal Hermann Goering, the Italians were experimenting with numerous advanced weapons, rockets and airplanes, created in Germany.

In a similar fashion, the Germans kept a close contact with the Japanese military establishment and were supplying it with many advanced weapons. I have discovered for example a photo of a copy of the manned version of the V-1 - the Reichenberg - produced in Japan by Mitsubishi. The best fighter in the world - the push-pull twin propeller Domier-335 was duplicated at the Kawashima works. Or a photo of Japanese high ranking Imperial navy officers inspecting the latest German radar station.

A Japanese friend of mine in Los Angeles related to me the story of his friend's father, who worked as technician in an aircraft research bureau in Japan during the war. In July of 1945, two and a half months after the war ended in Germany, a huge German transport submarine brought to Japan the latest of German inventions - two spherical wingless flying devices.

The Japanese R&D team put the machines together, following the German instructions, and... there was something very bizarre and other-earthy standing in front of them - a ball shaped flying device without wings or propellers, that nobody knew how it flew. The fuel was added, the start button of this unmanned machine was pressed and it .... disappeared with a roar and flames without a in the sky. The team never saw it again.

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A volunteer suicide crew of Germans and Japanese was chosen, because everybody knew that this journey was a one-way journey with no return. The large intensity of the electro-magnetogravitic fields and the inferior quality of the metal alloys used then for the structural elements of the drive, was causing the metal to fatigue and get very brittle only after a few months of work of the drive. The flight to Mars departed from Germany one month before the war ended - in April 1945.

It was probably a large crew, numbering in the hundreds, because of the low level of automation and electronic controls inside the saucer. Most of the systems of the craft had to be operated like these on a U-boat of that time - manually. Because the structurally weakened tachyon drives were not working with full power and not all the time, the trip to Mars took almost 8 months to accomplish.

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After a heavy, almost crashing landing, the saucer slammed to a stop, damaging irreparably its drives, but saving the crew. That happened in the middle of January 1946. The crash landing on Mars was not only due to the crippled tachyon drives of the craft - it was also due to the smaller

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The radio message with the mixed news was received by the German underground space control center in [Neu Schwabenland](#) and by their research base on the Moon.

# 1942-1992 Half A Century of... The German Moon Base

by Vladimir Terziski  
President of the American Academy of Dissident Sciences  
from [GreyFalcon](#) Website

## German Moon Base Alpha

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**Germans had gained advanced technologies in the early 1940's  
(possibly from recovered crashed UFOs or through contact with an alien culture)  
This article by Vladimir Terziski, President of the American Academy of Dissident Sciences,  
is a study of the Germans involvement in the exploration of the Moon and Mars.**

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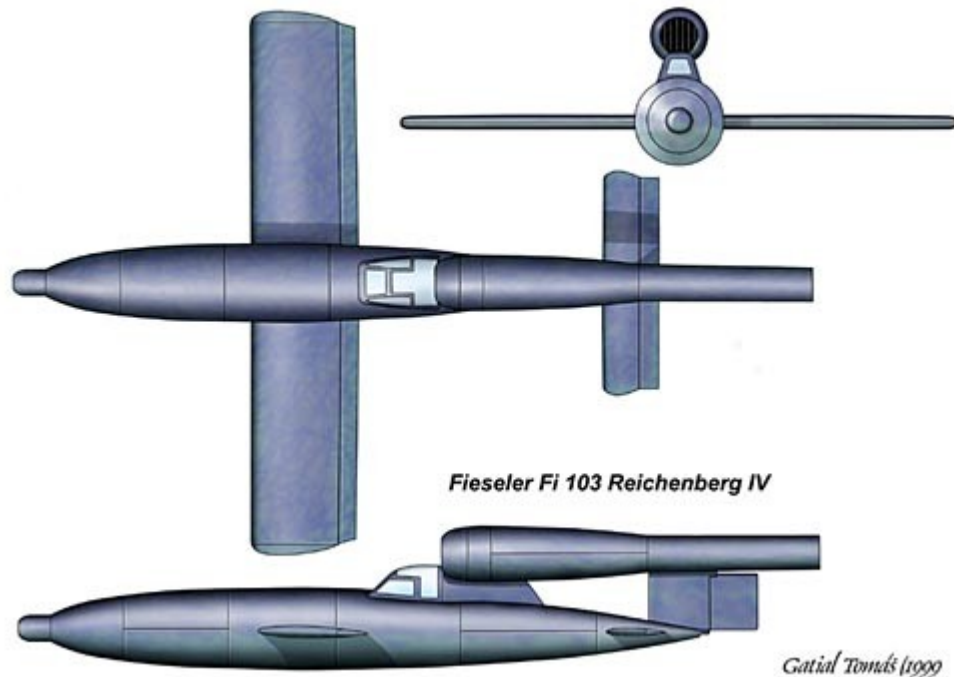
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## Japanese Wonder Weaponry created in conjunction with Germany Foo-Fighters (Feuerball) artifacts

These are remote-controlled spheres which are sent against the enemy with supposed electromagnetic effects in aircraft or simple psychological weapons for frightening enemy pilots.

Weapon identified as [AEG Kugelwaffen](#) sent to Japan via submarine and long-range aircraft technology transfers. Several of the Kugelwaffen are seen trailing Sally bombers with the gunners making no attempt to shoot them down, suggesting they were being tested.

Encountered in the Pacific after Germany surrendered, the 20th and 21st BGs reported these weapons in over 300 sightings.

### Disc-shaped or cylindrical air vehicles

Cylindrical or disc-shaped aircraft with advanced engines that Germany sent to Japan in the last days of the war, again by submarine technology transfer.

Type of discs sent supposedly WNF Feuerball type. No Vril or Haunebu Type would fit in any of the German submarines and the Germans were not likely to share any of the occult SS E-IV Technical Branch knowledge as those discs were being moved to South America and *Base 211 in Neu Schwabenland, Antarctica* from Mar-Apr 1945 for continued postwar development.

In the Antarctic area there was a supposed technical exchange of Japanese Sub Type I-400/M6A1 Seiran bombers with the Germans for other military technology that they gave to the Japanese.

Base 211 was constructed between 1941-43 in the Muhlig-Hoffman mountains.

"[Neu-Schwabenland](#)" underground complex with "Neu Berlin" as capital of surviving Reich led by [SS General Hans Kammler](#). There is ample evidence of construction of this base with German surface raiders and U-boats making continuous journeys to the South Atlantic, Argentina's Tierra del Fuego (Fire Island), and Antarctic waters. The Germans set up meteorological bouys and weather stations from Antarctica all the way up to the Patagonia region of Argentina.

[Grossadmiral Karl Dönitz](#) kept a large number of U-boats in the South Atlantic despite the raging war in the North Atlantic and it was Dönitz who became the second Führer of European Germany, Neu Schwabenland having never surrendered. Both the US and UK established presences in Antarctica during the war and some Germans were captured on the Falkland Islands (Islas Malvinas).

Argentina made their Antarctic claim the same year as Base 211 became operational-1943 and aided the Nazis against US and other South American national pressure. In March 1945, the US finally pressured Argentina to declare war on Germany and Japan but to no avail. The Perons sheltered the Nazis and let Odessa ferret war criminals into Argentina postwar.

Argentine naval records report unusual disc craft operating off their coast during and after the war, BEFORE the US 1947 UFO sightings began ironically where German weapons were being tested in New Mexico.

### Sonic, wind and ray weapons

Other strange types of weapons used sounds, used the wind, or shot energy rays, respectively.

They are similar to the [Windkanone](#) (Windcannon), [Schallkanone](#) (Soundcannon), [Donar Kraftstrahlkanone](#) (Power Ray Cannon). Germany supposedly sent many plans over these artifacts, but no information exists indicating that any of these were constructed in the last days of the conflict. However, the Captain of [U-977 that surrendered in Argentina](#) months after Germany's capitulation revealed in his book, "U-977" that the Japanese delegations sent to Berlin observed the SS death rays (crude microwave weapons) in 1945.

### Japanese-German Space programs

Supposedly, Germany previously and during the war developed a SS space program (Raumflug), which included specialists from the Japanese Army and Navy. No confirmation of this exists.

### Joint Programs

- Japanese-German Lunar Station Alpha-1, the alleged lunar base station constructed by the Nazis in 1943–1945.
- Japanese-German suicide space mission to the planet Mars in April–May 1945, using the Haunebu III space vehicle modified with long range capacity.

With respect to all this, there exist only some references or memories of some Japanese researchers who supposedly worked on some assignments over these technologies, but no real evidence about them exists.

One of these references is about an ancient technician of the Mitsubishi company who remembers a strange cylindrical or spherical artifact acquired from a German submarine in the last days of the conflict. The Japanese armed one of these two examples (very similar to the German "Feuerball" objects) but found it very hard to control.

The Japanese were highly superstitious and could not conceive of the type of invisible propulsion system that these objects operated by; subsequently they were associated with demons and dynamited in a pit after Japan officially surrendered.

Other references about these weapons are the encounter of a Japanese Navy Mitsubishi A6M Zero with a Disc over Genzan (Chosen) and the reports of B-29 pilots in Marianas and Japan of some Spheres of Light (Foo-Fighters) in the last days of the war.

Both Nakajima and Mitsubishi are suspected of having tried to construct purely Japanese discs during the war, exemplified by the 1942 "Battle for L.A." disc that was fired upon to no effect. Recent analysis of the photos reveals a disc design different than that of the Germans, same for the 1942 sighting of a strange disc over Hopeh Province in China.

These supposed Japanese discs had one thing in common- they were quite slow and tended to fly in a straight flight path. German discs by comparison were running off powerful EMG engines capable of speeds of well over 7,000 km/h and were heat-shielded by a metal called Viktalen. Some call this "Frozen Smoke".

A Bulgarian researcher, **Vladimir Terzinsky**, investigated the German-Japanese Space program and its connections with Military technical collaboration.

For example, he spoke about the [Fieseler Fi-103 \(V1\)](#) and [Dornier Do 335 Pfeil](#) and the Japanese developed Kawanishi Baika suicide pulsejet plane and the Kawanishi J1W1 Shinden interceptor.

During a routine inspection of the Japanese merchant vessel Asama Maru on January 21, 1940, in the Indian Ocean, officers of the British cruiser HMS Liverpool discovered twenty-one German civilians on board. All were highly qualified technicians being sent to Japan to service German surface raiders and U-boats soon to be operating in the Pacific area.

The technicians were removed and interned as prisoners-of-war but as Britain was not at war with Japan at this time the Asama Maru was allowed to proceed to her destination. Some weeks later, on February 29th, Britain handed back nine of the technicians to Japan after Japan agrees not to send them back to their homeland.

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First landing on the moon by the Germans was at Mare Imbrium on August 23, 1942 at 11:26 MEZ, using a Miethe rocket.

The first man on the moon was Kapitänleutnant **Werner Theisenberg** of the Kriegsmarine. Actually, the Navy did most of the work on the moon shots, not the Luftwaffe.

Landing took place without radio contact to the main control center at the Wilhelmshaven or the second control center located near Anzio, Italy. Ever since their first day of landing on the Moon, the Germans started boring and tunneling under the surface and by the end of the war there was a small Nazi research base on the Moon.

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The *Andromeda* was a craft with a diameter of 139 meters that was meant to transport troops, up to 5 saucers, and equipment. It was probably not built, although they could have done it easily...

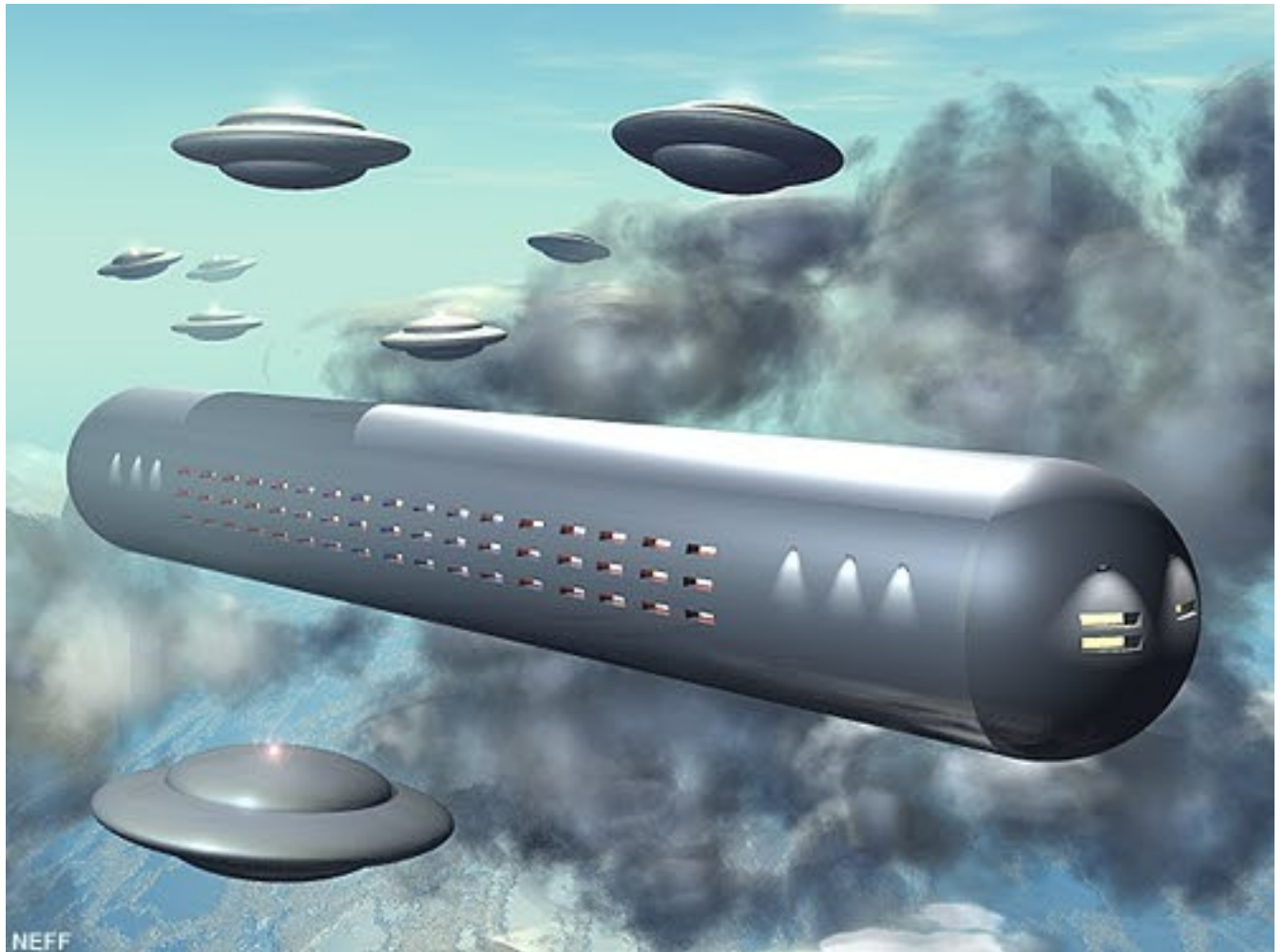
Maybe some of the "flying cigars" that have been seen are later models...

Nikola Tesla

"Journey to Mars - Are We Already There?"

Jules Verne - and other early science fiction pioneers - wrote what was then considered to be far-fetched stories about the exploration of the moon and the planet Mars. They based their classic literary works not just on their own fertile imaginations, but on 'wild rumors' circulating

that such voyages had already been made, accomplished by a group of scientists - all members of the same secret society. They had tapped into an unknown power source, using it to facilitate the birth of flight, years before the Wright Brothers. Contacted by this secret fraternal order, Nikola Tesla furthered their cause, coming up with his own improved method of interplanetary travel, soon to be stolen and used by Adolf Hitler and the New World Order.

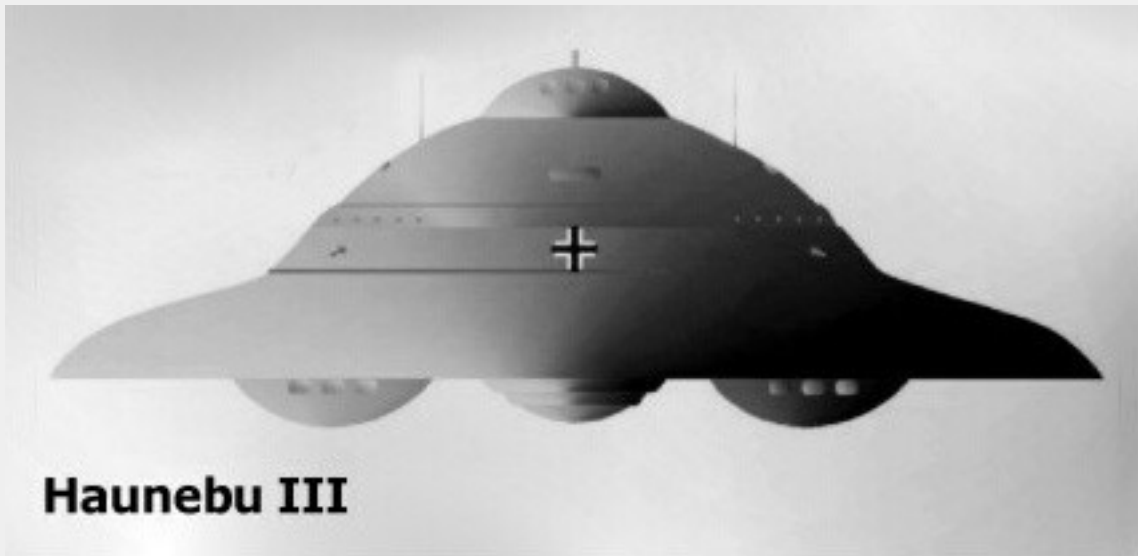


Forty seven years after World War II, in 1991, **Vladimir Terziski**, a Bulgarian immigrant, came into possession of some German documentary film describing the Nazi V-7 special weapons programs. The secret V-7 projects were in fact a series of circular aircraft research designs developing radical new weapons platforms that could rise and descend vertically and fly at high speeds and very high altitudes using a new "implosion" motor design and other electro-gravitic energy conversion principles producing a self-sufficient electrostatically generated force for power.

Such engines were manufactured by **AEC**, (Allgemeine Elektrizitäts Gesellschaft), the great electrical giant of industrial Germany, for this program as early as 1944. These power devices generated their own electro-gravity field which neutralized the Earth's natural gravity, in effect making them weightless. Another new engine principle used helium for fuel.

There were at least three major developments within the V-7 program. There were the Haunebu models 1 through 3, at least; and Vril models 1 through 7 as well, and most likely beyond that. Then there was the cylindrical mother-ship carrier project designed to transport the Haunebu and Vril craft in flight. Research along these lines had been carried out since early in 1941.

The Haunebu models were larger discs ranging from 25 through 40 meters in diameter.



**Haunebu III**

That is 75 to 120 feet. They were powered by multiple-ganged energy units working together, like the AEG System, and these units also generated their own electro-gravitic field which neutralized the natural gravity around them, thus making the craft and all it carried essentially weightless.

Experimental versions of this circular disc-shaped craft carried one to three 7.5 centimeter anti-tank cannon on their underside. Photographs of such craft have been collected by Mr. Terziski, some of which also appeared in the movie documentary.

One picture shows a 2 1/2 ton military truck parked beside a Haunebu 2, a lifting crane on the far side, and 2 men under the big disc working on something. Other pictures showed the Haunebu models in flight.

The Vrill models were smaller deeper discs of nearly bell-shaped configuration in appearance with 3 hemispherical protuberances underneath, very similar to the bell-shaped flying objects photographed by George Adamski in 1952 and 1953, however the Vrill 2, which is closest to that appearance, was actually being tested in 1943 and 1944 in Nazi Germany. The Vrill 3 models and beyond were far more streamlined and looked more like the domed discs we are more familiar with. These little ships were 10.5 to 15 meters (30' to 45') in diameter and carried crews of 1 to 5 men.

The cylindrical carrier craft were over 100' in diameter and could carry one or more of the Haunebu models and 3 or more of the smaller Vrill models, all internally, and could launch and recover them in flight.

When the High Command in Germany concluded that they could no longer win the war, and some of the key leaders began leaving the country to prepare for a resurgent 4th Reich, these important programs were apparently dismantled and carried to new bases in the Antarctic and to remote places in Brazil and elsewhere in South America.

Most of their key scientists went with them, which may be why we have heard so little of these programs up to now. The few scientists who remained behind were picked up by the U.S. and Russian governments and put to work on domestic programs, but our programs lacked the organization of the parent German programs that were evacuated.

Of course none of this report is proven by massive support evidence, nor should we expect it to be, given the secret nature of the work; and so this information can only stand as a speculative report - but it does raise a lot of unanswered questions.

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Vrill, Haunebu and the Andromeda-Gerät, were never mentioned by any source before **Vladimir Tersiski** hit the scene.

This is the same writer who claims to have proved that there is a breathable atmosphere, water, vegetation and even animals on the moon. Strangely enough, his descriptions of conditions on the moon sound an awful lot like those that were described by **George Adamski**, in Inside the Space Ships.

The fact that Terziski has obviously drawn heavily from Adamski's various writings seems to make no impression on those who want to believe in the existence of German flying saucers. They tend to characterize the similarities between the Haunebu and Adamski's 'Venusian scout ship', or the Andromeda-Gerät and Adamski's 'mother ship', as corroborative evidence.

In reality, it only proves that Terziski imitated Adamski.

## **Nazis And The Grays**

Researcher **Vladimir Terziski** believes, in spite of all the descriptions of 'aliens' given by abductees, that there are also craft constructed by 'the Illuminati' which are taking advantage of the 'alien' question by attempting to pass off their own black

projects as 'alien technology'.

Although Terziski is uncertain as to the existence of [the so-called 'greys'](#), he does admit his belief in an ancient human-like society which possesses antigravity craft.

Terziski states that whether or not the 'greys' exist, the [New World Order](#) may be using the 'external' alien threat as a means to bring about world unity after the fall of Russia while,

"...at the same time hundreds of valid, but undesirable ET contacts with...more advanced races are debunked or ignored by the government."

If some researchers are correct, Bavarian Intelligence [the Illuminati's [Skull & Bones society](#), the Thule Societies "Nazi" Empire, and the **CIA-NSA** network that was '*german'ated* from within the [Bavarian Illuminati](#) and Bavarian Thule societies] are actually working with [the 'Greys'](#) in secret.

Even if the 'New World Order' declares 'war' on these creatures, as opposed to a grassroots 'human resistance', one can be assured that this war be a farce as have other conflicts in the past.

It would very well be like the Korean war conflict wherein SOCIALISTS within the 'United Nations' waged a no-win 'police action' against southeast Asian COMMUNISTS. General George Douglas MacArthur for one accused the Socialist leadership of the U.N. of intentionally SABOTAGING his forces in Korea by leaking American positions to their Communist allies.

Now in recent years 'Patriot' organizations have been warning of a possible "RED DAWN" takeover of the U.S. by Socialist [UNITED NATIONS](#) troops who NOW HAVE AN INCREASING ARMY OF U.N. TROOPS "IN TRAINING" within the borders of the United States.

(If such a take-over attempt were to occur, we would suggest that the UNITED NATIONS complex in New York City increase it's security by at least a thousand fold to defend itself from the retaliation that would follow. Let's just say that there is an entire 'Army' of grassroots Patriots waiting-in-the-wings to defend America from such a threat if or when such an invasion is attempted).

The Bavarian "National" Socialists who ultimately control the U.N., such as [the Trilaterals](#), are reportedly tied-in with the reptilian gray empire, so it is doubtful that any resistance to the invaders will come through the *Trojanhorse United Nazis* (er, excuse us... United Nations!).

Such a 'war' may be the grand finale of a series of outward Machiavellian 'conflicts' which the Bavarian Empire has allegedly 'arranged' between nations over the centuries for the purpose of simply keeping the human race in the state of disorder, chaos, confusion and fear which is so necessary to ensure the final goal - an absolute electronic dictatorship in which every human being will be 'tagged' and branded like cattle with an electronic chip implant which will make them the absolute spiritual, mental and physical slaves of the 'New World Order'.

Multitudes may be deceived into receiving this "mark" of the Beast (or the "Serpent"?) and in doing so will have relinquished the greatest thing that they possess, their FREE AGENCY (and with it, their soul).

Terziski alleges that the Illuminati has been involved in top secret 'space R&D' [*Research & Development*] since the turn of the century, and that the Nazi's, the American Eastern Establishment, and the KGB has been involved as well. In other words, the lower classes of all these nations were themselves largely unfamiliar with such top secret research, although the 'Illuminists' working in the highest levels of internationalism were and are intricately involved.

Although it may sound rather incredible, Terziski alleges that he possesses confirming information such as the first video expose of Nazi UFOs. German/Japanese saucer *landings on the moon and Mars in 1944-46*, Marconi group's landing on Mars in 1956..., video footage of Nazi interplanetary dreadnoughts and... of *secret Soviet-American saucer landing on Mars* (below video).

LAND ON MARS 1962 (reconstruction or real document?)



Although many of the 'Greys' have been described as being of neo-sauroid configuration, other 'Greys' pose a different mystery as to their origin and seem to be more of a bio-synthetic or 'manufactured' configuration.

Vladimir Terziski suggests that some of these greys may be, "...a product of the US government's biogenetic cyborg R&D program." There may have been "secret society" ties behind the AXIS Alliance of World War II.

The [JESUITS ORDER](#) of ITALY, according to researcher **Edmond Paris**, *had strong connections with Adolf Hitler's S.S.*, and in fact may have been working with the THULE SOCIETY of GERMANY in establishing the S.S. as the premier German Intelligence Agency.

In turn, according to **Trevor Ravenscroft**, the Nazi occult lodges were in close contact with the occult *GREEN DRAGON society of JAPAN*.

ITALY, GERMANY and JAPAN were the three members of the "AXIS" powers who fought against the "ALLIED" alliance: the United States, Great Britain, and to a lesser degree, Russia.

Terziski is a Bulgarian born engineer and physicist, graduated Cum Laude from the Master of Science program of Tokai University in Tokyo in 1980. Served as a solar energy researcher, Bulgarian Academy of Sciences, before immigrating to the U.S. in 1984. International UFO researcher with command of English, Japanese, Russian, German, and Bulgarian. Creator/lecturer of UFOLOGY-101 course for University level attendance.

In a June 5, 1993 interview with talk-show host [Sam Russell](#) on *K-TALK radio* in Salt Lake City, Utah, Vladimir Terziski made the bold assertion that in one way or another, any independent scientists who discovers the secret of electromagnetic 'free-energy' antigravity-propulsion is soon *bought off, black-listed or killed by the Bavarian Illuminati*, which has for centuries been extremely determined to **maintain their monopoly** on such technology and keep it out of the hands of the masses.

The military arm of the Bavarian Empire, the Third Reich, was allowed to 'field test' much of this technology under supervision during World War II as the Bavarians were intent on establishing the "New World Order", by force if necessary.

Terziski also stated that a joint German-Japanese 'suicide' volunteer crew utilizing this 'confiscated' Illuminati 'free-energy' technology - a Hans-Kohler converter powered 'Dreadnaught', a giant craft approximately 230 feet in diameter - landed on Mars in mid January, 1946 after 8 months of heavy flight.

He did not say what became of this expedition, but he did state that the German Illuminati had established a base on the moon and planted their swastika flags there years before the Apollo program.

Terziski also stated that a 'secret' joint American-Russian space program - behind-the-scenes of the public program - had landed men on the moon BEFORE [the Apollo flights](#) as well, and had discovered the "ex-Nazi" base already in existence there.

One of the more startling claims made by Terziski in this interview was that the German experiments in [mind control](#), genetics, and hybridization (between humans and animals) - which were apparently aided by the discovery and perfection of the microscope in Germany, including a Teslan scaler-wave microscope which helped the Germans to unlock the human [genome](#) - were repeated in ten times their intensity in the underground Nazi South Polar colony or 'city'.

This base-city, rumor has it, is known by its inhabitants as the 'NEW BERLIN' and contains a population of over 2,000,000 people loyal to the Nazi philosophy. These include so-called pure-bred 'Aryan S.S.' who apparently utilize slave labor to expand their underground empire. The genetic experiments in this underground metropolis (as in the trilateral [Dulce-Dreamland-Luna facilities](#)) is reportedly continuing unabated.

Terziski claims that German occultists gained entrance to underground repositories below Tibet with the help of *Ahrimanic* and *Luciferian secret societies* in that country, where they gained access to ancient records from an early civilization which developed its own form of occult-technology.

According to Vladimir, the Nazi's had made contact with 'half a dozen' [alien races](#), including the malevolent reptilians, which may explain why they were so successful in their technological pursuits.

Could the U.S. government, fearful of the Nazi Empire/Gray Empire alliance, have chosen to negotiate with this powerful force rather than stand against it? ["if you can't beat'em, join'em"].

If so, it may have been a tragic, pathetic and cowardly decision not only for themselves but for their and our posterity. Apparently the Germans-Nazis-Illuminati had established a 'pact' with *the serpent races* long years before the American 'secret/conventional' hybrid government had done so.

The [South Polar base](#) according to [Vladimir Terziski](#) is also actively involved in space travel, and if the theories of **W. A. Harbinson** and others are correct, they may in fact constitute *the 'Aryan' blonds* who have been seen working with the grays and reptilians in UFO scenarios in their attempts to abduct, implant and program the minds of humans in an apparent long-term agenda to conquer the MINDS of the nations, and therefore the nations themselves.

Failing to do so during World War II in an overt manner, is Bavarian-Draconian alliance now attempting to bring about a covert takeover of the planet from their South Polar installation?

**Harbinson**, the author of the fact-fiction book '[GENESIS](#)', is convinced that they are...

## **We never went to the Moon**

It's all true. We never went to the Moon. **Neil Armstrong** and **Buzz Aldrin** *never set foot on Mare Tranquillitatus*. They filmed it all on a soundstage in Nevada's [Area 51](#).

**Stanley Kubrick** directed, slowing down the film speed to make it look like the astronauts were walking in low gravity. He used the same techniques he developed for his movie [2001: A Space Odyssey](#), which "coincidentally" came out in 1968, the same year that **NASA** claimed to send Apollo 8 around the moon.

But Kubrick was forced to do it, and so he left clues in the photographs. If you look at them closely you can see that some of the shadows do not match up and there are other inconsistencies. The flags wave when there is no air.

There are no blast craters under the lunar landers. Kubrick was a master filmmaker and he would not have been so sloppy with his art - he would have put the blast craters there and he would not have allowed the flags to wave. But perhaps he was trying to tell us something, provided we are smart enough to recognize it. Maybe that is why he died under mysterious circumstances in 1999.

President [John F. Kennedy](#) announced the lunar goal in 1961. But NASA scientists quickly realized that traveling to the moon is impossible. The Van Allen radiation belts will kill anybody who tries to reach the moon. NASA officials knew this early on and realized that they would have to fake it.

In fact, one of the reasons that the CIA, Lyndon Johnson, the Joint Chiefs of Staff, the military-industrial complex, and the Knights Templar *had John F. Kennedy killed* was because Kennedy was about to cancel the Apollo program. Too many people were going to make too much money from *faking the lunar program*, so Apollo had to continue.

Oliver Stone knew it. He even mentioned it in his movie *JFK*. And he has hardly worked since then. That is not a coincidence.

Lyndon Johnson knew that he had to get somebody competent to run the lunar hoax project, so he recruited the same person who told Franklin Roosevelt in November 1941 that the Japanese were planning to bomb Pearl Harbor. This man—we'll call him Mr. X—had previously helped Johnson fake the Gulf of Tonkin Incident and can be seen in photos of the grassy knoll in Dallas, carrying an umbrella. He worked as the executive secretary for [MAJESTIC-12](#).

For the lunar hoax project Mr. X recruited a number of people from the Philadelphia Experiment. The Brown and Root Company (now Halliburton) built the soundstages.

Of course it is ironic that the Americans had to fake the moon landings, because they already had access to the [flying saucer technology recovered at Roswell in 1947](#).

We now know from reputable sources that the Soviets were about to upstage the American Apollo 8 and Apollo 11 missions by sending cosmonauts to orbit the moon. But their rockets failed, which some people believe is even more proof that it is impossible to send people to the moon. Unfortunately, the Soviet Union lacked the filmmaking technology of the United States and they were unable to fake their own moon missions.

But they did find out about the American deception and blackmailed the United States into shipping them millions of tons of grain to buy their silence. Yuri Gagarin found out about this plan, which is why the KGB had him killed. Why else would the United States prevent its adversary from starving except to keep them silent about a major scandal?

Of course it is ironic that the Americans had to fake the moon landings, because they already had access to the flying saucer technology recovered at Roswell in 1947. The three alien pilots all died and were dissected at Wright Patterson Air Force Base, but the flying disc was relatively intact. Unfortunately, the Air Force was not able to successfully copy the disc's power source, which used a form of [Zero Point Energy](#) that the Nazis had tried to perfect.

After nearly two decades of trying, the project was finally shelved until the technology was later revived in the 1980s and successfully used to power the Aurora spy-plane during test flights in the Bermuda Triangle. Some of the flying disc technology was used in the Stealth Bomber.

By an amazing coincidence, the same hangar at Area 51 that for years housed the alien craft was used as the soundstage for the faked moon landings.

## Moon, life on

Among ancient philosophers to speculate about possible lunar inhabitants were **Anaxagoras**, **Xenophanes**, **Pythagoras** and his followers, **Plutarch**, and (in fiction) **Lucian**.

In the late middle ages, **Nicholas of Cusa** favored life on the Moon. However, speculation became more intense following the Copernican Revolution and Galileo's first lunar studies with the aid of a telescope (1608).

In his *Discovery of a New World in the Moone* (1638), **John Wilkins** summarized what were then widely held beliefs: That those spots and brighter parts which by our sight might be distinguished in the Moon, do show the difference between the Sea and Land of that other World... The spots represent the Sea, and the brighter parts Land... That there are high mountains, deep valleys, and spacious plains in the body of the Moon...

That there is an atmosphere, or an orb of gross vaporous air, immediately encompassing the body of the Moon... That it is probable there may be inhabitants in this other World, but of what kind they are is uncertain...

Even at this early stage, however, there was sharp disagreement over how to interpret what the telescope showed. The two great lunar map-makers of the seventeenth century, **Johannes Hevelius** and **Giovanni Riccioli**, stood at opposite poles of the debate.

Whereas Hevelius populated his chart with seas and "selenites" (as he called his lunar inhabitants), Riccioli's Moon was dry and dead. The battle over lunar life continued throughout the eighteenth century, **Johann Bode** and **William Herschel** being notable among the pro-selenites.

By the turn of the nineteenth century, persuasive evidence was accumulating that the Moon lacked both sufficient air and water to support substantial life. Yet still the selenites had their champions, including the extremists Schröter and Gruithuisen, and the moderates Gauss, von Littrow, and Olbers. Improved lunar maps in the 1830s, by **Wilhelm Lohrmann** and by Beer and Mädler, helped persuade most astronomers that the Moon was unlikely to be inhabited.

Even so, this did not prevent **Richard Locke** from creating a worldwide sensation in 1835 with his great "Moon Hoax".

By the end of the 19th century, lunar life had passed more or less from the realm of science into that of science fiction. Jules Verne posed the question in *Around the Moon* (1870) and teased with his reply, George Griffith's adventurers in *Stories of Other Worlds* (1900) find the ruins of a civilization and its bestial offspring, while, as late as 1901, in *The First Men in the Moon*, **H. G. Wells** was able to exploit lingering public credulity with his tale of a hollow Moon, richly varied selenites, and massively cerebral Grand Lunar.

And yet the romance did not quite end with these gaslight fantasies.

In the 1920s, **William H. Pickering**, a staunch advocate of Martian vegetation, argued that certain dark areas on the Moon which changed shape were due to spreading plants,<sup>1</sup> while almost half a century later the remote possibility of microbial lunar life was still on the minds of NASA scientists when they quarantined the first Apollo astronauts and their rock samples – a well-advised (but, in the event, ill-performed) precaution in view of the bacterial survivors found on the returned camera of Surveyor 3. Arthur C. Clarke suggested remains of another kind on the Moon in his short story "The Sentinel"<sup>2</sup> which

blossomed into *2001: A Space Odyssey*.

In reality, it seems, the Moon has always been dead. However, the prospects for future intelligent (human) life on our nearest neighbor have been greatly improved by the discovery of billions of tons of ice in some deep lunar craters (see [Lunar Prospector](#)).

See also Moon trees.

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## **Moon, water on**

The belief that the dark lunar areas, or *maria*, might be seas was held by Plutarch and others in the ancient world.

In his *Siderius Nuncius*, **Galileo** wrote that,

"... [the] brighter part most fitly represents its land surface, but its darker part the watery surface ..."

Later, he came to doubt this interpretation, but others, including Wilkins, Hevelius, Schröter, and William Herschel kept the idea of a maritime Moon alive for the next two centuries.

The demise of lunar water accompanied that of a lunar atmosphere, since liquid water cannot exist where the atmospheric pressure is extremely low or zero. Ice, however, does exist in regions at the Moon's poles.

This surprising fact, first suggested by data from the Clementine probe, in 1994, was confirmed, in March 1998, by observations made by Lunar Prospector. After further analysis,<sup>1</sup> the initial conservative estimate of 300 million tons was increased by a factor of 10, to 3 billion tons at each pole, enough to fill a lake about 100 meters deep and 6 km across. The possibility also exists that there may be more.

The instrument aboard Lunar Prospector used for this determination can detect the presence of water (or, more precisely, hydrogen) to a depth of 0.5 meter.

Since lunar soil has been turned over by meteorite impacts during the past couple of billion years to a depth of about 2 meters, water could theoretically be present to this depth. However, if (as suspected) this water exists as crystals mixed in with the lunar regolith, larger amounts of pure water ice deposits could potentially exist at much greater depths.

The lunar ice is thought to have come from comets which collided with the Moon in the remote past. Although most of the water deposited on the lunar surface in this way would have been vaporized long ago by the daytime heat of the Sun, in small, permanently shaded regions at the poles it has evidently survived. Its presence is further evidence that water, frozen or otherwise, is a common commodity on many worlds, and this, in turn, raises the prospects for extraterrestrial life.

The availability of water on the Moon is also a major boost to any plans for establishing a self-sustaining lunar colony.

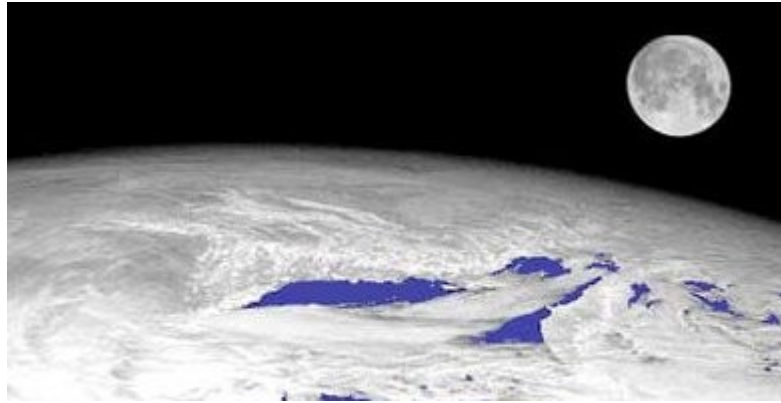
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## **Alien Presence on the Moon?**

Is there an "Alien Base" on the Moon?

More and more people are coming forward with stories of an Alien presence on the Moon. Rumors say that there is an *Alien Moon Base* on the far side of the moon, the side we never see from Earth.



Did you ever wonder why the Moon landings stopped and why we have not tried to build a Moon Base?

It does seem like a better and easier idea than a floating space station with no access to any raw materials or supplies? According to NASA Astronaut **Neil Armstrong** the *Aliens have a base on the Moon and told us in no uncertain terms to get off and stay off the Moon!*

Sound far fetched?

**Milton Cooper** a Naval Intelligence Officer tell us that not only does the *Alien Moon Base* exist but the U.S. Naval Intelligence Community refers to the Alien Moon Base as "Luna", that there is a huge mining operation going on there, and that is where the Aliens keep their huge mother ships while the trips to Earth are made in smaller "flying saucers".

"LUNA: The Alien base on the far side of the Moon. It was seen and filmed by the [Apollo Astronauts](#). A base, a mining operation using very large machines, and the very large alien craft described in sighting reports as mother ships exist there."

**Milton Cooper**

in *Apollo 11 Encounter UFOs on the Moon?* from the Book "Above Top Secret" by Timothy Good

## Did Apollo 11 Encounter UFOs on the Moon?

by **Timothy Good**

from the Book "Above Top Secret"

According to hitherto unconfirmed reports, both Neil Armstrong and Edwin "Buzz" Aldrin saw UFOs shortly after that historic landing on the Moon in Apollo 11 on 21 July 1969. I remember [hearing one of the astronauts](#) refer to a "light" in or on a carter during the television transmission, followed by a request from mission control for further information. Nothing more was heard.

According to a former NASA employee **Otto Binder**, unnamed radio hams with their own VHF receiving facilities that bypassed NASA's broadcasting outlets picked up the following exchange:

NASA: What's there? Mission Control calling Apollo 11...

Apollo: These "Babies" are huge, Sir! Enormous! OH MY GOD! You wouldn't believe it! I'm telling you there are other spacecraft out there, Lined up on the far side of the crater edge! They're on the Moon watching us! In 1979 **Maurice Chatelain**, former chief of *NASA Communications Systems* confirmed that Armstrong had indeed reported seeing two UFOs on the rim of a crater.

"The encounter was common knowledge in NASA," he revealed, "but nobody has talked about it until now." Soviet scientists were allegedly the first to confirm the incident.

"According to our information, the encounter was reported immediately after the landing of the module," said Dr. Vladimir Azhazha, a physicist and Professor of Mathematics at Moscow University. "Neil Armstrong relayed the message to Mission Control that two large, mysterious objects were watching them after having landed near the moon module. But his message was never heard by the public - because NASA censored it."

According to another Soviet scientist, Dr. **Aleksandr Kazantsev**, Buss Aldrin took color movie film of the

UFOs from inside the module, and continued filming them after he and Armstrong went outside. Dr. [Azhazha](#) claims that the UFOs departed minutes after the astronauts came out on to the lunar surface.

Maurice Chatelain also confirmed that Apollo 11's radio transmissions were interrupted on several occasions in order to hide the news from the public.

Before dismissing Chatelain's sensational claims, it is worth noting his impressive background in the aerospace industry and space program. His first job after moving from France was as an electronics engineer with Convair, specializing in telecommunications, telemetry and radar. In 1959 he was in charge of an electromagnetic research group, developing new radar and telecommunications systems for Ryan. One of his eleven patents was an automatic flights to the Moon.

Later, at *North American Aviation*, Chatelain was offered the job of designing and building the Apollo communications and data-processing systems.

Chatelain claims that,

"all Apollo and Gemini flights were followed, both at a distance and sometimes also quite closely, by space vehicles of extraterrestrial origin - flying saucers, or UFOs, if you want to call them by that name. Every time it occurred, the astronauts informed Mission Control, who then ordered absolute silence."

He goes on to say:

"I think that Walter Schirra aboard Mercury 8 was the first of the astronauts to use the code name 'Santa Claus' to indicate the presence of flying saucers next to space capsules. However, his announcements were barely noticed by the general public.

It was a little different when James Lovell on board the Apollo 8 command module came out from behind the moon and said for everybody to hear: 'PLEASE BE INFORMED THAT THERE IS A SANTA CLAUS.' Even though this happened on Christmas Day 1968, many people sensed a hidden meaning in those words."

Rumors persist. **NASA** may well be a civilian agency, but many of its programs are funded by the defense budget and most of the astronauts are subject to military security regulations.

Apart from the fact that the *National Security Agency (NSA)* screens all films and probably radio communications as well. We have the statements by [Otto Binder](#), Dr. [Garry Henderson](#) and [Maurice Chatelain](#) that the astronauts were under strict orders not to discuss their sightings.

And Gordon Cooper has testified to a United Nations committee that one of the astronauts actually witnessed a UFO on the ground. If there is no secrecy, why has this sighting not been made public?

A certain professor, who wished to remain anonymous, was engaged in a discussion with Neil Armstrong during a NASA symposium.

**Professor:** What REALLY happened out there with Apollo 11?

**Armstrong:** It was incredible, of course we had always known there was a possibility, the fact is, we were warned off! (by the Aliens). There was never any question then of a space station or a moon city.

**Professor:** How do you mean "warned off"?

**Armstrong:** I can't go into details, except to say that their ships were far superior to ours both in size and technology - Boy, were they big!... and menacing! No, there is no question of a space station.

**Professor:** But NASA had other missions after Apollo 11?

**Armstrong:** Naturally. NASA was committed at that time, and couldn't risk panic on Earth. But it really was a quick scoop and back again.

Armstrong confirmed that the story was true but refused to go into further detail, beyond admitting that the CIA was behind the cover-up. (thanks to BBS)

**More information: [Sensation - Cities Found on the Moon!](#)**

Reasonable activity of an alien civilization showed up unexpectedly close to us. We were not ready for it psychologically

We still can come across publications trying to find an answer to the question: Are we alone in the universe?

At the same time, presence of reasonable creatures has been detected just close to our home, in the Moon. However, the discovery was immediately classified as secret, as it was so much incredible that even could shake the already existing social principles, reports Russia's newspaper *Vecherny Volgograd*.

Here is an extract from the official press-release:

"NASA scientists and engineers participating in exploration of Mars and Moon reported results of their discoveries at a briefing at the Washington national press club on March 21, 1996. It was announced for the first time that *man-caused structures and objects had been discovered on the Moon.*"

The scientists spoke rather cautiously and evasively about the functioning objects, with the exception of UFO. They always mentioned the man-caused objects as possible, and pointed out the information was still under study, and official results would be published later.

It was mentioned at the briefing as well that the Soviet Union used to own some photo materials proving presence of reasonable activity on the Moon. And although it wasn't identified what kind of reasonable activity it was, thousands of photo-and video materials photographed from the Apollos and the Clementine space station demonstrated many parts on the lunar surface where the activity and its traces were perfectly evident.

The video films and photos made by US astronauts during the Apollo program were demonstrated at the briefing. And people were extremely surprised why the materials hadn't been presented to the public earlier.

And **NASA** specialists answered:

"It was difficult to forecast the reaction of people to the information that some creatures had been or still were on the Moon. Besides, there were some other reasons to it, which were beyond NASA.

Specialist for lunar artifacts **Richard Hoagland** says that NASA is still trying to veil photo materials before they are published in public catalogues and files, they do retouching or partially refocus them while copying.

Some investigators, Hoagland is among them, suppose that an extraterrestrial race had used the Moon as a terminal station during their activity on the Earth.

The suggestions are confirmed by the *legends and myths invented* by different nations of our planet.

[Ruins of lunar cities](#) stretched along many kilometers, huge transparent domes on massive basements, numerous tunnels and other constructions make scientists reconsider their opinions concerning the lunar problems. How the Moon appeared and principles of its revolving around the Earth still pose a great problem for scientists.

Some partially destroyed objects on the lunar surface can't be placed among natural geological formations, as they are of complex organization and geometrical structure. In the upper part of *Rima Hadley*, not far from the place where the Apollo-15 had landed, a construction surrounded with a tall D-shaped wall was discovered.

As of now, different artifacts have been discovered in 44 regions. The *NASA Goddard Space Flight Center*, the *Houston Planetary Institute* and specialists from the bank of space information are investigating the regions.

Mysterious terrace-shaped excavations of the rock have been discovered near the Tiho crater. The concentric hexahedral excavations and the tunnel entry at the terrace side can't be results of natural geological processes; instead, they look very much like open cast mines. A transparent dome raised above the crater edge was discovered near the crater Copernicus.

The dome is unusual as it is glowing white and blue from inside. A rather unusual object, which is unusual indeed even for the Moon, was discovered in the upper part of the Factory area. A disk of about 50 meters in diameter stands on a square basement surrounded with rhombi walls. In the picture, close to the rhombi, we can also see a dark round embrasure in the ground, which resembles an entry in an underground caponier.

There is a *regular rectangular area* between Factory and the crater Copernicus which is 300 meters wide 400 meters long.

Apollo-10 astronauts made a unique picture ([AS10-32-4822](#)) of a one-mile long object called *Castle*, which is hanging at the height of 14 kilometers and casts a distinct shadow on the lunar surface. The object seems to be consisting of several cylindrical units and a large conjunctive unit. Internal porous structure of the Castle is clearly seen in one of the pictures, which makes an impression that some parts of the object are transparent.

As it turned out at the briefing where many NASA scientists were present, when Richard Hoagland had requested originals of the Castle pictures for the second time, no pictures were found there at all. They *disappeared* even from the list of pictures made by the Apollo-10 crew. Only intermediate pictures of the object were found in the archives, which unfortunately don't depict the internal structure of the object.

When Apollo-12 crew landed on the lunar surface, they saw that the landing was observed by a half-transparent pyramidal object. It was hanging just several meters above the lunar surface and shimmered with all rainbow colors against the black sky.

In 1969, when the film about astronauts traveling to the Sea of Storms was demonstrated (the astronauts saw the strange objects once again, which were later called "striped glasses"), NASA finally understood what consequences such kind of control could bring.

Astronaut **Mitchell** answered the question about his feelings after a successful return the following: "My neck still aches as I had to constantly turn my head around because we felt we were not alone there. We had no choice but pray."

Johnston, who worked at the Houston Space Center and studied photos and video materials done during the Apollo program, discussed the artifacts with Richard Hoagland and said, the NASA leadership was awfully annoyed with the great number of anomalous, to put it mildly, objects on the Moon. It was even said that piloted flights to the Moon could be banned in the programs network.

Investigators are especially interested in ancient structures resembling partially destroyed cities. The orbital shooting reveals an astonishingly regular geometry of square and rectangular constructions. They resemble our terrestrial cities seen from the height of 5-8 kilometers. A mission control specialist commented on the pictures:

"Our guys observed ruins of the Lunar cities, transparent pyramids, domes and God knows what else, which are currently hidden deep inside the NASA safes, and felt like Robinson Crusoe when he suddenly came across prints of human bare feet on the sand of the desert island."

What do geologists and scientists say after studying the pictures of lunar cities and other anomalous objects? They say, such objects can't be natural formations.

"We should admit they are artificial, especially the domes and pyramids. "

Reasonable activity of an alien civilization showed up unexpectedly close to us. We were not ready for it psychologically, and some people hardly believe they are true even now.

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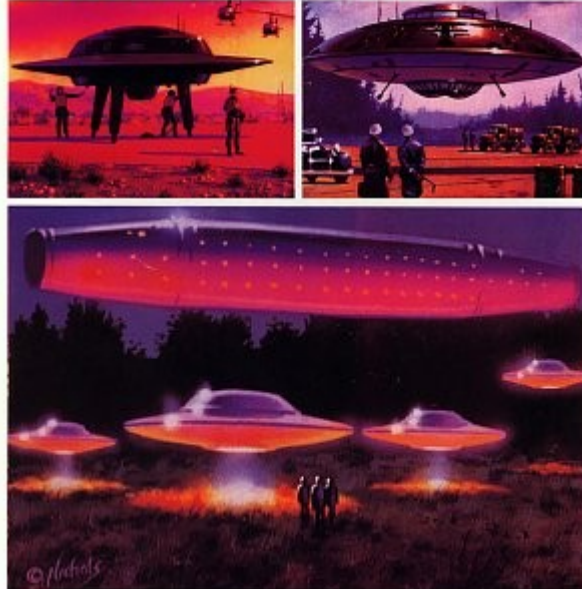
**UFology Journal**

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UFology Journal 中華飛碟學研究會出版

台灣幽浮界廿年大事記 飛碟在中國可以確認 收藏本 7  
多重時空詮釋佛經諸天 幽浮追蹤 鏡在中國



In a now infamous 1961 speech, US President John F. Kennedy pledged that America's space program would "place a man on the moon before the decade's close."

At the heart of cold war battles for geopolitical supremacy, the *National Aeronautics and Space Administration's (NASA)* Mercury, Gemini and Apollo programs also became the vehicle for inculcating domestic populations with American values and belief systems.

NASA's growing power, its protection by the Kennedy administration, and the rise of the Right Stuff astronaut as celebrity hid the steady growth of the Military-Industrial Complex that Eisenhower had warned about.

These anxieties - of monolithic social institutions controlling information, and the decline of US global empires - are the core of conspiracy theories claiming the historic Apollo moon landings were elaborately faked.

The world was *hoaxed*.

Conspiracy theorists like **Bill Kaysing** and **Ralph Rene** claim that:

- The Nazis built a small moon base.
- Strange geological structures are evidence of alien life.
- NASA photos were 'doctored' and transmissions were censored.
- NASA "stage managed" astronaut interviews and press conferences.
- NASA "conditioned" astronauts by Nazi-derived mind control techniques.
- The Van Allen Belt's high radiation levels prevented the astronauts from leaving Earth.
- Apollo 1 astronauts Grissom, Chaffee and White were going to reveal NASA's conspiracy to the world, so they were murdered in a 1967 launch-pad fire.

Perhaps the most believable part of Kaysing and Rene's scenario is their analysis of the space industry as a political economy.

The authors contend that, in a climate of lucrative multimillion dollar industrial contracts and public euphoria,

the Military-Industrial Complex fueled the conspiratorial imperative for creating *Lunargate*.

These hoax theories can teach us much about the Paranoid Style of post-Watergate American politics. The fascination with decoding NASA photographs for clues and analyzing suggestive scenes in films like *Diamonds Are Forever* (1971) and *Capricorn One* (1978) echo Marshall McLuhan's media models and postmodern theorists' fascination with ambiguous texts and the limits of knowledge.

When [Bill Kaysing](#) claims that the Apollo 13 debacle was a "simulation within a simulation," or anonymous theorists suggest that director Stanley Kubrick filmed the historic Apollo 11 moon landing (July 20, 1969) on a Nevada soundstage, they offer scenarios that closely resemble postmodernist Jean Baudrillard's concept of American culture as hyper-real:

People's imagination demands the real thing, but in order to get it, they have to create fakes.

NASA's verifiable history has had some questionable aspects:

- The use of Nazi V2 rocket scientists saved by [Operation Paperclip](#).
- Several key Apollo astronauts were 33° [Masons](#).
- The questionable management decisions by Morton Thiokol Inc that indirectly caused the [Challenger space shuttle disaster](#).

The real concern of these conspiracy theorists, maybe, is the long-term fate of NASA's space program. Resource allocation pressures have made it difficult over the past thirty years for a large-scale population the Overview Effect (comprehending Earth as a single integrated system that is post nation-state/tribal band) consciousness change that astronauts experienced.

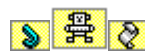
US Congress passed a bill in 1999, celebrating the 30th anniversary of the Apollo moon landing... and then cut NASA's annual budget by over \$1 billion.

Maybe the real conspiracy is one of institutional infighting and bureaucratic stupidity.

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## The alternative conquest of the Moon

by Philip Coppens



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### "Moon Hoax"

There are two "*Moon hoaxes*."

1. **The first**, sometimes referred to as the "Great Moon Hoax," was perpetrated in 1835 by [Richard Adams Locke](#), a writer hired by the newly established 'New York Sun'.

Having already dabbled in science fiction, it occurred to him to expand his activity in this direction without actually telling anyone. For his subject, he chose the astronomical expedition of [John Herschel](#) to the Cape of Good Hope. Beginning with the Aug. 25, 1835 issue of the Sun, Locke describes in detail all kinds of fantastic discoveries having been made by Herschel with a telescope of such power, he said, that it could see objects on the lunar surface as small as 18 inches across.

In the second installment, the exotic variety of life supposedly found by Herschel is revealed, including

a *goat-like animal* with a single horn and "an amphibious creature of spherical form, which rolled with great velocity across the pebbly beach." On Aug. 29, Locke broke the news that lunar intelligence had been found in the guise of "Vespertilio-homo", or bat-men.

Finally, on Aug. 31, he spoke of the discovery of yet higher beings and of "the universal state of amity among all classes of lunar creatures...."

Huge interest was created by the articles and, briefly, the Sun became the best-selling newspaper in the world. 'The New York Times' believed the reports both "probable and possible", the 'New Yorker' thought they heralded "a new era in astronomy", Yale was said to be "alive with staunch supporters", while, according to another report, an American clergyman considered starting a collection for Bibles for the lunar inhabitants.

The fact that the "Moon Hoax" was almost certainly nothing of the kind has been argued compellingly by Michael Crowe who cites an account of the affair written by **William Griggs** in 1852.

According to Griggs:

"We have the assurance of the author, in a letter published some years since, in the *New World*, that it was written expressly to satirize the unwarranted and extravagant anticipations upon this subject...." Yet, the irony is, the hoax failed because the public had been primed for so long by the strident advocates of pluralism to expect intelligent life on other worlds.

2. **The second** "Moon hoax" is the more modern claim that the Apollo missions never landed on the Moon. Sadly, this is born of the same kind of scientific ignorance and naïveté that allowed Locke's tale to take root. It may seem incredible that, in the 21st century, a considerable number of people in developed nations, notably the USA, could entertain the notion that men have not visited the Moon.

This silly scenario was given unnecessary (but, doubtless, commercially successful) support, in February 2001, by a prime-time Fox TV special, "Conspiracy Theory: Did We Land on the Moon?" Amateur theorists were allowed to parade such easily-counteracted objections as "Why are there no stars in the pictures sent back from the Moon?" (Answer: If the cameras had been adjusted to pick up the stars, the surface would have appeared dazzlingly bright).

Unfortunately, **NASA** may have compounded the problem in 2002 by budgeting \$15,000 to hire a former rocket scientist, James Oberg, to produce a small book refuting the disbelievers' claims (primarily for the benefit of teachers and students) but then backing away from the project for fear that it would lend credibility to, as NASA Administrator Sean O'Keefe put it, "something that is, on its face, asinine."

However, there remains a need, especially in the United States, to counter scientific illiteracy and the growing belief in pseudoscience of all descriptions, including creationism.

While attending the Cape Canaveral premiere of the IMAX version of *Apollo 13 in November 2002*, *Tom Hanks* said the film industry had a responsibility to promote historical literacy.

He took a jab at the 1978 movie *Capricorn One*, which had NASA's first manned mission to Mars being faked on a sound stage.

He said:

"We live in a society where there is no law in making money in the promulgation of ignorance or, in some cases, stupidity."

Of course, there will always be those who remain unconvinced. But it is important for the future, and for the education of young people who may be easily influenced by nonsensical but sensational claims, that the scientific record is set straight.

## References

Evans, David S. "The Great Moon Hoax," *Sky & Telescope*, 196 (September 1981) and 308 (October 1981).



**NASA Lunar Digger Device  
1958 photo is of unidentified German engineer who proposed it**

## **World's biggest telescope to prove *Americans really walked on Moon***

by **Robert Matthews**

Science Correspondent

24/November/2002

from [Rense Website](#)

Conspiracy theorists, you have a problem. In an effort to silence claims that the Apollo Moon landings were faked, European scientists are to use the world's newest and largest telescope to see whether remains of the spacecraft are still on the lunar surface.

For years, doubters have claimed that NASA, the US space agency, spent billions of dollars faking the landings to convince the world that it had beaten the Soviet Union to the Moon. A host of supposed evidence has been put forward, ranging from the absence of stars on any photographs taken by the astronauts to the fact that the Stars and Stripes they planted seemed to flutter in a vacuum.

Earlier this month, NASA tried to put an end to the controversy by commissioning a definitive account of the evidence for the landings. Days later, it dropped the idea after criticism that it was wasting money by taking on the lunatic fringe: naturally, this only boosted claims that the space agency was trying to hide something.

The row even boiled over into personal conflict in September when police in Beverly Hills were called in to investigate claims that Edwin "Buzz" Aldrin - the second man on the Moon - punched a conspiracy theorist who accused him of lying about the landings.

Now astronomers hope to kill off the conspiracy theory once and for all by using the Very Large Telescope (VLT) - by far the most powerful telescope in the world - to spot the *Apollo lunar landers*.

Operated by European astronomers in the Chilean Andes, the VLT consists of four mirrors 27ft across linked by optical fibres. It can see a single human hair at a distance of 10 miles.

Trained on the Moon, such astonishing resolution should enable it to see the base of one or more of the six lunar modules which NASA insists landed on the Moon between 1969 and 1972. Any images of the modules would be the first not to have been taken from space by NASA.

Dr **Richard West**, an astronomer at the VLT, confirmed that his team was aiming to achieve "a high-resolution image of one of the Apollo landing sites".

The first attempt to spot the spacecraft will be made using only one of the VLT's four telescope mirrors, which are fitted with special "adaptive optics" to cancel the distorting effect of the Earth's atmosphere. A trial run of the equipment this summer produced the sharpest image of the Moon taken from the Earth, showing details 400ft across from a distance of 238,000 miles.

The VLT team hopes to improve on this, with the aim of detecting clear evidence for the presence of the landers. The base of the lunar modules measured about 10ft across, but would cast a much longer shadow under ideal conditions.

Dr West said that the challenge pushed the optical abilities of one VLT mirror to its limits: if this attempt failed, the team planned to use the power of all four mirrors.

"They would most probably be sufficiently sharp to show something at the sites," he said.

Dr West insisted, however, that the decision to examine the landing sites was not driven by the conspiracy theory.

"We do not question the reality of the landings," he said. "It is more for instrument-testing purposes."

Supporters of the conspiracy theory welcomed the news that astronomers are to photograph the landing sites.

**Marcus Allen**, UK publisher of *Nexus magazine* and a long-time advocate of the theory, said:

"I would be the first to accept what they find as powerful evidence that something was placed on the Moon by man."

He added, however, that photographs of the lander would not prove that America put men on the Moon.

"Getting to the Moon really isn't much of a problem - the Russians did that in 1959," said Mr Allen. "The big problem is getting people there."

According to Mr Allen, NASA was forced to send robots to the Moon and faked the manned missions because radiation levels in space were lethal to humans.

"We know that no lead shielding was carried on Apollo, so how were 27 astronauts able to survive a journey of several days to and from the Moon?"

Dr **Duncan Steel**, a space scientist at *Stanford University*, said that the supposed radiation hazard is a myth spread by conspiracy theorists.

Dr **Robert Massey**, an astronomer at the *Royal Greenwich Observatory*, said that the conspiracy theorists are unlikely to be deterred by photographic evidence.

"Even if the VLT does see something, I suspect it won't silence them. In science we can never totally prove anything - but we can prove things beyond reasonable doubt."

**Return to Moon Bases**  
**Return to German Disc Aircrafts**

# Secrets Of The Third Reich

from [Violations Website](#)  
Book IV  
Secrets of The Third Reich  
Part I

## Secrets of the Third Reich Part I

The fact that the Germans were developing advanced technologies during the end of the war is a matter of public record. As **Sir Roy Feddon**, Chief of the Technical Mission to Germany for the Ministry of Aircraft Production stated in 1945.

"...I have seen enough of their designs and production plans to realize that if they (the Germans) had managed to prolong the war some months longer, we would have been confronted with a set of entirely new and deadly developments in air warfare."

**Captain Ruppelt**, Chief of the US Air Force [Project Bluebook](#) added in 1956, "When WWII ended, the Germans had several radical types of aircraft and guided missiles under development. The majority were in the most preliminary stages, but they were the only known craft that could even approach the performance of objects reported to UFO observers..."

Some of these German war-time technical advances were well known. The first military jet was the German Heinkel 178 that flew in 1939. In 1943 the Germans also deployed the only jet fighter to go into regular service during the war, the Messerschmitt 262. This jet could easily overtake the fastest Allied aircraft, yet fortunately Hitler ordered that these planes should be fitted as bombers rather than defensive fighters which saved Allied aircraft from devastating casualties.



Then **Heinrich Focke** was involved in the design of and production of the FW6, Fa223, Fa226, Fa283 and 284 models during the war. He designed a propulsion system known as the 'turbo-shaft', which is still used in most helicopters today. Using this technology, **Focke** designed this upright, vertical take-off aircraft, which was just coming off the drawing board as the war ended. At the end of each of the three long arms of this technologically advanced craft was a small jet propulsion unit. The rotating arms were used to lift the body from the ground like the blades of a helicopter.

In 1939 **Focke** patented a saucer-shaped craft with enclosed twin rotors described as follows: "The exhaust nozzle forked in two at the end of the engine and ended in two auxiliary combustion chambers located on the trailing edge of the wing. When fuel was added these combustion chambers would act as afterburners to provide horizontal propulsion to Focke's design. The control at low speed was achieved by alternatively varying the power from each auxiliary combustion chamber."

Cruise missiles were also first used by the Third Reich and **V-1 bombs** were launched from German occupied territories across the channel into England.

The next German rocket, **the V-2** proved to be the predecessor of the Intercontinental Ballistic Missiles that filled the arsenals of the former Soviet Union and US during the Cold War. This missile could travel 225 miles at five times the speed of sound and a single hit could take out a city block. The Germans also developed a rocket-powered fighter, the ME 163 and although it was never put into regular service, it was the first aircraft to fly faster than 600 miles per hour.



These then, were some of the known German advances. However there were also hints of darker technologies not fully understood. It was in 1944 that knowledge of these became public for the first time when the New York Times of 14<sup>th</sup> December reported "Floating Mystery ball is New German Weapon."

"Supreme Headquarters, Allied Expeditionary Force, Dec 13 - A new German weapon has made its appearance on the western air front, it was disclosed today. Airmen of the American Air Force report that they are encountering silver coloured spheres in the air over German territory. The spheres are encountered either singly or in clusters. Sometimes they are semi-transparent."<sup>(1)</sup>

## Floating Mystery Ball Is New Nazi Air Weapon

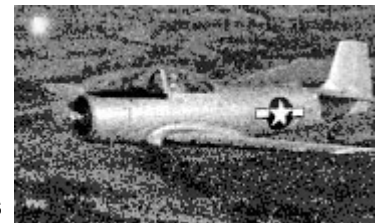
**SUPREME HEADQUARTERS,  
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either singly or in clusters.**

A typical incident was reported by a veteran pilot of the 415<sup>th</sup> Night Fighter Squadron. He was flying a mission over Hagenau, Germany on 22<sup>nd</sup> December 1944 when at 6.00am, whilst flying at an altitude of ten thousand feet, the pilot and his radar operator saw two "large orange glows" rapidly climbing towards them.

"'Upon reaching our altitude' the pilot reported, the objects 'levelled off and stayed on my tail.' He went into a steep dive and the 'glows' followed in sharp precision. He banked as sharply as he dared and the objects followed. For two minutes the 'lights' stalked the fighter through several intricate manoeuvres, peeled off under perfect control, then blinked out..."<sup>(2)</sup>

The purpose of these strange objects was a mystery, for they merely followed warplanes, but apparently never opened fire or otherwise attacked them. These objects were named 'Foo Fighters', a term which came from a headline 'Where There's Feu, There's Fire.' Each side in the war seemed



to believe that the *Foo Fighters* were the inventions of their enemy and several reconnaissance missions were launched to gain further information. To date, it has never been clearly established where the technology came from, and the origins of the foo-fighters remain an historical puzzle alongside the Scandinavian ghost rockets. What was clear, however, was that it wasn't Allied technology, and that was serious cause of concern.

Over the years fact and fiction regarding the exact nature of these advanced German technologies have become fused, however it is now clear that the Germans were developing craft that could be mistaken for what would nowadays be considered UFOs. In fact, such developments make perfect sense:

Each side during the war relied heavily on their aerial capabilities, and one sure way to disable such abilities was to take out enemy runways. Either side could have had the best air fleet on the planet, but without somewhere to take off from, such a fleet was impotent. Therefore the development of craft that did not require any runway, like **Focke's** designs, could potentially alter the eventual course of the war. As it turned out, the designs were only coming on line as the war ended, but had the conflict continued, it is conceivable that these new technologies could have altered the shape of history.



However, exactly what was being developed is now less a matter of historical record, and more of an historical jigsaw, with not only pieces missing, but other pieces conceived in the minds of writers who then peddled fictitious Nazi flying saucer myths to those who chose to believe them.

Establishing fact from fiction from over fifty years ago is no easy matter, and we are forced to consider information that is largely unverifiable. Yet when pieced together a plausible story of Nazi flying disk technology does begin to emerge.

One person who made claims regarding the development of '*flying saucers*' in Nazi Germany is former Luftwaffe Flight Captain and aircraft designer **Rudolph Schriever**. He claimed in 1950 that he and a small team had worked at facilities near Prague developing a saucer-type vehicle.

This story first appeared in 'Der Spiegel' magazine on 30<sup>th</sup> March 1950 in an article entitled '*Untertassen-Flieger Kombination*' which stated,

"... **Rudolph Schriever**, who says engineers throughout the world experimented in the early 1940s with flying saucers, is willing to build one for the United States in six to nine months. The 40-year-old Prague University graduate said he made blueprints for such a machine, which he calls a flying top, before Germany's collapse and that the blueprints were stolen from his laboratory. He says the machine would be capable of 2,600mph with a radius of 4,000 miles, Schriever is a US Army driver at Bremerhaven."<sup>(3)</sup> His claims are backed up by a 1975 *Luffahrt International Report* that noted that after **Schriever's** death in the late 1950s, papers found amongst his belongings revealed incomplete notes for a large flying saucer, a series of

sketches of the machine and several newspaper clippings of himself and his alleged flying saucer. Up to his death, **Schriever** had repeatedly claimed that the UFO sightings since the end of the war were proof that his original ideas had been taken further with successful results.

Researcher **Bill Rose** was able to discover that Schriever was involved with other scientists **Klaus Habermohl** and **Giuseppe Belluzzo** (an Italian engineer) as well as one **Dr. Walter Miethe**. Rose's research established that Miethe had been the Director of the saucer programme at two facilities located outside Prague. We know little more about Miethe's activities at this time but it does seem that he knew **Wernher von Braun** (of whom much more later) as there is a photograph of them together in 1933.



We certainly do know that one scientist, **Viktor Schauberger** (image right), was involved in the production of flying disks, and that he flew one in 1945 near Prague, just as **Schriever** had claimed. His experimental prototypes were based on levitation. Born in 1885, **Schauberger** considered the natural world his greatest teacher although many in the world considered **Schauberger** to be somewhat deranged. In forests, alongside rivers, he studied what he considered life-enhancing energy, water and air vortices.

He argued that,

"Prevailing technology uses the wrong forms of motion. It is based on entropy – on motions which nature uses to break down and scatter materials. However, nature uses a different type of motion for creating order and new growth. The prevailing explosion-based technology – fuel burning and atom splitting – fills the world with expanding, heat-generating centrifugal motion."

**Schauberger** believed that energy production could instead use inward-moving cold-generating centripetal motion, the same as nature employs to build and enliven substances. Even hydroelectric power plants, **Schauberger** said, use a destructive motion – they pressure water and chop it through turbines. The result is 'dead water'. He built suction turbines that he considered enlivened and invigorated, resulting in clean, life-giving water downstream.



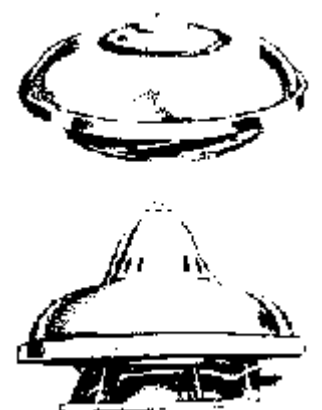
**Schauberger** also produced electrical power from a unique suction turbine using implosion principles and was later pressured into developing a propulsion system using the same principles applied to air.

His work came to **Hitler's** attention and his son (left) recounts the meeting between his father and Hitler:

"In June of 1934 my father was invited by the Reich's Chancellor **Adolph Hitler** to discuss his work. Hitler wanted to know about his discoveries and talk about the various possibilities and what his great plan was. And he said 'yes, I'm looking for a new technology that must once again harmonize with the natural order of things and that is my real programme.'

"Shortly before the meeting, Hitler as Reich Chancellor gave the two deputies his orders. The two had come to discuss **Herman Goering's** plan. And he said '**Viktor Schauberger**, you will speak with the two Reich's deputies and tomorrow or by the latest the day after tomorrow a second meeting will take place. And he said to the two deputies 'I find the plan fascinating. Yes, we Germans will bring about a whole new science.'" (4)

**Hitler** wanted **Schauberger** to supervise the building of a new flying craft that could levitate without burning any fuel. This idea for this new craft was based upon a discovery made by **Schauberger** a few years before of how to develop a low-pressure zone at the atomic level. The scientist claimed to have achieved this in a laboratory setting when his prototype whirled air or water 'radically and axially' at a falling temperature. **Schauberger** named this resulting force as 'diamagnetic levitation power' and noted that nature already used this direct or 'reactionary' suction force in weather generation, solar fusion stability etc.



**Schauberger** was given a team of scientists to help him with his work, and he insisted that these be treated as free men rather than prisoners of the Nazis. During their work, however, their research headquarters was bombed and they were all transferred to **Leonstein**. There they perfected the 'flying disc' powered by **Schauberger's** turbine which rotated air into a twisting type of oscillation resulting in the build-up of immense power causing levitation. **Schauberger's** prototype was then developed into a vehicle known as the **Belluzzo-Schriever-Miethe Diskus**, a machine built up to 22ft in diameter. These craft travelled at over 2000 km/hr and were planned to go over 4,000 km/hr. By 1945 they could reach 1300 mph and gain an altitude of 40,000 feet in less than three minutes. The craft was also noted to glow blue-green as it rose and left a silvery glow.

The Munich publication, '*Da Neue Zeitalter*' wrote in 1956,

"**Viktor Schauberger** was the inventor and discoverer of the new motive power, implosion, which, with the use of only air and water, generated light, heat and motion."

The publication reported that the first unmanned flying disc, what to an observer would have appeared to be Nazi UFOs, was tested in 1945 near Prague, that it could hover motionless in the air and could fly as fast backwards as forwards. It was also reported to have a diameter of 50 meters.



Other evidence in support of this event had appeared earlier in an interview given on 18th November 1954 to the Zurich-based 'Tages Anzeiger'. One **George Klein** stated that he had witnessed Nazi UFOs flying saucer test on 14<sup>th</sup> February 1945 and that the craft had reached a height of 30,000 foot in three minutes and could travel at hundreds of miles an hour.

In this interview, Klein gave further information regarding developments behind the disks, claiming that some of the work had taken place at Peenemunde, where the V-2 rocket was being developed and where **Wernher von Braun** was director. **Klein** also stated that the stability of the craft had been achieved by using a gyroscope; the same method used by the Von Braun-Dornberger team. The research then moved to the Mittlewerke underground facilities near Nordhausen in the Harz Mountains.

The 'Bible' of the story of the development of the Atomic bomb, '*Brighter than a Thousand Suns*', also confirms these events:

"The first of these flying saucers, as they were later called – circular in shape, with a diameter of some 45 yards – were built by the specialists Schriever, Habermohl and Mieth. They were first airborne on February 14th 1945, over Prague and reached in three minutes a height of nearly eight miles. They had a speed of 1.250 mph which was doubled in subsequent tests." <sup>(5)</sup>

That these events occurred is also supported by former **CIA** agent **Virgil Armstrong** who commented:

"We know that in the early parts of the war there were certain factions of the Allied forces that did not believe he had a secret weapon and it wasn't until the Americans made much emphasis of this that they began to look at it seriously and indeed did discover that **Hitler** not only had a secret weapon, he had what we would call today a **UFO** or spacecraft.

## References:

- (1) New York Times 14th December 1944.
- (2) Lore, Gordon I. R. Jnr., and Deneault, Harold H., Jnr., 'Mysteries of the Skies; UFOs in Perspective' p. 116 Prentice-Hall, New Jersey 1968.
- (3) 'Der Spiegel' magazine 30th March 1950
- (4) Third Reich Video
- (5) Jungk, Robert, 'Brighter Than a Thousand Suns' p. 87

## Secrets of the Third Reich

### Part II

"He had one already off of the drawing board and flying and it was capable of 1200 miles an hour. Vertical take-off, 90° changes, much like a helicopter, and of course was far superior to anything the Allies powers had at that time. Secondly they knew he had another craft about to be up and going it was capable of doing 2500 miles per hours, which was double the original. Not only did it have the characteristics of the original craft, but it also had a laser weapon aboard it which capable of penetrating four inches of armour. Needless to say that really spooked the allied forces into making a redemptive attempt against him and bringing him ... into a state of capitulation." <sup>(6)</sup>

Bulgarian Physicist **Vladimir Terziski** also wrote the following about these **Nazi UFOs**.

"According to **Renato Vesco** ... Germany was sharing a great deal of the advances in weaponry with their allies the Italians during the war. At the Fiat experimental facility at Lake La Garda, a facility that fittingly bore the name of Air Marshall **Hermann Goering**, the Italians were experimenting with numerous advanced weapons, rockets and airplanes, created in Germany. In a similar fashion, the Germans kept a close contact with the Japanese military establishment and were supplying it with many advanced weapons. I have discovered for example a photo of a copy of the manned version of the V-1 – the Reichenberg – produced in Japan by Mitsubishi. The best fighter in the world, the push-pull twin propeller Dornier-335 was duplicated at the Kawashima works."

This appears to be the extent of information that can be verified to a degree. However there is much more that 'fits' within the known facts, but cannot be verified independently and therefore may well be fiction portrayed as fact. That said, much of the following information does flow with the themes explored further in the subsequent chapters of this book.

Claims have also been made that **Nazi Occult societies** were involved in the development of such unconventional

saucer craft. One such, the 'Vril Society' was allegedly 'channeling' messages from an alien civilization in the **Aldebaran solar system** and planned to develop a craft that could make physical contact with the civilization there. This may or may not be true; but there was certainly a high level of occult activity in mid-Europe at that time, and no doubt organizations did exist then with unconventional beliefs just as they do today.

Whatever the truth of this, by 1934 the **Vril Society** had apparently developed its first UFO shaped aircraft, known the **Vril 1**, which was propelled by an anti-gravity effect. (This was the same year as **Viktor Schauberger** discussed flying disk ideas with **Hitler**.)

The society then allegedly went on to develop this craft, and later - and again allegedly - produced the RFC-2. This craft was apparently 16 feet long and fitted with an improved propulsion system and for the first time, magnetic impulse steering. Interestingly, when in flight, it reportedly produced colour effects normally associated with **UFOs**.

Yet the **RFC-2** was largely ignored with only the SS showing interest in the **Vril Society's** work. An inner organization of the SS then set up its own **SSE-4** department to develop new alternative technologies to ensure Germany no longer had to be dependent on external sources of energy and it began work on its own version of the RFC or Vril.

By 1939 the SS had produced the RFC-5, which it called the **Haunebu 1** (click image right). In August 1939 the machine made its maiden flight and proved its viability, being more than 65 foot in diameter and offering considerable storage space. By the end of 1940 the RFC-2 (**Haunebu II** - click image left) had entered service as a reconnaissance aircraft and there is certainly photographic evidence to support this, for example an RFC-2 was photographed near Antarctica in 1940 (see next chapter.) It should be noted that there is scant corroborative and historically verifiable information to support these claims, however the design of the **Haunebu II** should be noted for future reference.

Whatever their exact nature, it appears confirmed that a range of alternative design aircraft were by now either on the drawing board, hovering above the ground, or crashing into it.



Some of these designs proved viable and successes were being reported. On 17<sup>th</sup> April 1945 **Miethe** was able to advise Hitler that the V-7 had been tested in the skies above the Baltic. This particular craft was a supersonic helicopter fitted with 12 BMW Turbo aggregate engines. During its first test it reached an altitude of 78000feet and then 80000 feet on its second test. **Miethe** reported that the new craft could be powered by unconventional energy sources in principle. However these new technologies were coming on-line too late, for the war was already being lost and won.

Within months the Allies and Russians had poured into central Europe, **Hitler** was dead and the war apparently over.

And as soon as the war was over, ghost rockets started appearing over Scandinavia and within two years 'flying

saucers' were being reported wholesale over mainland United States.

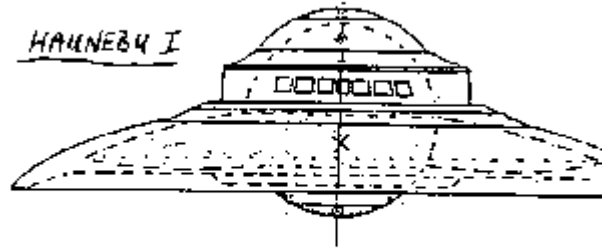
It was no co-incidence.

After the end of the war in 1945, **Russian and American intelligence teams** began a hunt to track down this perceived military and scientific booty of the advanced German technology. Following the discovery of particle/laser beam weaponry in German military bases, the US War Department decided that the US must not only control this technology, but also the scientists who had helped develop it "to ensure that [America] takes full advantage of those significant developments which are deemed vital to our national security."



Entwurf:  
Beschleuniger von Abschlußarbeiten  
und Produktion „Haunebu II“  
+ „Vril I“

HAUNEBU I



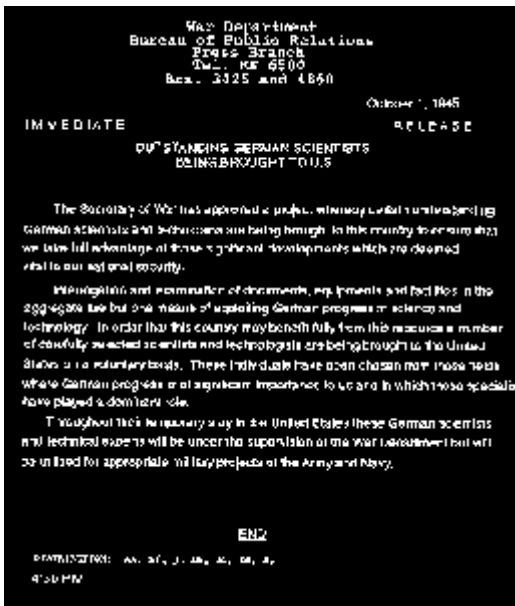
MITTESGEMER SCHWAFNER FÜR KRIEGSFLUG. TYPE „HAUNEBU I“

Durchmesser: 23 Meter  
Antrieb: Stahl-Turboaggregat 12  
Steuerung: Magneton-Steuerung  
Geschwindigkeit: 4000 km/h bis 11000  
Höhe: bis 100000  
Anzahl der Motoren: 12  
Anzahl der Propeller: 2 x 12  
Anzahl der Propellerblätter: 4 x 12  
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It therefore launched a project to bring these personnel to the United States. Whilst initially publicized the nature, extent and secrecy of the project, later termed '[Operation Paperclip](#)' remained classified until 1973.

The thinking behind **Paperclip** was exemplified in a letter Major General **Hugh Knerr**, Deputy Commanding General for Administration of US Strategic Forces in Europe, wrote to Lieutenant General **Carl Spatz** in March 1945:

"Occupation of German scientific and industrial establishments has revealed the fact that we have been alarmingly backward in many fields of research, if we do not take this opportunity to seize apparatus and the brains that developed it and put this combination back to work promptly, we will remain several years behind while we attempt to cover a field already exploited."

There was however, one slight problem: It was illegal, for US law explicitly prohibited Nazi officials from immigrating to America, and as many as three-quarters of the scientists in question were allegedly committed Nazis. (Indeed as at least 1600 scientists and their dependants were taken to America under **Operation Paperclip** and its

successor projects, it could hardly avoid including Nazis.)

However President **Truman** (right) decided that the national interest was paramount and that America needed the German scientists to work on America's behalf. In fairness to **Truman**, he expressly ordered that anyone found to "have been a member of the Nazi party and more than a nominal participant in its activities, or an active supporter of Nazism or militarism" must be excluded from the operation.



[Operation Paperclip](#) was carried out by the Joint Intelligence Objectives Agency (**JIOA**) and had two aims:

- Firstly, to exploit German Scientists for American research by rounding up Nazi scientists and taking them to America
- Secondly, to deny these intellectual resources to the Soviet Union <sup>(7)</sup>.

(The name '[Operation Paperclip](#)' derived from the fact that those individuals selected to go to the United States were distinguished by *paperclips* on their files joining their scientific papers with regular immigration forms.<sup>(8)</sup>)

The Joint Intelligence Objectives Agency (**JIOA**) then conducted background investigations on the identified scientists, and in February 1947 the Director of the JIOA, Navy Captain **Bosquet Wev**, submitted the first set of dossiers to the State and Justice Departments for review.

These dossiers, though, proved to be damning, with **Samuel Klaus**, the State Department's representative on the **JIOA** Board claiming that all the scientists in the first batch were 'ardent Nazis'. The visa requests were consequently denied. **Wev** already knew those proposed had Nazi backgrounds this for in a memo dated 27<sup>th</sup> April 1948 to the Pentagon's Director of Intelligence, he wrote

"Security investigations conducted by the military have disclosed the fact that the majority of German scientists were members of either the Nazi Party or one or more of its affiliates." <sup>(9)</sup>

**Wev** was furious and he fired off a memo to the State Department in March 1948 warning that "the best interests of the United States have been subjugated to the efforts expended in 'beating a dead Nazi horse'" <sup>(10)</sup>.



The following month, 27<sup>th</sup> April 1948, **Wev** again wrote to his superiors concerned about the delays in approving the German scientists. He stated

"In light of the situation existing in Europe today, it is conceivable that continued delay and opposition to the immigration of these scientists could result in their eventually falling into then hands of the Russians who would then gain the valuable information and ability possessed by these men. Such an eventuality could have a most serious and adverse effect on the national Security of the United States." <sup>(11)</sup>

By this time the Nazi Intelligence leader, **Reinhard Gehlen** had met with the future **CIA** Director (26<sup>th</sup> February 1953 – 29<sup>th</sup> November 1961), **Allen Dulles** (left), and they had hit it off. **Gehlen** was a master spy for the Nazis and had infiltrated Russia with his vast intelligence network. (In 1942 the future **CIA Director Dulles** had moved to Bern, Switzerland, as *Head of Office of Strategic Services* to negotiate with some Nazi leaders who were already convinced they were going to lose WWII and wanted a deal with the

US about a possible future war with the USSR.) Dulles was not above pursuing his own agenda with the Nazis, for he had worked with many of them before the war; as a prominent New York lawyer (1926-1942 and again from 1946 to 1950)

When **Gehlen** surrendered to the US, he was taken to Fort Hunt, Virginia, where he and the US Army reached an agreement: his intelligence unit would work for and be funded by the US until a new German Government came into power. In the meantime, should he find a conflict between the interests of Germany and the US, he could consider German interests first <sup>(12)</sup>. For almost ten years the 'Gehlen Org' as it became to be known, operated safely within the **CIA** and was virtually the CIA's only source of intelligence on Eastern Europe. Then in 1955 it evolved into the **BND** (the German equivalent of the CIA) and continued to co-operate with its US counterparts.

The scientists immigration problem was then side-stepped with the dossiers being 'cleansed' of incriminating evidence and, as promised, **Allen Dulles** delivered Gehlen Org, the Nazi Intelligence Unit, to the **CIA**, which later opened many umbrella projects based on earlier Nazi research.

Operation Paperclip also had a part to play in events at Maury Island. Washington State, itself, was the location of several aerospace defense contractors, which were benefiting from the then secret Paperclip Operation. It was also the location of sightings in 1947 of a number of aircraft that looked suspiciously like some that had been seen on Nazi drawing boards and in the skies above Europe towards the end of the war.

The officers who attended the *Maury Island incident*, **Davidson** and **Brown** belonged to G-2: It was G-2's responsibility to ensure Operation Paperclip was kept as a covert activity and provide the necessary security to achieve this. Another function of G-2 was the surveillance of anyone whose activities put Paperclip security at risk. That they were on their way to Wright-Patterson AFB with the objects **Crisman** had given them, was entirely logical – Wright Patterson (then Wright-Field) was the major research and development centre where many of the Nazi scientists had been taken to continue their work.

One of the most prominent of the Paperclip physicians was **Hubertus Strughold**, later known as the '*father of space medicine*' and after whom the Aeromedical Library at the USAF School of Aerospace medicine was named in 1977. His April 1947 intelligence report stated,

"[H]is successful career under **Hitler** would seem to indicate that he must be in full accord with Hitler." However he was admitted under *Operation Paperclip* on the grounds that he was "not an ardent Nazi." <sup>(13)</sup>

Other Nazis included **Klaus Barbie**, the so-called 'Butcher of Lyon', **Otto von Bolschwing**, infamous for his holocaust activities and the SS Colonel, **Otto Skorzeny** <sup>(14)</sup>. However the cleansing of the files did not always stand up to the scrutiny of time. In 1984, **Arthur Rudolph**, who, in 1969 had been awarded *NASA's Distinguished Service Award*, left the country rather than face charges as a Nazi war criminal.

Another former alleged Nazi was **Wernher Von Braun**. Born on 23<sup>rd</sup> March 1912, von Braun became one of the world's first and foremost rocket engineers and a leading authority on space travel. Born the son of Prussian aristocrats Baron Magnus and Baroness Emmy von Braun, the young Wernher (right) read Hermann Oberth's '*By Rocket into Planetary Space*' (*De Rakete zu den Planetenaumen*), and his new interest led him to later enroll at the *Berlin Institute of Technology* in 1930. In 1932 he received his bachelor's degree in mechanical engineering and he was then offered a grant to conduct and develop scientific investigations on liquid-fuelled rocket engines <sup>(15)</sup>. **Von Braun's** rocket experiments were tested at the Kummersdorf Proving Grounds, sixty miles south of Berlin, between 1932 and 1937.

Kummersdorf was the launch site of two German V-2 rockets in 1934 <sup>(16)</sup>. After their launch, Braun started work on a jet-assisted take off vehicle for heavy bombers and rocket fighters <sup>(17)</sup> however Kummersdorf was too small for this task, and so **von Braun** relocated to **Peenemunde** on the Baltic Coast where he became director 1937-1945. This site was then equipped with laboratories and industrial facilities to facilitate the development, production and testing of the German,

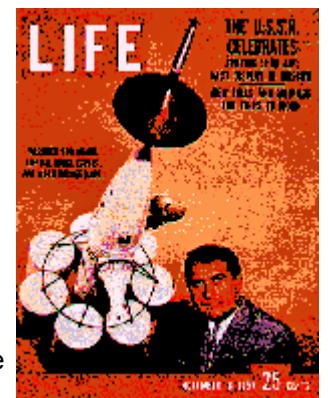
- V-1 (Vengeance Weapon 1)
- V-2 (Vengeance Weapon 2) rockets <sup>(18)</sup>

It was this **V-2 rocket** that inflicted such heavy damage on England during the war.

**Braun** was not a reluctant Nazi. Indeed,

"he joined the National Socialist Aviation Corps, getting his pilot's license in 1933, the trade organization, a hunting organization associated with the Nazis, the air raid protection investigation, and the SS horseback riding school <sup>(19)</sup>."

**Von Braun's** own admissions in US Army records further show that he was a former SS Major who frequently visited the underground rocket factory where 25,000 prisoners from the concentration camp Dora had died. According to the former executive producer of CNN's investigative unit, **Linda Hunt**, von Braun attended a meeting that discussed rounding up of citizens off the streets of France to be taken to Dora.



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As the war entered its dying throws in 1945, **von Braun** ordered two men to find an abandoned mine in the Harz Mountains to hide data about the V-2s. Several large boxes were then placed in a discovered cave and **von Braun** sent his younger brother **Magnus** off on a bicycle he had borrowed from a local innkeeper to look for Allies to whom they could surrender. **Von Braun** and his scientific staff duly surrendered to the US Army whilst most of the production engineers were taken prisoner by the Soviets <sup>(20)</sup>.

After entering America as part of **Project Paperclip**, on a pay of \$6 a day plus lodging in a military installation, **Braun** worked on guided missiles for the US Army. He returned to Bavaria in 1948 to marry his second cousin and he later served as Technical Director then later Chief of the *Guided Missile Development Division of Redstone Arsenal* from 1950 to 1956 whilst living in Huntsville, Alabama <sup>(21)</sup>. **Von Braun** was later appointed Director of Development Operations Division of the Army Missile Agency, which developed the Jupiter-C rocket that was to successfully launch the western's hemisphere's first satellite, 'Explorer-I' on 31<sup>st</sup> January 1958, auguring the birth of the American Space Programme <sup>(22)</sup>.

Two years later **von Braun** and his team were transferred to **NASA's** Marshall Space Flight Centre where he served as Director from July 1960 to February 1970. During the 1950s and 60s he achieved an almost celebrity status as one of Walt Disney's experts on the 'World of Tomorrow'. In 1970 he became NASA's associate administrator and without him, it is unlikely that the organization would ever have put man on the Moon.

Over a course of twenty years, **von Braun** received approximately 25 honorary degrees and he accepted many other awards and medals, presented to him from small cities, to **NASA** and even the President. (Right - **Von Braun** with President **Kennedy**.)



to

His dossier was apparently rewritten so he didn't appear an enthusiastic (alleged) Nazi and he attempted to play down his real Nazi involvement by claiming

"In 1939 [sic] I was officially demanded to join the National Socialist Party. At this time I was already Technical Director at Peenemünde ... The technical work had ... attracted attention at higher and higher levels. Thus, my refusal join the party would have meant that I would have to abandon the work of my life. My membership in the party did not include any political activity <sup>(23)</sup>."

However, von Braun's claim was simply untrue, for other scientists successfully used an old rule of the Weimar Republic that was still in use, forcing anyone in the military to abstain from political affiliation.



**Wernher von Braun's** mentor, **Hermann Oberth** also entered the US after the war under Operation Paperclip. Born 25th June 1894 in the Transylvanian town of Hermannstadt, Oberth (left with von Braun) is widely recognized as the founding father of modern rocketry, having published the paper in 1923 that was to so inspire von Braun, '*Die Rakete zu den Planetenraumen*' (By Rocket into Planetary Space.) This was followed by a longer version (429 pages) in 1929 that was internationally regarded as a work of tremendous scientific importance.

When in his thirties, **Oberth** took **Wernher von Braun** (who affectionately referred to Oberth as his 'teacher') on as an assistant, and they worked together at Peenemünde developing the V2 rocket. After entering the US at the end of the war along with the remaining 100 V2 rockets and components, **Oberth** again worked with Von Braun as the entire Peenemünde team was re-assembled at the White Sands Proving Grounds. Oberth and Von Braun continued their work and it was a later development of the same V2 rocket which had inflicted so much damage on Northern Europe that was eventually to propel the first American into space in the Saturn V rocket. **Oberth** retired three years after entering the US and returned to Germany where he headed us the *Oberth Commission* for the German Government into **the UFO phenomenon**.

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## Secrets of the Third Reich

### Part III

Another scientist who brought new knowledge to America was **Viktor Schauberger**. Although there is no evidence that Schauberger had Nazi sympathies, he was viewed by the Americans as a collaborator and put 'into protective custody' for six months at the end of the war.

**Dr Walter Miethé**, and **Rudolph Schriever** also entered America under Operation Paperclip, however it is believed that their colleague **Habermohl** fell into Russian hands.

Whilst in the US, Miethé continued his 'flying disk' work working primarily for the US Air Force, however he was sub-contracted to A. V. Roe and Company.



In 1959 **Jack Judges**, a freelance cameraman was flying over this company's plant in Canada when he saw and photographed this picture (left) of a disk shaped craft sitting on the ground.

After the photograph was published in the papers, speculation grew that the disk was a secret weapon, and one that may have accounted for many of the **UFO** sightings during previous years.

In response to the speculation, the US Air Force released the following official photograph of the craft. It was called the 'Avro' and had first been launched in 1955.

A **CIA memo** of that year confirmed that the craft was based work undertaken by German scientists, notably Miethé, during WWII. The design was later abandoned in the late 1960s with the Air Force maintaining it was still at an experimental stage when abandoned. The 1990s were to reveal the craft was part of the secret 'Project Silver Bug', a project to develop a craft that had **VTOL** (vertical take-off and landing) capabilities that would dispense with the need for runways – and reduce the risks of such runways been targets of attack thus immobilizing any aircraft that may rely on it.

Other German scientists similarly brought their expertise – and designs – into the US after the war. '*America's Aircraft Year Book*' notes how many of them worked at Ft. Bliss (von Braun et al above) and Wright Field: the first and second homes of the Roswell wreckage. Among those in the German group at Wright Field were **Rudolph Hermann, Alexander Lippisch, Heinz Schmitt, Helmut Heinrich, Fritz Doblhoff** and **Ernst Zundel**.



**Hermann** was attached to the *Peenemunde Research Station for Aerodynamics* where Germany's V-2 rockets were hatched and launched against England. A specialist in supersonics, he was in charge of the supersonic wind tunnel at Kochel in the Bavarian Alps. He was also a member of the group entrusted with Hitler's futuristic plans to establish

a space-station rocket-refueling bases revolving as a satellite about the Earth at a distance of 4,000 miles – a scheme which he and certain high ranking AAF officers in 1947 still believed possible."

One of these scientists **Dr. Alexander Lippisch** had designed another German craft that could be mistaken at the time for a flying disc, certainly at least when viewed from the side.



Lippisch had developed a number of projects leading up to the war, having been inspired by witnessing a flight by **Orville Wright** in September 1909 when a boy of 14. By November 1944, Lippisch, along with his students, had constructed the DM-1 (left), a delta with 60° swept leading edges. This craft was later to be flown at a speed of 497mph under the power of a rocket motor, and was shipped back to the US at the end of the war along with its creator. The DM-1 was to inspire the design of many US delta-wing aircraft such as the F-102 and F-104.

**Lippisch** joined *Collins Radio Company* as an expert on special aeronautical problems and in 1966 founded the 'Lippisch Corporation'. He went on to develop the X-113A Aerofoil Boat before dying in 1976 at the age of 81.

Another craft that looked suspiciously like a 'flying disk' was the **AS-6** (click right image). This craft was built by **Arthur Sack** following encouragement from **Ernst Udet**, Germany's Air Minister in 1939.

Constructed at the *Mitteldeutsche Motorwerke Company*, and completed at the Flugplatz-Werkstatt at the Brandis Air Base in early 1944, the plane was not a success, and not further developed.



A similar craft to the AS-6, the **V-173**, was built by '**Chance-Vought**', and known as the 'flying pancake'. The V-173 has the honour of being the one occasion that the US authorities actually 'admitted' that technologies developed in Germany during the war years could account for the wave of UFOs seen over America in the 1940s.

The Navy released this picture of a V-173 in 1947 during the wave of UFO excitement generated by **Kenneth Arnold**'s sighting and the headline of the saucer crash at Roswell.



The Navy stated that the **V-173** (click image left) was the only craft in operation at that time that could in any way come close to the flying disks being sighted everywhere.

Certainly the V-173, or another development at Chance-Vought was mistaken for a UFO by a local resident **Thomas C. Smith** whilst working for the company a year before the famous Roswell incident.

In 1997 Smith disclosed his story which appeared in the Lancaster New Era newspaper in Lancaster, Pennsylvania on 12th July, 1997. In the article Smith stated he had seen a flying saucer, but not a visitor from another planet but one that "was a human-engineered, experimental aircraft nestled in a Connecticut hangar. "My God, what is that?" the 20-year-old Smith wondered. 'It was standing there on these stilts.' It reminded Smith of something out of Orson Welles' 1938 radio broadcast 'The War of the Worlds,' about a Martian invasion of Earth. Armed with U.S. government security clearance, Smith watched, he says, as the 40-foot-wide elliptical craft hovered 10 feet off the ground and flew away, driven by twin propellers. A pilot lying in a cramped cockpit guided the craft. Smith, now a retired 72-year-old executive, recalled the experience during the UFO frenzy created by the 50th anniversary of the Roswell episode this month. Does he have proof that a craft like the one he saw crashed in Roswell during a test flight? No, but he says he believes that theory is more probable than visitors from outer space.

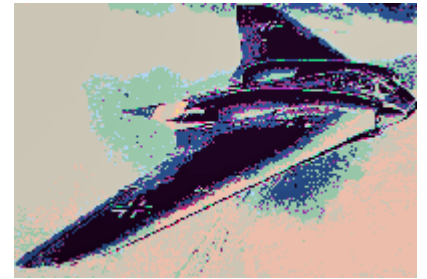
At the time, Smith was a mechanical-engineering graduate just out of Penn State University. He was working for *Chance-Vought Aircraft* in Stratford, Conn., which was building planes for the U.S. Navy. Smith was testing the high-altitude bonding of a composite material: wood sandwiched between two layers of metal.

He says he was curious about what would be built with the material, and since he had security clearance, a supervisor led him into a guarded hangar. He was shown a new jet the company was developing, but his attention was attracted to the other craft in the hangar, a flying saucer made of the material he had been testing.

'It was very streamlined,' **Smith** recalls. The khaki-coloured saucer was a few inches thick at the edges to about two feet thick at the pilot's cockpit, which had a bubble window allowing the pilot to look forward and down at the ground.

'I saw him get in, and he lay down flat,' Smith says. The craft had two propellers and rudders in the back. Smith went back at night to watch test flights. The saucer, he says, would float straight up, then fly off.

They'd get it off the ground and it would disappear' into the darkness, he says. He says there were reports in the area of unidentified flying objects. About the time he left Chance-Vought in 1947, it moved operations to Texas, where it would have better conditions for test flights, Smith says." (24) Thus, **Chance-Vought** moved to a state next to New Mexico the year of the Roswell crash.



Other aircraft, at the time, seemed equally unconventional. In the 1930s and 1940s in Germany, the Horten brothers, **Walter** and **Reimar**, built a range of planes that they called the 'Ho' series. The first of this series, the Ho I, was a simple flying-wing sail plane.



By the end of that decade the brothers had developed the Ho III, a metal framed glider that was fitted with a folding blade propeller for flight. Then in 1944 they finished the prototype **HO IX** (click left), their first combat intended design, powered by the Junkers Jumo 004B turbojets, the craft had a metal frame and plywood exterior (Appendix I) It made its maiden flight on 2<sup>nd</sup> February 1945 and satisfied with its performance, the Air Ministry ordered forty of the craft to be built by the *Goetha Waggonfabrik* under the designation Ho-229.

When the US Third US Army Corps reached the Goetha plant on 14<sup>th</sup> April 1945 they took over the factory, and shipped back to the US the near completed HO IX V3.



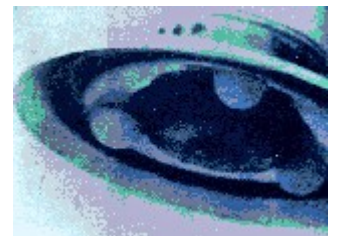
Another similar looking craft was this 'airplane' photographed in Germany at the end of the war.

In fact, many of these German designs seemingly account for many of the reports of Unidentified Flying Objects seen over the US after the war.



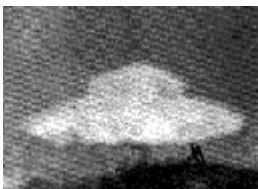
**Kenneth Arnold** himself described what he saw as a flying disc, yet when Arnold actually drew a picture of what he had seen, it looked little like the popularly conceived silver-round disc that readily springs to mind.

In fact, the diagram Kenneth Arnold actually drew of what he had seen that fateful day in 1947 looks remarkably like the German HO IX or other craft developed during the war.



**George Adamski's** UFOs also have a similar Nazi connection. This light enhanced frame from a 8mm cine film taken by George Adamski in the presence of Madeleine Rodeffer (Picture credit: **Madeleine Rodeffer**) and other witnesses at Silver Spring, Maryland in February 1965, looks remarkably like the drawings for **the Nazi Haunebu II** during the second world war.

Notice the bubble effects under the diagram of the Nazi craft and those captured in the alleged Adamski UFO. Indeed, it obviously is the Haunebu craft.



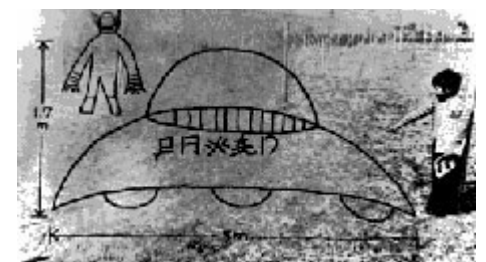
Again, this object photographed in February 1954 by **Stephen Darbishire** and his cousin **Adrian Myers** in the Lake District of England looks suspiciously like the German craft.

Its contours and design are too much like the Haunebu craft to be a coincidence, and on the bottom left hand side can be seen one of the 'bubbles'.

This following picture was drawn following an alleged UFO touchdown near Kofu City, Yamanshi Prefecture in **Japan** on 23<sup>rd</sup> February 1975 – thirty years after cessation of hostilities in Europe. According to the artist, an occupant came out of the craft and touched a child on the shoulder,



temporarily paralyzing him. (Well, wouldn't you be startled if an alien touched you?)



The idea of such flying disks should come as no surprise for after the war there were a number of such designs in existence. This craft was

developed by the Lockheed Skunk Works in Palmdale, California.

An unmanned aerial reconnaissance vehicle, it had a saucer shaped body with long wings and could easily be mistaken for a flying disk when seen at certain angles.

This craft ([click below right image](#)), is the prototype of a giant 'flying saucer' designed to revolutionize air transport. Designed by British firm, Airship Industries, **the Skyship** was planned to cruise at about 100 miles an hour at an altitude of 5000 feet.

It seems likely, therefore, that many of the UFO sighting reports made after the war can be accounted for by misidentified or unrecognized German/US designs that were being developed in a secrecy necessitated by firstly the Cold War and secondly by the fact that most of the technologies were the result of works undertaken by former Nazi scientists secretly and often illegally brought into the US.

Yet this cannot account for all of the sightings, for it is inconceivable that the **CIA, NSA, FBI** etc. would have been in such a blind panic as described in previous chapters had the sightings simply been known terrestrial if unconventional aircraft. (Each agency may not always have been aware of all developments at all times, but the official investigation into the UFO phenomena in the US went on officially for over twenty years, it would not be unrealistic to have expected a terrestrial explanation to have been circulated within that time frame.)



So if unconventional but terrestrial craft cannot account for many of the sightings – and the official interest – then what can. There have certainly been rumors circulating for many years that the German designs were actually man-made attempts to reproduce crashed real 'flying saucers' - attempts that failed because the engineers and scientists involved were unable to recreate the steering and propulsion systems of the alleged crashed craft.

As bizarre as this sounds, this claim certainly better explains the number of sightings over hundreds if not thousands of years and the inability of the major governmental agencies to account for much of the activity in the skies after the war. And it is a claim that is backed by some major players on the world stage.

One of the most impressive of those backing this claim is **Colonel Philip J. Corso** (Ret.) (left with Edwards O'Connor, Corso, Lt. Gen. Arthur Trudeau and Victor Fediay).



**Corso** published a book entitled '*The Day After Roswell: A Former Official Reveals the US Government's Shocking UFO Cover-up*' in which he makes a number of revelations.

**Corso's** background itself is formidable. He was Chief of the US Army's Foreign Technology Division, and was a member of President Eisenhower's National Security Council. He later went on to work for Senator Strom Thurmond after retiring from the army in 1963. Corso was interviewed by **Michael Lindemann** of

[CNI News](#) on 5<sup>th</sup> July 1997 and asked:

**ML:** There have been rumours and speculations that Roswell, and what came from Roswell – the way we exploited Roswell technology – might not have been the very first time such a thing happened. There have been indications or speculations that the Nazis had done such a thing, that some of their extraordinary technological developments may have come from a similar source. What do you think of that?

**PC:** Yes. True. I had German scientists on my team. I discussed this with them. I discussed this with **Oberth, von Braun**. I was part of '[Project Paperclip](#)' with General Trudeau... There were crashes elsewhere, and they [the Germans] gathered material too. The Germans were working on it. They didn't solve the propulsion system. They did a lot of experiments on flying saucers. They had one that went up to 12,000 feet. But where all, we and they, missed out was on the guidance system. In R&D we began to realize that this being [a captured alien] was part of the guidance system, part of the apparatus himself, or itself, as it had no sexual organs."

In his book **Corso** also describes the UFO that crashed at Roswell and noted *General Twining's* observations regarding the design:

"The crescent-shaped craft looked so uncomfortably like the German Horten wings our flyers had seen at the end of the war that he had to suspect the Germans had bumped into something we didn't know about. And his conversations with **Wernher von Braun** and **Willy Ley** at Alamogordo in the days after the crash confirmed this. They didn't want to be thought of as verrückt but intimated that there was a deeper story about what the Germans had engineered." <sup>(25)</sup>

Certainly this 'deeper story' was confirmed by the father of the modern rocket, **Hermann Oberth**. He independently confirmed that during the war years there was a Nazi-Extra-terrestrial connection when he stated, "we cannot take credit for our record advancement in certain scientific fields alone. We have been helped." When asked by whom, he replied, "the peoples of other worlds." <sup>(26)</sup>

**Wernher von Braun** was equally frank about the issue and did not doubt that extraterrestrials were visiting the Earth nor that many of the advancements he was involved in were a result of back engineering alien technology. Indeed, he talked openly about the issue following an incident on 3<sup>rd</sup> June 1959 when the 'Discoverer III' failed to achieve orbit, having been deflected whilst travelling. Von Braun commented,

"We find ourselves faced by powers, which are far stronger than we had hitherto assumed, and whose base is at present unknown to us. More I cannot say at present. We are now engaged in entering into closer contact with those powers, and in six or nine months it may be possible to speak with some precision on the matter." <sup>(27)</sup>

If these reports from Oberth and Von Braun are to be believed, then clearly the Germans held a knowledge not previously available to the Western allies. And it appears that the scientists entering the US after the war under the auspices of Operation Paperclip shared this knowledge with the US military who within weeks set in place one of the fastest but little known invasions of the Twentieth Century.

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# The Aldebaran Mystery...?

by **Jim Nichols**  
from [JimNicholsUFO](http://JimNicholsUFO.com) Website



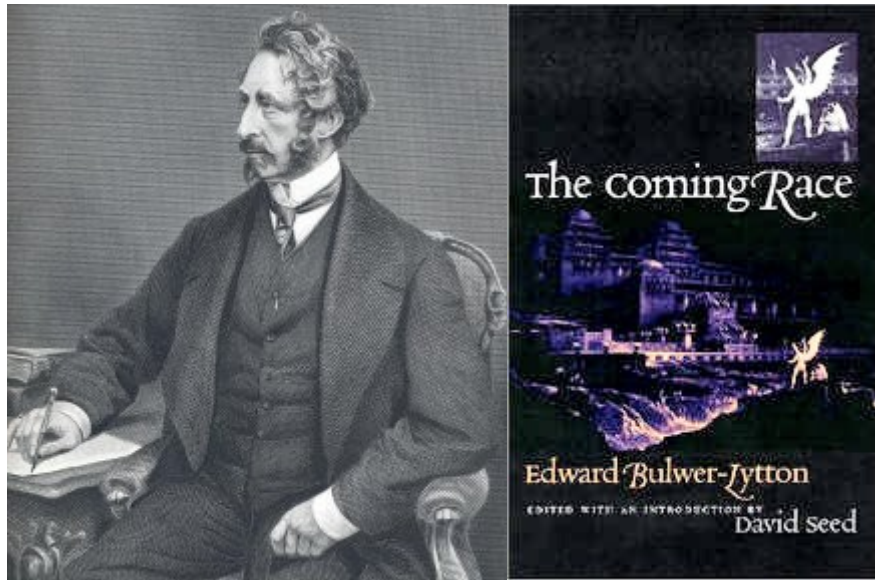


Dr. **Hermann Oberth**, who pioneered rocket design for the German Reich during World War II and later advanced rocket technology for the American manned space launches, cryptically stated, "We cannot take the credit for our record advancement in certain scientific fields alone; we have been helped." When asked by whom, he replied: "The people of other worlds."



Oberth's fellow associate space pioneer, who also served the Third Reich, **Wernher Von Braun**, echoed similar knowledge of the extra-terrestrial reality when he stated in 1959, "We find ourselves faced by powers which are far stronger than hitherto assumed, and whose base is at present unknown to us. More I cannot say at present. We are now engaged in entering into closer contact with those powers, and within six or nine months time it may be possible to speak with more precision on the matter." From "Above Top Secret" by Timothy Good, William Morrow and Company, Inc. 1988. Just who were "the people of other worlds" that Dr. Oberth spoke of so blithely?

And were both of these esteemed German scientists making oblique reference to one of UFOlogy's most pervasive and tantalizing 'myths' - the alleged link between the Third Reich of pre-World War II Germany and... EXTRATERRESTRIALS?



Following military defeat of the First World War, certain occult secret societies emerged in Germany intent upon discovering clues to the existence of ancient lost civilizations that once flourished on this planet; civilizations that reportedly possessed remarkable, almost magical technologies that allowed them mastery of the seas and the skies and even inter-stellar space travel.

Inspiration to rediscover such technologies were found in a novel published in 1871 by Rosicrucian author **Edward Bulwer-Lytton**, entitled, "[THE COMING RACE](#)". Lytton tells the tale of an intrepid explorer who discovers an advanced race of humans living within a vast subterranean world who call themselves "Vril-ya".

These beings had formerly been surface dwellers until a global catastrophe not unlike the Old Testament flood, forced them to take refuge deep in the Earth.

The survival of this marvelous society was facilitated by their application of a force they referred to as "Vril".  
"...An explanation of which I understood very little, for there is no word in any language I know which is an exact synonym for Vril. I should call it *electricity*, except that it comprehends in its manifold branches other forces of nature, to which in our scientific nomenclature, differing names are assigned, such as magnetism, galvanism, etc.

These people consider that in 'vril' they have arrived at the unity in natural energetic agencies, which has been conjectured by many philosophers above ground..."



It was supposed by some that Lytton's book was not altogether a work of fiction, and in fact, he was privy to secrets that lost [Lemurian](#) and [Atlantean](#) artifacts still existed in clandestine caches hidden in the Gobi Desert and Tibet.

And indeed, ancient Sanskrit texts from India describe civilizations that flourished before the great flood that possessed technologies beyond the understanding of modern science.

The epic poem 'Saramangana Sutradhara', makes reference to the construction of amazing flying machines...

“Strong and durable must the body of the [Vimana](#) be made, like a great flying bird of light material. Inside one must put the mercury engine with its iron heating apparatus underneath.

By means of the power latent in the mercury, which sets the driving whirlwind in motion, a man sitting inside may travel a great distance in the sky.

The movements of a Vimana are such that it can vertically ascend, vertically descend, or move slanting forwards and backwards. With the help of machines, human beings can fly through the air and heavenly beings can come down to Earth.”



German oriental scholars and occultists regarded such ancient myths with complete seriousness and during the lull between the First and Second World War, diligent efforts were put forth by both [the 'Thule'](#) and [the 'Vril'](#) secret societies to transform these myths into a viable technological reality.

Mastery of an occult force such as 'Vril' would not only assure German technical dominance—it would ultimately liberate Germany from any crippling co-dependence upon the international petroleum cartels dominated by Germany's conquerors—the United States and Britain.

Initiates of both the Thule and Vril societies were determined to develop an 'alternative science' and 'alternative technologies' based on principles possessed by the great 'lost' civilization of Atlantis: "a spiritual 'dynamo-technology' superior to the mechanistic notions of modern science". Thus to rediscover this source of universal free-energy and make it readily available as a benefit to the modern world became their goal.

Thule member, Dr. [W.O. Schumann](#) of the *Technical University in Munich*, declared, "In everything we recognize two principles that determine the events; light and darkness, good and evil, creation and destruction—as in electricity we know plus and minus. It is always; either—or...

Everything destructive is of Satanic origin, everything creative is divine... Every technology based on explosion or combustion has thus to be called Satanic. The coming new age will be an age of new, positive, divine technology... " Hence, the goal to harness 'Vril', Prana, the fundamental, limitless, cosmic life-force energy - a power source that would function harmoniously with our natural world - became an integral focus of these German secret societies.



The medium **Maria Orsic** was leader of the 'Vrilerinnen', the beautiful young ladies of the *Vril Gesellschaft*.

Characteristically they all wore their hair in long horse-tails, contrary to the popular short bobbed fashion of their day, claiming their long hair acted as cosmic antennas that helped facilitate their contact with extraterrestrial beings from beyond.

According to the legend of the *German Vril society*, a fateful meeting was held in 1919 at an old hunting lodge near Berchtesgaden, where Maria Orsic presented to a small group assembled from the Thule, Vril and Black Sun Societies, telepathic messages she claimed to have received from an extraterrestrial civilization existing in the distant [Aldebaran solar system](#), sixty-eight light years away, in the Constellation of Taurus.

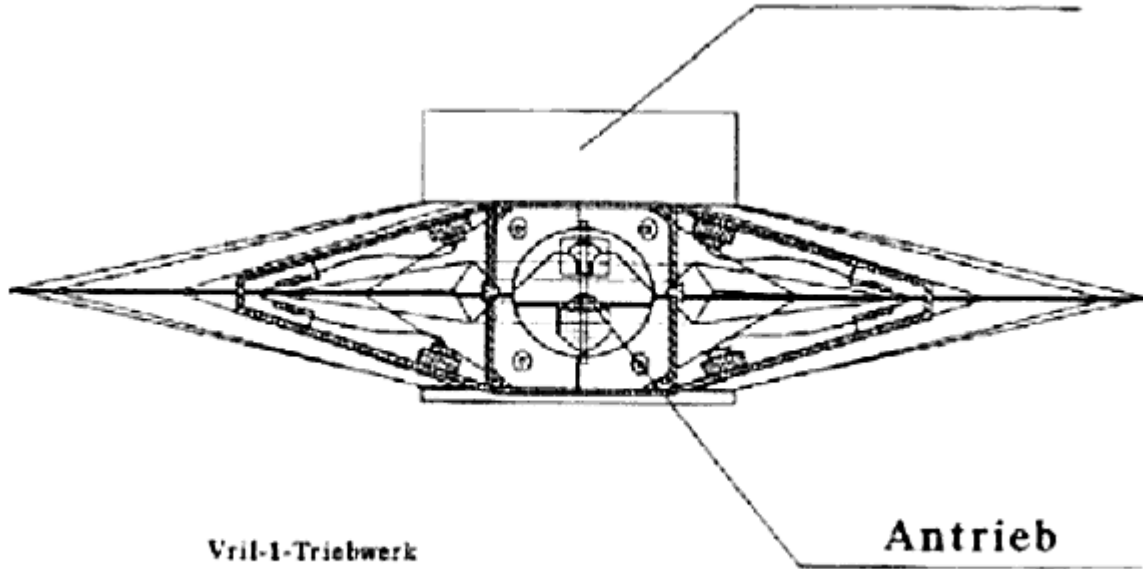
One set of Maria's channeled transmissions was found to be in a secret *German Templar script* unknown to her. A second series of transmissions appeared to be written in an ancient eastern language, which Babylonian scholars associated with the Thule group, recognized as *ancient Sumerian*.

Maria Orsic along with [Sigrun](#), another of the Vril Society's female mediums, began the task of translating these transmissions and discovered they contained instructions for *building a circular flight machine*.

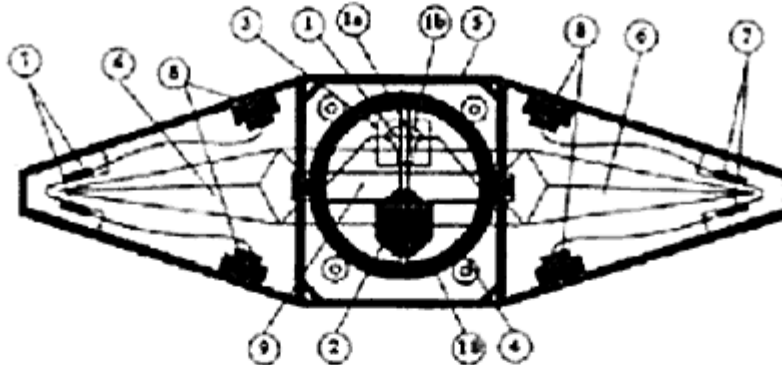
Vril 7

Schnittbild mit Antrieb

Mannschaft



Vril-1-Triebwerk



- |                              |                           |                       |
|------------------------------|---------------------------|-----------------------|
| 1 Gleite                     | 4 Schwingungseinschluß    | 10 Schwingungsspanner |
| 1a YX - Pol                  | 5 Rahmen                  |                       |
| 1b XY - Pol                  | 6 Drehkörper              |                       |
| 2 Haupt- u. Anlauf Generator | 7 Elektromagnete          |                       |
| 3 Glockenmantel              | 8 Strompoler u. Aufschmer |                       |
|                              | 9 Vakuum                  |                       |

Gemeinschaft des Schwarzen Steins



Rekonstruktionsversuch

Durchmesser des Geräts ca. 45 m

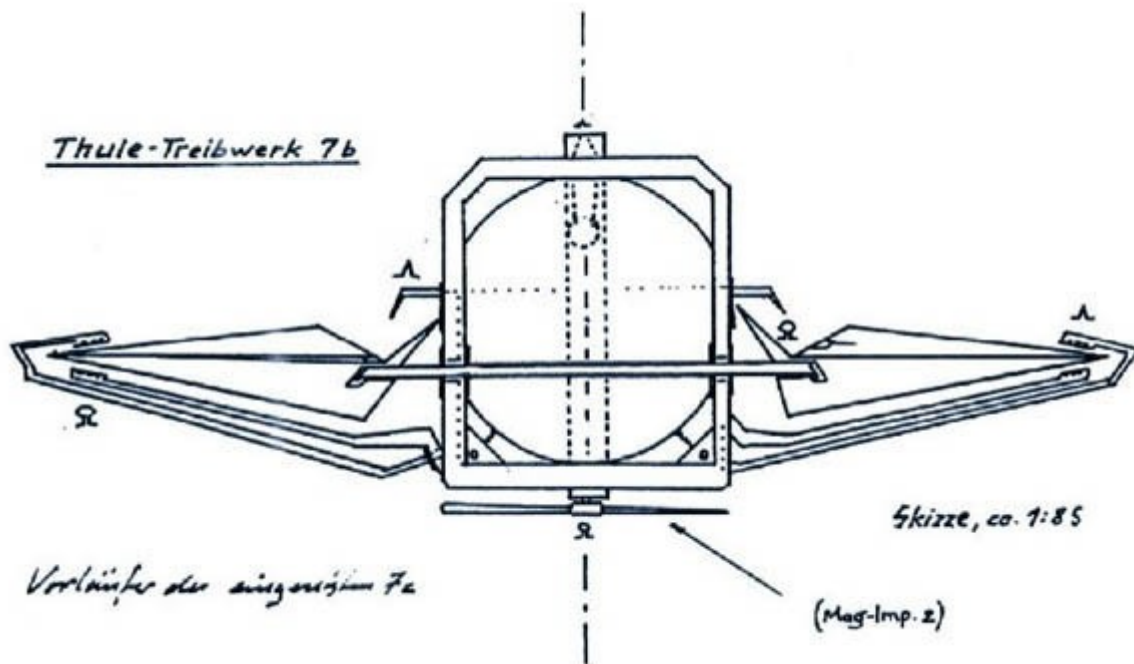
reasoned that by offering 'free-energy' technologies, used to create affordable mass transportation devices, a new innovative generation of industries, promoting prosperity and greater peaceful interaction between nations might result; thus diminishing violent wars.

Clearly such a plan resonated with members of both the Thule and Vril Societies and their dream for a utopian New World based on 'alternative science'.

However, it should be important to consider the possible motivation behind the Aldebaran civilization's offer to assist the Vril Group and Germany.

Researcher Wendelle Stevens tells us that, rather than a militant gesture of aid to aggressive Nazis, the Aldebarans perceived an economic disparity in Earth cultures that fueled perpetual wars and conflict.

To alleviate this disparity the Aldebarans



Upon studying these otherworldly, esoteric designs, Dr. [W.O. Schumann](#) and his associates from the University of Munich realized the channeling actually contained viable physics, and over the ensuing years construction was initiated to make this flying machine a reality.

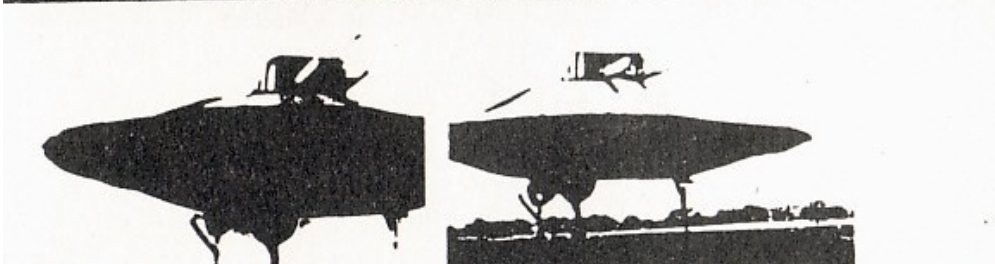
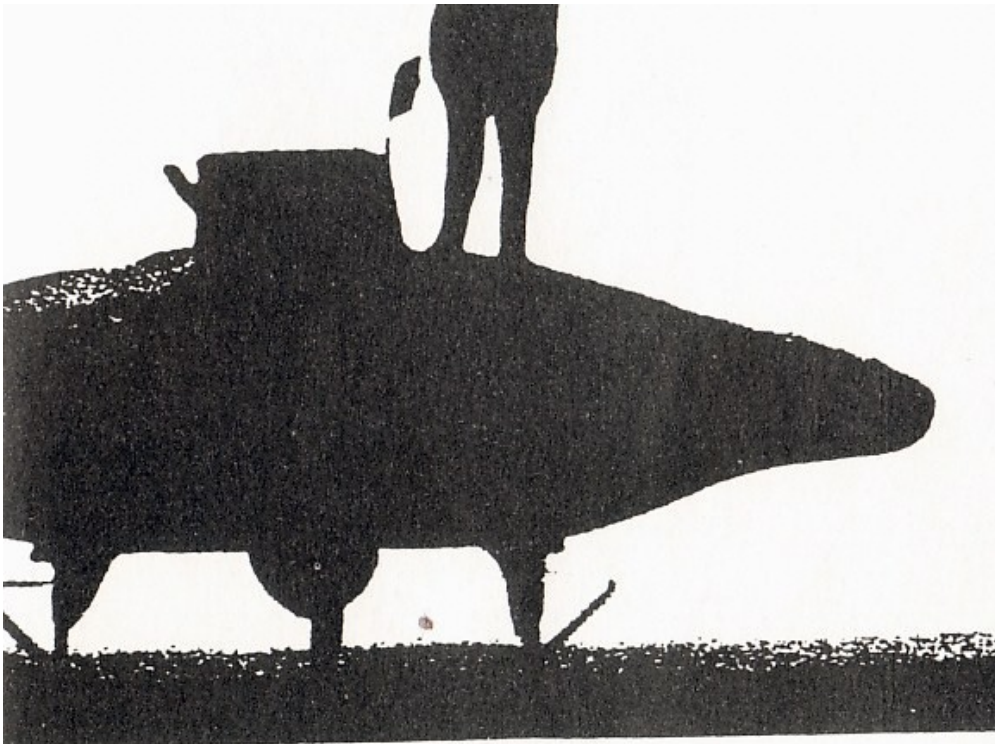
By 1922 development of a working prototype was underway. Meanwhile, Germany saw the inception of the National Socialist Party and Adolph Hitler's rise to power, fueled in part by the utopian visions of a new world order inspired by the Thule and Vril Societies.

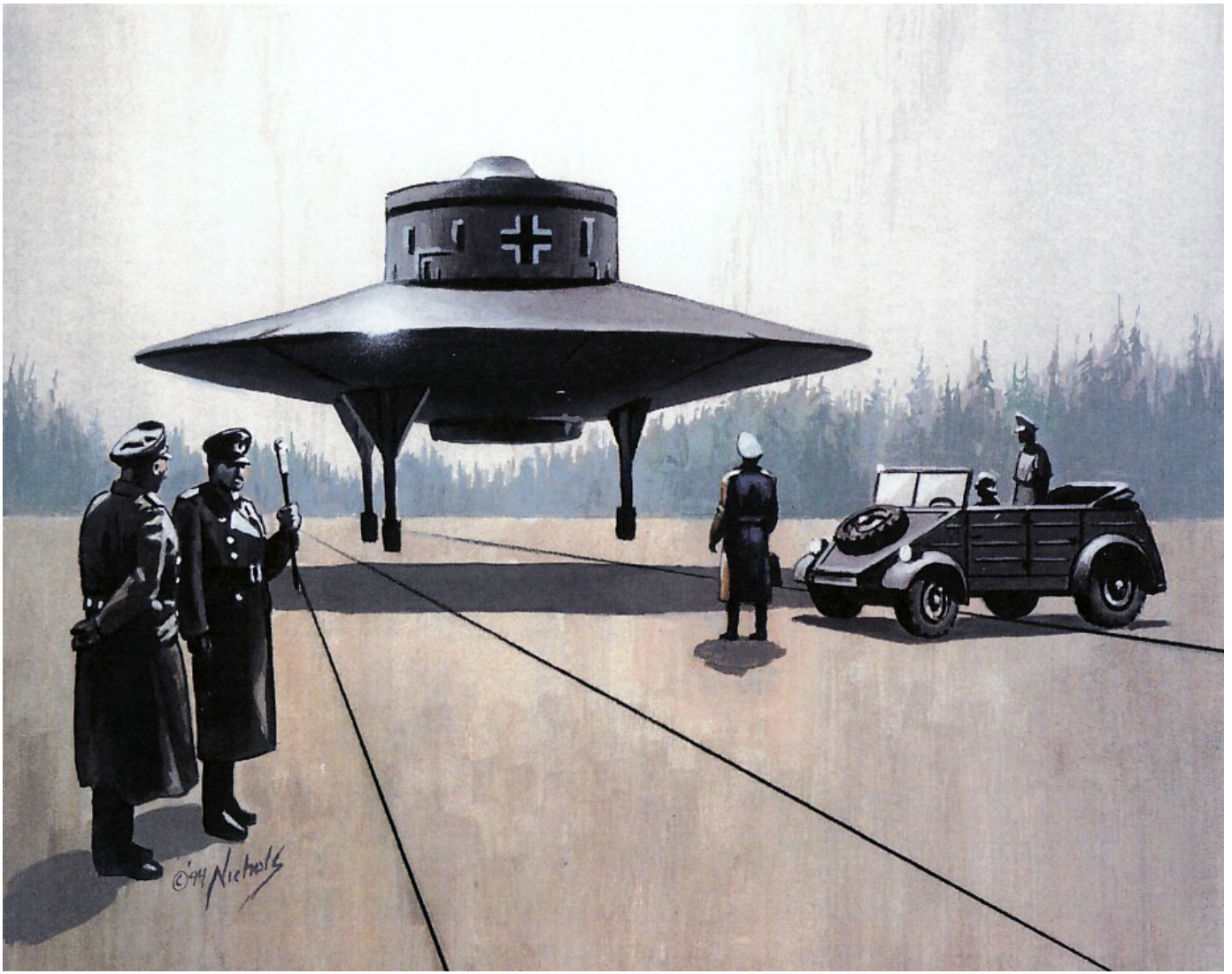
By 1934, the first manned test flight of the [RFZ-1](#) took place.

However, the results were less than auspicious. Flown by intrepid World War I ace, **Lothar Waiz**, the craft wobbled to altitude of 60 meters, and upon landing, the pilot, managed to escape from the craft just in time before it spun out of control, ripping to pieces like a drunken top. Before the end of that year a much improved version, the five meter RFZ-2, was test flown successfully and eventually flying disc development was taken over by Division SS E-IV of the Nazi military.

The fundamental physics were as simple as a child's spinning gyroscope - circular discs spun in counter-rotation create an anti-gravity effect; an effect as timeless as that described by the Old Testament prophet [Ezekiel and his 'fiery chariot'](#)—"a wheel within a wheel."

Had the Hebrew patriarch been witness to a flying machine from Aldebaran?





Contrary to his professed aim to create a world of cosmic harmony, Hitler sent his Panzer tanks and infantry into Poland in 1939, thus precipitating the altogether destructive Second World War.

And despite the fact that he also outlawed all secret societies in Germany, the Thule and Vril Gesellschafts maintained their autonomy, and development of Vril levitating saucer craft continued, despite funding competition from conventional Luftwaffe war-production imperatives. Aero-Technical Unit V-7 designed a number of hybrid saucers that combined both exotic anti-gravity and conventional turbojet propulsion systems, creating vertical lift craft that were essentially precursors to modern helicopters.

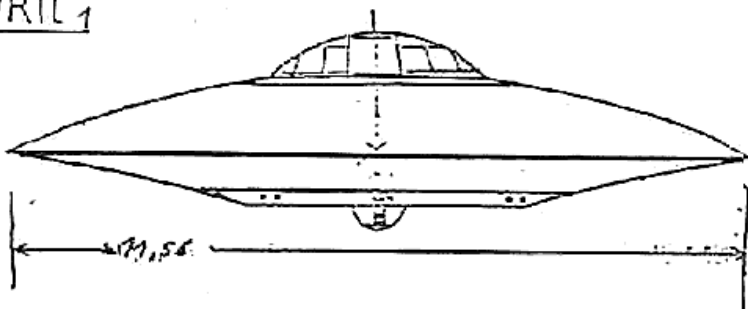
However, the distinctly separate SS E-IV Unit, bore the sole responsibility of developing Hitler's dream of free-energy propulsion.

By 1941, the successful Vril-2 levitation craft was employed for transatlantic reconnaissance flights. The RFZ-2 craft employed the "Schumman-Levitator" drive for vertical lift and when activated, the craft displayed effects commonly described in many UFO accounts; blurring of visible contours, and luminous ionization colors relative to the craft's engine acceleration; varying from orange to green, blue to white.

As well, the craft made radical 90 degree turns characteristic of UFO flight.



Vril 1



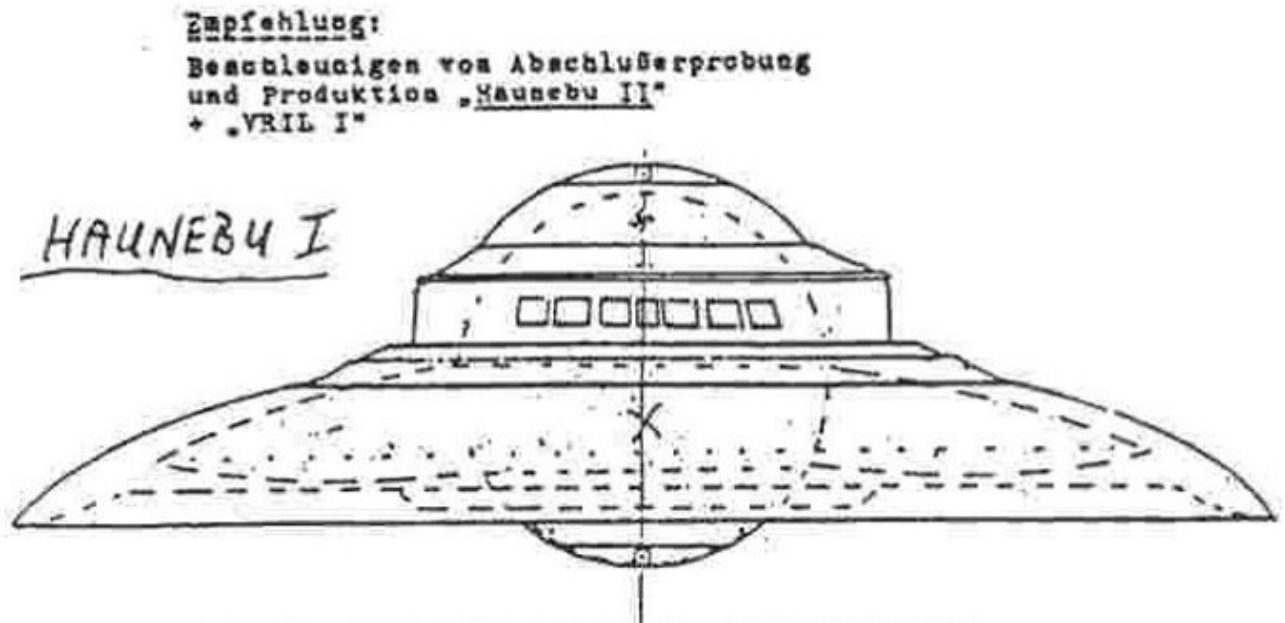
LEICHTE BEWAFFNETE FLUGSCHREIBE (JÄGER), TYPE VRIL 1  
(~~separat~~-Gruppe)

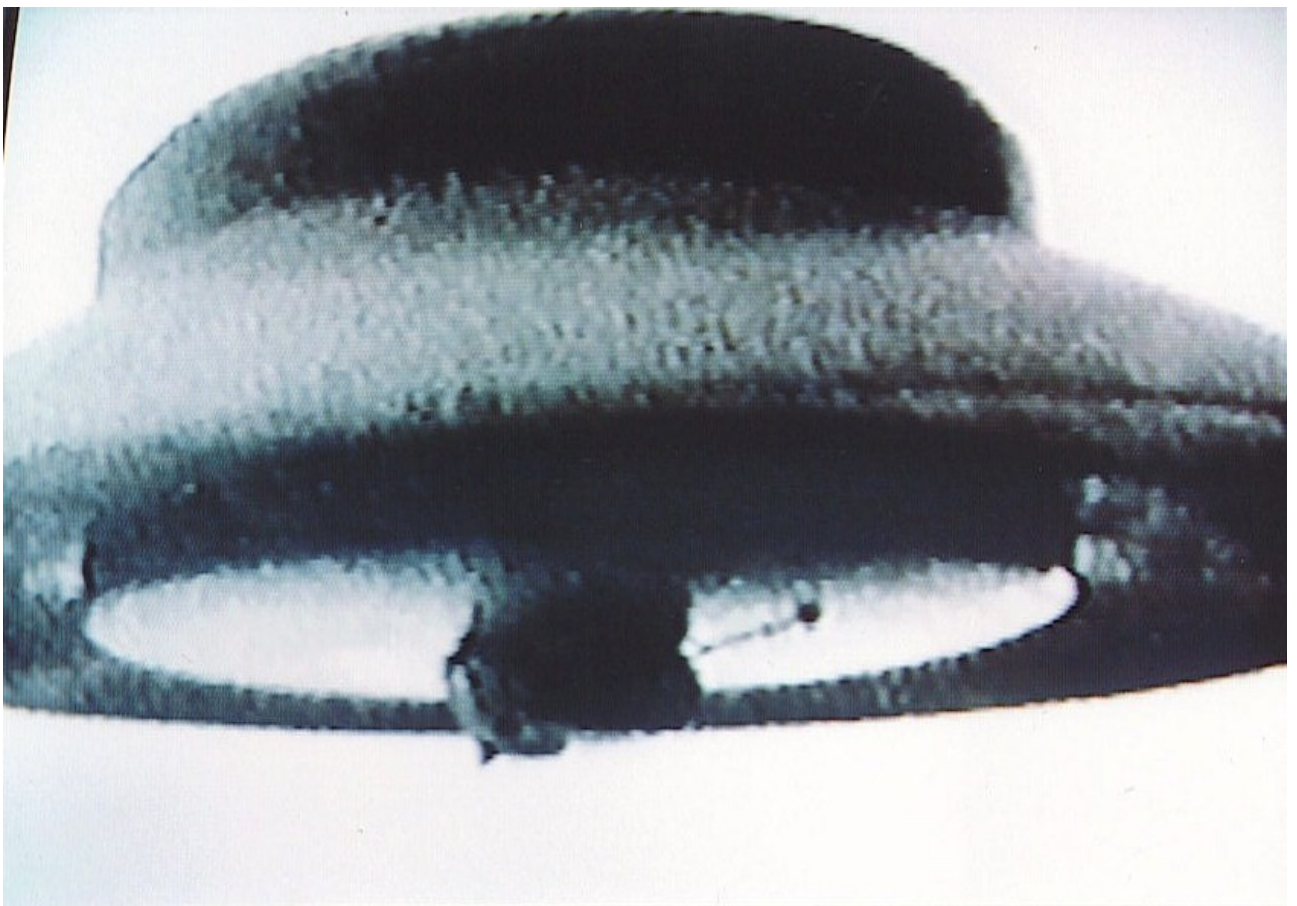
Durchmesser: 11,50 Meter  
Antrieb: Schumman-Levitator (patentiert)  
Steuerung: Mag-Feld-Impulsor 2x  
Geschwindigkeit: 2900 Kilometer p.Stunde (bisher), bis zu ca. 12000 mögl.  
Reichweite (in Flugdauer): 5 1/2 Stunden ((Plug-Anladung mittels K3 von  
Hanson am. wird geprüft))  
Bewaffnung: 1 Sch LSK, fernsteuerbar, mit 2 x MG 108 u. 2 x MG 17  
Ausspannung: Doppel-Viktoria  
Bausatz: (je nach Flugschritt) 1 bis 3 Mann  
Wartbarkeit: 100 %  
Stillsetzbarkeit: 12 Minuten  
Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht  
Grundsätzliche Einsatzzeit: ca. Sept. 1944, Dr. Schubert.

Tragically, the Reich diverted *the peaceful intent of the Alebaran's levitation technology*, and following the success of the RFZ-2, a single pilot combat model was designed.

The advanced [Vril-1](#) Fighter was capable of 12000 km/h with full speed right angle turns with no adverse G-effects on the pilot.

Since the craft flew in a self-contained envelope of *its own gravitational field*, the pilot experienced no sense of motion or inertia.

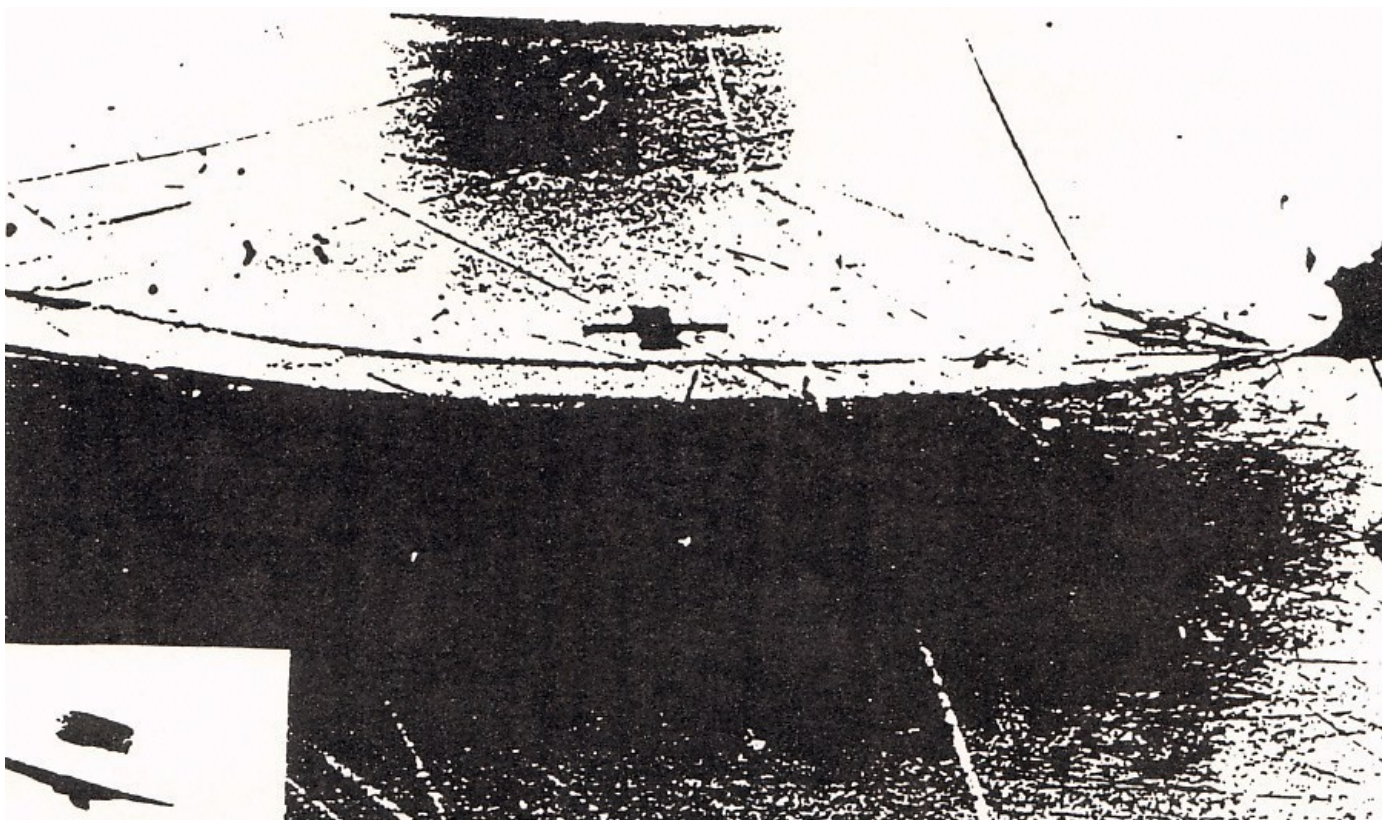
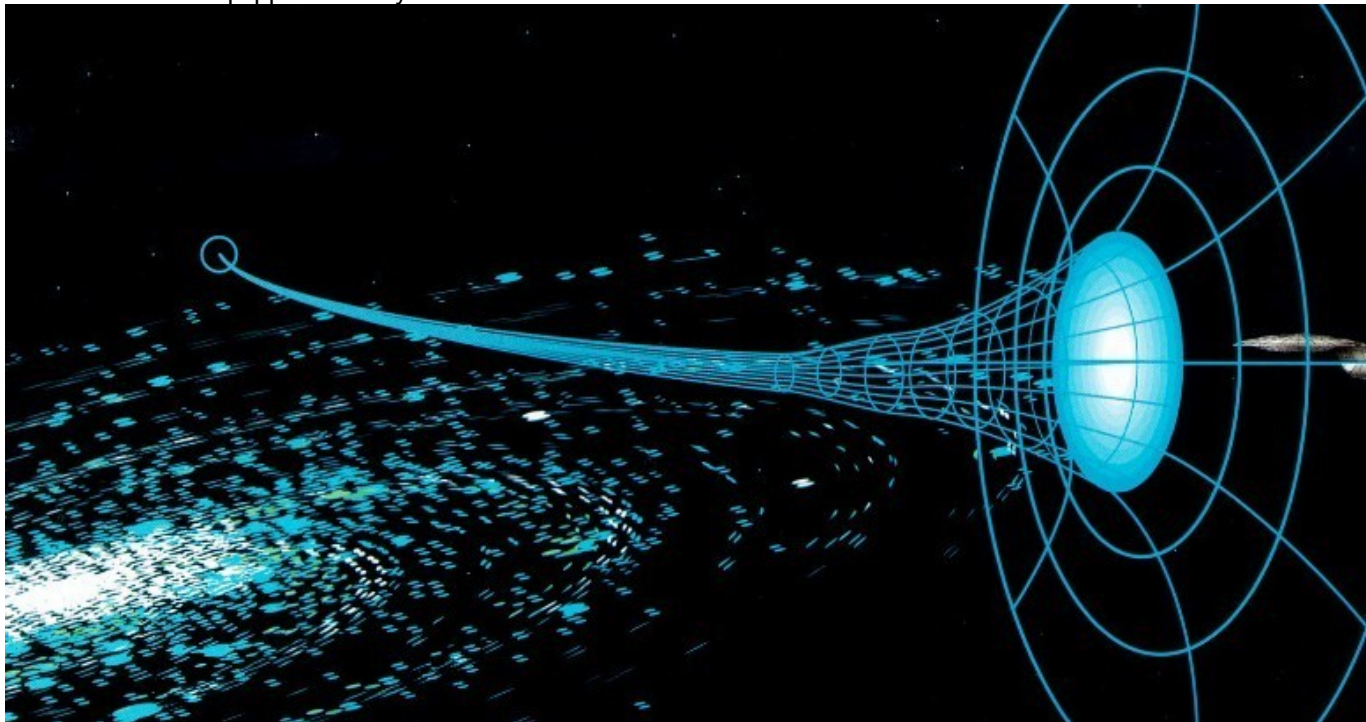




Subsequent levitation-craft advances between 1941 and 1944 spawned the "Haunebu" series, the 'heavy hitters' of Reich's saucer fleet.

Development of powerful tachyon magneto-gravitic drives - "Thule-Tachyonators" (speculated to be large spheres of vertically rotating mercury) - allowed design of 75 foot diameter armored saucer ships equipped with armaments such as Panzer-tank cannon turrets mounted to the underside.

Other craft were equipped with klystron laser cannons.



By Christmas of 1943, medium Maria Orsic of the *Vril Gesellschaft*, claimed that subsequent transmissions from Aldebaran revealed there were two habitable planets orbiting that star and that the ancient Mesopotamian civilization of Sumeria was linked to earlier colonies of Aldebaran explorers.

The seers discovered that the Aldebaran written language was identical to that of the Sumerians and was phonetically similar to that of spoken German. It was also revealed that a 'dimension channel' or 'worm-hole' existed connecting our two solar systems.

Thus in January of 1944, possibly aware that Germany's war efforts were faltering, Hitler and Himmler authorized an audacious plan to send a Vril-7 saucer ship into the dimensional channel, perhaps to secure assistance from the Aldebaran civilization.

The venture resulted in near disaster, the Vril-7 returned with its hull reportedly aged as if it had been flying for a hundred years and its surface damaged in several places.



Meanwhile, the Allies sampled an unpleasant taste of the deadly weapons potential of German saucers.

In 1944 a massive bombing raid was launched against the critical ball-bearing plant at Schweinfurt. Within a matter of hours a squadron of ten to fifteen Nazi discs managed to shoot down as many as one-hundred and fifty British and American bombers - one quarter of the entire bomber contingent.

Still, facing overwhelming odds, the crumbling Reich lacked sufficient saucer squadrons to turn the tide.



With the military fate of the Reich in doubt, an ambitious, energetic General rose within the SS inner circle elite to a level of power that rivaled perhaps that of even the Fuhrer himself.

**Hans Kammler**, a protégé' of Heinrich Himmler, had earned a reputation with his skills for rapid development and implementation of underground manufacturing facilities, and vast mobilization of slave labor consignments from concentration camps.

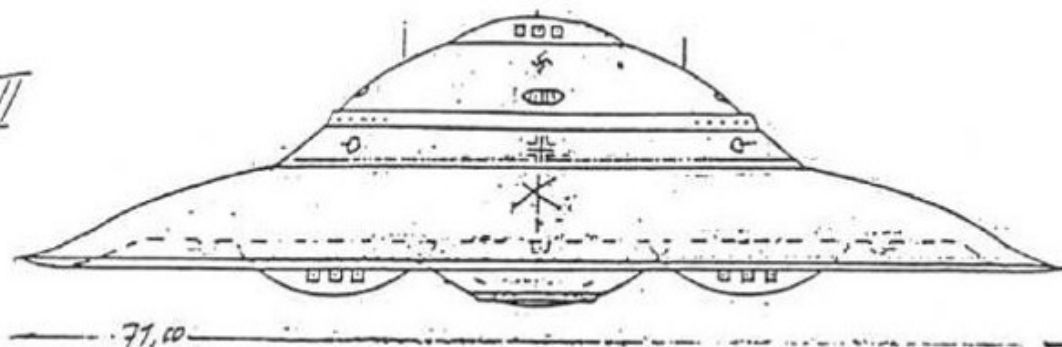


By 1945 Kammler had secured control over all top secret SS projects that were missile or 'aircraft' related.

Certainly Vril projects would have been one of his foremost priorities. Cunning and shrewd, Kammler easily bore the qualifications to master mind construction of 'special projects' facilities at the South Pole.

And as of April 17, 1945, Kammler disappeared from Germany, presumably escaping capture aboard a lumbering, six engine Junkers 390 Amerika bomber, bound for an unknown destination.

HAUNEBU III



**SCHWERER BEWAFFNETER FLUGKREISSEL „HAUNEBU III“**

Durchmesser: 71 Meter  
Antrieb: Thule-Tachioator 7c plus Schumann-Levitator (gepanzert)  
Steuerung: Mag-Feld-Impulsstr. 4a.  
Geschwindigkeit: ca. 7000 Kilom.p.Stunde (rechnerisch bis zu 40000)  
Reichweite (in Flugdauer): ca. 8 Wochen (bei S-L-Flug 40% mehr)  
Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 5cm KSK  
in Drehringen plus 6 x Mk 108, 8 x 5cm KSK ferngesteuert  
Außenpanzerung: Dreischott-Vielstern  
Besatzung: 32 Mann (erg. Transportverm. max. 70 Personen)  
Weltallfähigkeit: 100 %  
Stillschwebefähigkeit: 25 Minuten  
Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht  
Grundsätzliche Einsatztauglichkeit: Etwa 1945.  
Bemerkung: ES-E-IV hält den Hinweis für notwendig, daß in  
„Haunebu III“ ein großartiges Werk deutscher Technik im ent-  
stehen ist, wegen der allgemeinen Materiallage aber alle  
Kräfte auf das schneller verfügbare Haunebu II gesetzt  
werden sollten.  
Gemeinsam mit dem leichten Flugkreisel „Vril“ der Schumann-  
Gruppe könnte „Haunebu II“ die von Führer aufgestellten  
Forderungen sicherlich erfüllen.



Neither was military assistance forthcoming from Aldebaran, but perhaps safe haven was offered instead, as a massive 250 foot diameter [Haunebu III](#) dreadnaught armed with four, triple-gun, heavy caliber naval turrets and capable of space flight was allegedly completed by April of 1945.



With the specter Russian, British and American armies all relentlessly advancing on the German heartland, supplies, scientists, and saucer components were being steadily evacuated from Europe by U-boats to secret enclaves in Germany's Antarctic colony - *Neuschwabenland*.

Just one month prior to the *Haunebu III*'s completion a cryptic message was sent by Maria Orsic to all members of the Vril Society, simply stating "None are staying here."

The psychic medium Maria was never heard from again, perhaps having escaped - like Kammler - to South America, the Antarctic, or possibly even... Aldebaran!

The question remains, was she Kammler's collaborator or captive?



By inevitably seizing the rocket facilities and personnel at Peenemunde, the advancing Allied Army leadership was only too well aware of how dangerously advanced German technology had become.

Despite the Third Reich's unconditional surrender in 1945, a potential Nazi threat still haunted Allied intelligence. Had the German High Command sacrificed its European operation to buy time for installation of a 'fall-back' position in the Antarctic, capable of launching future retaliations from its South Polar redoubt?

Post-script to this legend is the account of "[Operation High-Jump](#)".

In January of 1947, an American military task force, complete with thirteen ships including, an aircraft carrier, seaplanes, helicopters and 4000 combat troops was dispatched to the Antarctic under the command of Admiral **Richard E. Byrd**, for the stated purpose of 'mapping' the coastline. This task force was provisioned for an eight-month polar stay, but after eight weeks and an undisclosed loss of planes and personnel, Byrd withdrew his forces.

Rumor was, Byrd encountered overwhelming hostile action, he described as, "fighters that are able to fly from one pole to another with incredible speed."

He also intimated that he had in fact engaged a German contingent being assisted as well by an 'advanced civilization' with formidable technologies...

Whatever occurred with Byrd's expedition at the South Pole remains shrouded in mystery since all reports, including Byrd's personal log entries, remain classified.

Also, it should be noted that *Operation High-Jump* was originally organized by Secretary of the Navy, **James Forrestal**. But later, in 1949, Forrestal was sent to convalesce for a nervous breakdown at Bethesda Naval Hospital. However, after allegedly ranting to hospital staff about the Antarctic, UFOs and an underground Nazi city, Forrestal was denied all visitors and shortly thereafter, *died in a fall from his hospital room window*.

His death was labeled a 'suicide'.

But again, considering the question posed at the outset of this essay, could the 'advanced civilization' suggested by Byrd be the same extraterrestrials alluded to by both Von Braun and Oberth? Could these "people of other worlds" be Germany's mysterious allies from Aldebaran?

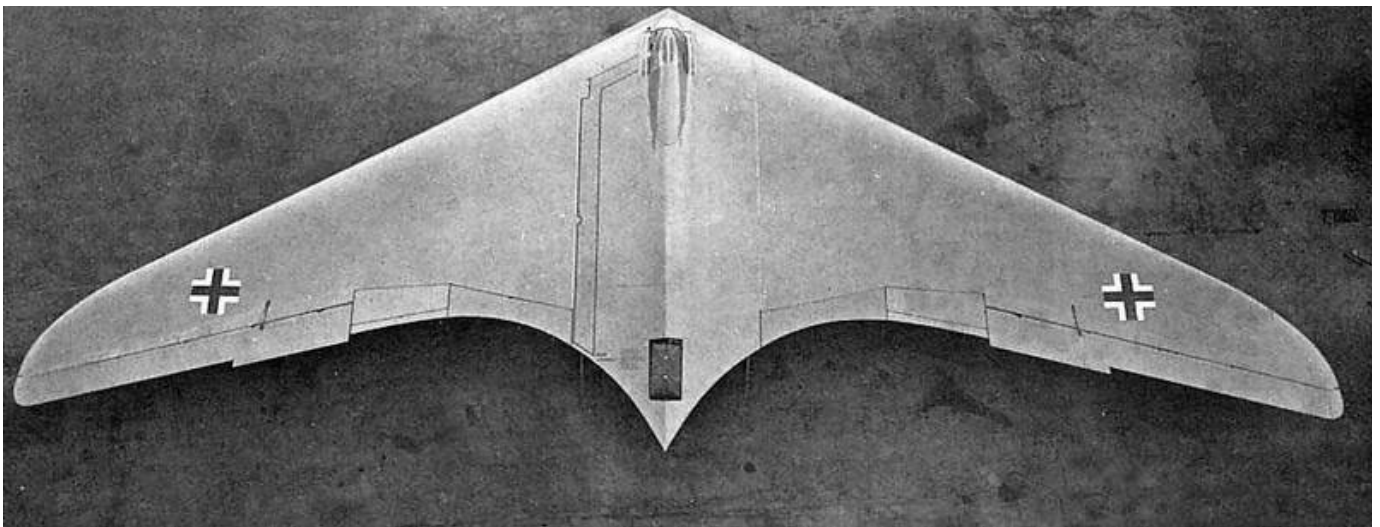
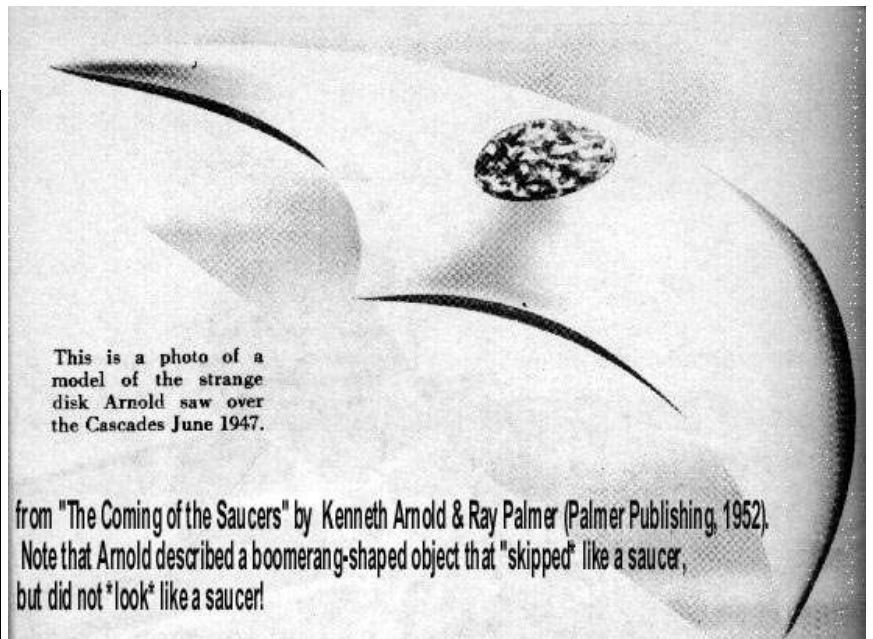
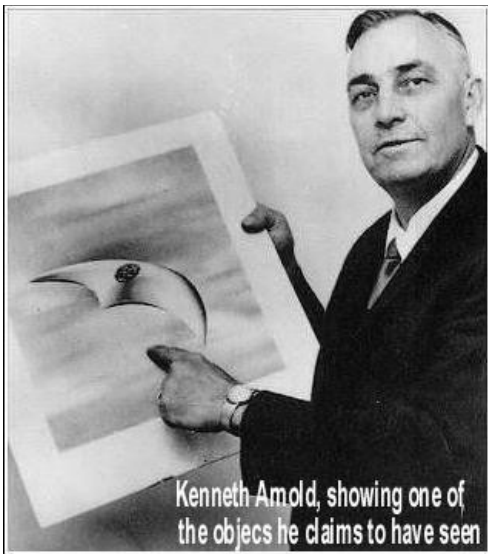
Such is the legend of 'Vril' and the Third Reich's levitating disc projects.

Of course, had all discussion of 'flying saucers' ended in 1945 it would be perfectly simple to dismiss the whole myth as preposterous nonsense. However, as we well know, persistent reports of UFOs and circular flying craft have remained a ubiquitous enigma worldwide for all the decades since World War II. And as long as this mystery goes unanswered the riddle of Nazi saucers will remain an urgent paradox that spins a kaleidoscope of demanding questions.

Viewed from the aspect of classical physics, the whole myth is easily dismissed as fanciful rubbish; the fairy tale notions of occult channeling with *space brothers* from Aldebaran, and Nazis armed with flying saucers and ray-guns sounds like *the most outrageous science fiction!*

However, this same legend reconsidered from the radically altered view of [Quantum physics](#) takes on dramatic plausibility!

- Was the Vril Society simply making practical application of the 'Unified Field'?
- Is Vril or "the unity in natural energetic agencies" that Edward Bulwer-Lytton described, far from pulp fiction, but a remarkably accurate description of zero-point energy that pervades the entire universe?
- Did ancient lost civilizations of Earth share understanding with extraterrestrial civilizations among the stars that the universe is in fact a single consciousness and simultaneously an ocean of limitless energy?
- Could it be that a handful of daring German visionaries discovered secrets of harnessing this energy?
- And ultimately, who were the REAL victors in World War II?
- Did a contingent of German physicists and engineers and military personnel successfully drop off the grid in 1945 and establish a new colony, totally self-sufficient and independent of the global petroleum cartels?
- And are the fundamentals of free-energy production fully known and deliberately withheld, at the cost of destroying our environment, merely to serve the greed of multi-national corporate and banking interests to this day?
- And is this 'free-energy' propulsion the ultimate secret behind the UFO cover-up?



Of course, in the years immediately following World War II, the German saucer mystery compounded even more. In June of 1947 a private pilot named **Kenneth Arnold** reported a formation of nine shiny objects speeding along at an unprecedented speed of 1600 mph in the vicinity of Mt. Rainier, Washington.

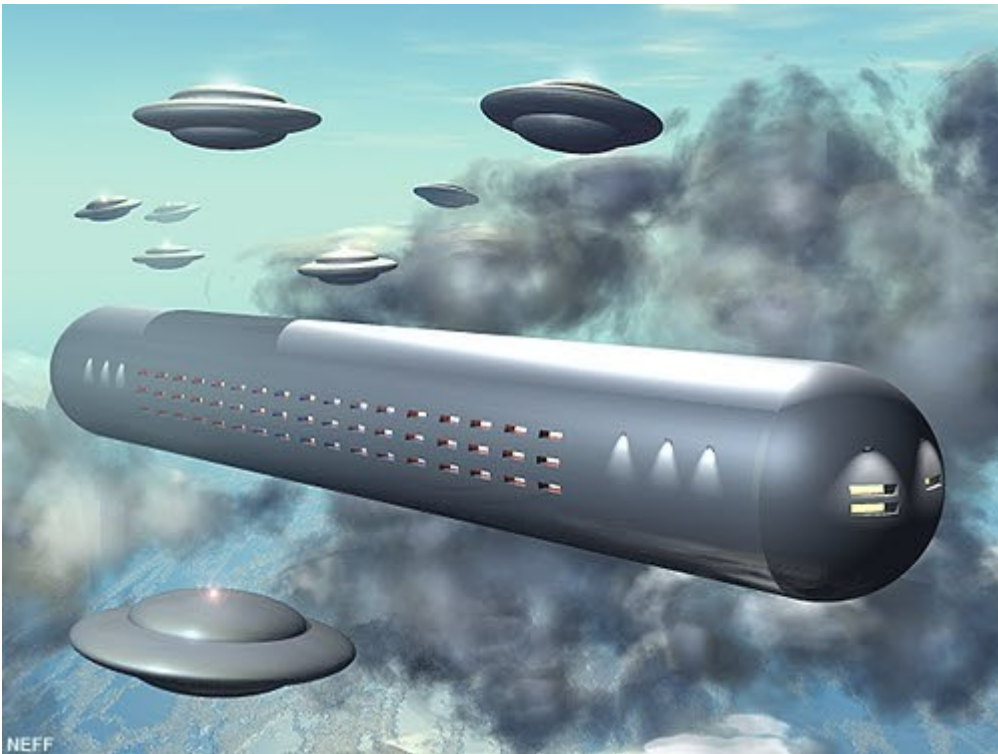
In Arnold's words, the craft flew "*like a saucer would if you skipped it across the water.*"

Hence the press seized upon his words and launched the public fascination with "Flying Saucers". However, Arnold actually described the craft as more crescent shaped, like 'flying wings' - which coincidentally was another air form perfected by the German *Horten Brothers*, during the war.

It was suspected that captured German aircraft were being studied in a joint U.S./British facility in western Canada close to Washington state.







According to the captured records, the Germans also had plans to build a 'Zeppelin'-sized levitating cylinder ship called the "Andromeda" machine.

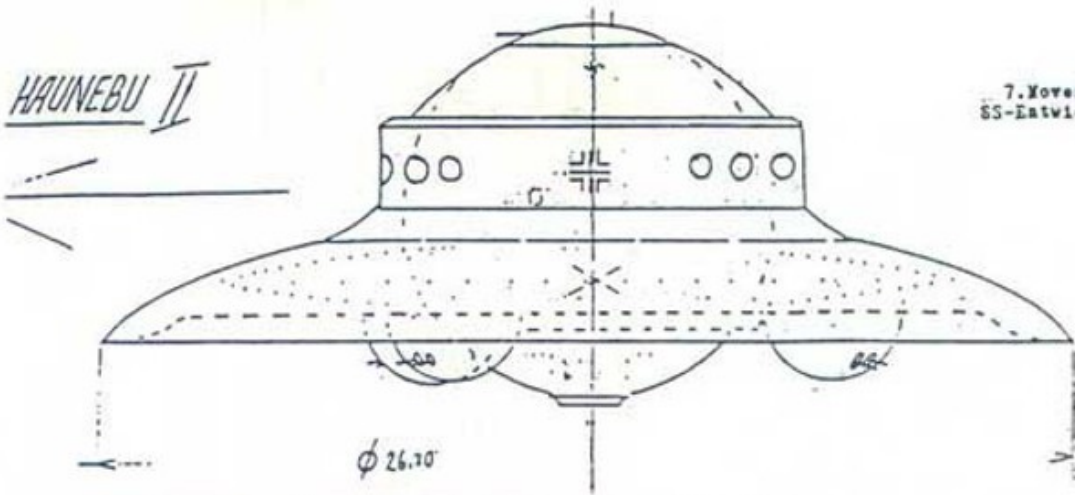
This 330 foot behemoth was capable of carrying as many as five of the smaller Vril and Haunebu scout ships. In the early 1950's a California man named George Adamski photographed a UFO remarkably similar to this design.

Later, Adamski claimed to have contact with a 'Nordic' looking extraterrestrial near Desert Center, California, who claimed to be from the planet Venus.



HAUNEBU II

7. November 1943  
SS-Entwicklungsstelle IV



MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II“

Durchmesser: 26,7 Meter  
Antrieb: „Thule“-Taobysator 7c (gepanzert;  $\phi$  27,1 Meter)  
Steuerung: Mag-Feld-Impulser 4a  
Geschwindigkeit: 6000 Kilometer p. Stunde (rechnerisch bis ca. 21000 möglich)  
Reichweite (in Flugdauer): ca. 55 Stunden  
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben  
Außenpanzerung: Dreisonott-„Victoriales“  
Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)  
Weltallfähigkeit: 100 %  
Stillschwebefähigkeit: 17 Minuten  
Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig  
Grundsätzliche Einsatztauglichkeit (V7): 85 %  
Verfügbarkeit „Haunebu II“ (bei weiter gutem Erprobungsverlauf wie V7) ab Oktober.  
Dass Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahl-  
kanone „Donar-Zek IIIV“, deren Prototyp nicht vor Frühsommer 1944 abgeschlossen werden  
kann.  
Vom Führer verlangte hundertprozentige Einsatzreife rundum kann allerdings  
nicht vor Ende nächsten Jahres erwartet werden. Erst ab etwa Serie 9.  
Begerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik- und  
damit vor allem Flugkreisel und KSKs wird wegen der noch zeitraubenden Herstel-



However, it should be noted that photographs of the little scout craft this alien flew show a design virtually identical to the German Haunebu II.

Though Adamski was later debunked as a fraud, reports of UFOs identical to the 'Venusian scout ship' continued to surface world wide.



In 1954, President [Dwight Eisenhower was allegedly secreted away to a meeting with Extraterrestrials](#) at MUROC airfield near Palm Springs, California.

[



Eisenhower's 1954...

# Meeting With Extraterrestrials

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**Additional Information**

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- [Extraterrestrial Edge Helps The Balance Sheet](#)
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  - [Whistleblower Laura Magdalene Eisenhower, Ike's Great-Granddaughter, Outs Secret Mars Colony Project](#)
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#### Multimedia

- [President Eisenhower's Historic Farewell Address to the Nation](#)
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#### Related Reports

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- [Extraterrestrial False Flag Operation to Begin in August, 2007? - Main File](#)
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[Return to Galactic Diplomacy](#)

[Return to Temas / Exopolitica](#)

[Return to Temas / Personajes](#)

[Return to Zeta Reticuli  
Interaction With Earth](#)

# 55th Anniversary of Eisenhower Nuclear... Diplomacy With ET?

by **Michael Salla, Ph.D.**  
February 6, 2009  
from [TheExaminer](#) Website

Did President **Eisenhower** have a meeting with extraterrestrial ambassadors on the evening of Feb 20, 1954 to discuss the impending test of the largest U.S. hydrogen bomb ever detonated?

Rumors have circulated for years that President Eisenhower was secretly whisked away from his family holiday at Palm Springs, California to Edwards Air Force base for a rendezvous with ambassadors from another world. Alleged whistleblowers claiming to have seen photos or documents concerning the meeting, or having actually attended the meeting itself, have over the years surfaced to tell their astounding story.

With the passage of time, many have passed away.

Some told family members who have revealed what they were told of Eisenhower's remarkable meeting. February 20, 2009 marks the 55th anniversary of this alleged meeting and the nuclear diplomacy with extraterrestrial visitors

that secretly occurred 9 days before the Bravo Hydrogen bomb test on March 1, 1954.

I first discussed the evidence supporting the alleged Eisenhower extraterrestrial meeting [in a 2003 study](#) while still holding an academic research position in the School of International Service at American University in Washington D.C.

Some of my research findings were contained in [the first published book on exopolitics](#) where I described the policy implications of extraterrestrial life. The book's release coincided with the 50th anniversary of the alleged Eisenhower extraterrestrial meeting on February 20, 2004. The alleged meeting was interesting enough for **Peter Carlson** from the *Washington Post* to write [a feature article that appeared on February 19](#) describing the debate over Eisenhower's whereabouts on the evening in question.

I have since continued my search for the ever elusive evidence of the alleged meeting. I have been successful in tracking down additional witnesses and family members who claim that they saw events or documents associated with Eisenhower's secret extraterrestrial liaison. For example, the widow of a former Military Policeman, claims that he witnessed Eisenhower visiting Edwards Air Force Base on the night in question.

Eisenhower entered a secure hangar with a flying saucer (the earlier term used for UFOs) inside that was being guarded by the MP who was sworn to secrecy. Another military widow claims that her husband saw photos of Eisenhower meeting extraterrestrials while he was stationed at the Pentagon. Her husband was also sworn to secrecy.

Another witness is a retired USAF medic, stationed at the time near Palm Springs at George Air Force base. [He claims](#) that his medical unit was ordered to provide stand by medical support in case of an emergency at nearby Norton Air Force base where Eisenhower boarded a C-45. Eisenhower was then quickly flown to Palmdale, which is adjacent to Edwards Air Force base. Furthermore, more testimonies have emerged confirming that Edwards Air Force base was subjected to an unprecedented three day shut down during the period of Eisenhower's alleged visit.

[[

# Ike and Extraterrestrials

## President Eisenhower at Holloman AFB?

From: Dr Michael Salla  
Date: 06/15/07 14:11:46  
To: exopolitics@yahoo.com  
Subject: [exopolitics] President Eisenhower's Meeting at Holloman AFB with Extraterrestrials

Aloha all, I'm delighted to announce that more research has been conducted on President Eisenhower's secret visit to Holloman AFB in 1955 to have a meeting with extraterrestrials. Art Campbell has investigated the case and found documentation to support Eisenhower's plane (Columbine III - aka Airforce One) secretly traveling to Holloman on February 11, 1955 soon after his Feb 10 arrival in Georgia for a 'recreational' trip. He has also interviewed three witnesses to help corroborate this event.

The first is 'Wilbur' who was an Air Force medic stationed at Holloman who overheard confidential conversations about Eisenhower's meeting with ETs and witnessed the some of the events associated with the meeting. I was able to independently confirm that Wilbur did indeed serve at Holloman AFB at the time he claimed through his military records. His testimony and my comments can be read below.

Next is the testimony of a civilian electrician who witnessed a saucer shaped UFO hovering over Holloman AFB on Feb 11. Art was able to confirm that the electrician's story remained the same over many years. Finally, there is a Secret Service agent who confirmed that the Secret Service detail accompanying Eisenhower for his Georgia visit was standard for a major international meeting, and not the recreational outing that Eisenhower claimed to the media on February 9.

Art Campbell's investigation is reproduced far below.

This is important corroboration of the secret galactic diplomacy conducted between President Eisenhower and extraterrestrial visitors.

In peace,  
[Michael Salla](#), Ph.D.

## **Ike and UFO'S**

by **Michael Salla**

from [ExopoliticsJournal](#) Website

President **Dwight David Eisenhower** was elected in November of 1952 and took office in 1953. I graduated from high school in 1952 and joined the Air Force in 1953. We as a nation were involved in a policing action called the Korean Conflict. Some nations called it a Korean Civil War.

Others called it a *conflict between Communism and Free Nations*. I went through Basic Training and my specialty courses in 1953 and was sent to George AF.B. outside Victorville, California. I served there from late 1953 to 1954. While I was there in 1954 Ike came to California supposedly to rest and play golf at Palm Springs. His plane was to land at Norton A.F.B., San Bernardino, California.

Norton AF.B. was an Air Material Command Base. It was not a large base and requested George AF.B. to send an ambulance to be on the flight line while their personnel were on Parade Duty honoring the President. A fiend of mine, [Ben Luth](#), was sent with the ambulance to Norton for that purpose. When the President landed at Norton, he left immediately for Palmdale aboard a C-45. I did not know what a C-45 was so I wanted to keep track of this airplane. What I could not understand was why he wanted to go to Palmdale.

There was plenty of room and landing space for any size airplane. I thought the reason he landed at Norton was because the Palm Springs airport was too small for a big airplane. Of course he could have landed at March AF.B. which was at that time a SAC Base. I did not question his not wanting to land at a SAC Base as no one in their right mind landed at a SAC Base if they had an option not to land there. Later I found out that a C-45 was a twin engine Beechcraft used to transport high ranking officers short distances. An ideal plane to take Ike from Norton to Palm Springs. I still couldn't figure out his trip to Palmdale unless it was for a special purpose which was none of my business.

Some time after the New Year in the Spring I was sent to Holloman AF.B., New Mexico. I was at the Aero Medico Laboratory under the direction of Lt. Colonel [John Paul Stapp](#) M.D. Lt.

Colonel Stapp was a Flight Surgeon, one of four on the base. After failing to keep some chicken eggs alive at the Aero Medical Research Lab. Office, I was sent to the Base Hospital I worked under the Flight Surgeon, Captain [Robert Reiner](#), one of the best men I have worked for or with in my entire life. I liked him and enjoyed working at the hospital.

In late February of 1955, we heard that the President was coming to Holloman. I knew there was going to be an honor parade for him. Captain Reiner asked me if I wanted to participate in the parade. I said, "No." He said, "Fine. You will be on duty."

The Parade was scheduled for early in the morning. The day before it was to take place it was called off. Not only that, but I heard through the grape vine that the base commander had requested leave covering the time the president was to be visiting. I thought this was unusual. I would have stayed on the base if I was the commanding officer and the President was visiting.

The morning the parade was to take place, I went to work as usual. When I got there the nurse asked me, "Where is Dorsey?" I was about to tell her, "I do not know." When [Dorothea Thorensen](#) said, "He said he had to take his wife to the Commissary this morning. I saw him with her on the way in this morning." When Dorsey showed up he asked me.





"Kirklin, did you see the disc hovering over the flight line?"

""No." I am thinking something small you hold in your hand like a discus as the only craft I knew capable of hovering were the choppers and the Navy's hovercraft. There weren't that many helicopters around Holloman. "What's it made of?" I am thinking of a wooden disc with a steel edge. "Looks like polished stainless steel or aluminum. You know just bright metallic and shiny."

I asked, "How big is it?"

"Twenty to Thirty feet in diameter. Do you want to see it?"

"Sure. But with my luck it wouldn't be there."

Dorsey replied. "It was there when I took my wife to the Commissary and it was there when we got out thirty minutes later. Go out to the front of the hospital and take a look."

"I would like to do that." I turned and asked the nurse if I could go to the street and look at the disc. She turned asking the Doctor and then turned to me and said. "No. Stay here." Later on I went to Coffee at the mess hall. On the way back I followed two pilots. The one on the left was in Khakis, the one on the right in winter Blues. I followed them and listened to their conversation.

Left: " Why the Blues?"

Right: "I'm the Officer of the Day, I was at Base Ops when Air Force 1 came in. Did you see it?"

L. "Yes. It's a big bird isn't it?"

R "Yes. They landed and turned around and stayed on the active runway. We turned off the RADAR and waited."

L. "Why did you turn off the RADAR?"

R. "Because we were told to. I think [the one at Roswell that came down was hit by Doppler Radar](#). It was one of the first installations to have it in the U.S. Anyway, they came in low over the mountains, across the Proving Grounds.

Interrupted by L. " I heard there were three and one landed at the Monument."

R "One might have stayed at the Monument. I didn't see it. I only saw two. One hovered over head like it was protecting the other one. The other one landed on the active in front of his plane. He got out of his plane and went towards it. A door opened and he went inside for forty or forty -five minutes."

L. "Could you see? Where they Grays?"

R. "I don't know. They might have been. I couldn't see them. I didn't have binoculars."

L. "Who had them?"

R. " The tower."

L. "Could they see them?"

R. "No, they didn't have the angle."

L. "Do you think these were the same ones that were in Palmdale last year?"

R. "They might have been."

L. "Did you see the [autopsy film](#)?"

L. "Do you think it was real?"

R. "It might have been. I just don't know."

L. "Did you see them when he came out?"

R. "No. They stayed inside. He shook hands with them and went back to his plane."

At this point I asked them, "Who did? Are you pilots?"

L. "It's, not important."

They covered their badges and I was not able to see their names. But I did see their wings. They were both pilots.

Later about eleven fifteen I went to pick up mail. A new 2nd.Lt. Supply officer saw me and said, "I've been looking for you. Did you see anything on the flight line?"

I said, "No. Did something happen?" I thought there might have been an accident and, they might want me down there.

"Never mind."

After lunch I returned to work and both Dorthea and the nurse asked if I had seen Dorsey. I told both of them "No. Sometimes he is a little late coming back from lunch if we don't have many physicals." When coffee break came I walked down the hall and saw Dorsey coming in about two thirty. I told him that both Dorthea and the nurse were looking for him and asked him,

"Where have you been?"

He said, "At a meeting."

"Well tell them you're back. I'm off for coffee."

After work I was in my barracks room when I was called out to see Air Force One fly overhead. It flew over the residential area of the base. This is a NO FLYING zone for all military aircraft. Only the President could get away with it. After supper I saw the lights that were still on in the Flight Surgeon's Office and went over to turn them off. I saw Dr Reiner talking to a Lt. Col.. The Colonel was talking: "He was at the supply hanger. I was there in the front with him and some others. I was on the stage. There was standing room only with 225 men in the hanger."

Reiner. "I heard that he was at the base theater."

Lt. Col. "He might have been. He only spoke for a few minutes. Then the base Commander spoke for about twenty minutes. He had plenty of time to go to the base theater and get back."

Dr. R. "How many did he talk to?"

Lt. C. "I was there for two sessions standing room only. 225 each time. There might have been another session but I wasn't there if he spoke then."

I asked, "Who spoke?"

Lt. Col. "The Commander in Chief"

I said, "The President."

Lt. Col. "The Commander in Chief."

I asked, "What did he talk about?"

Lt. Col. "It's classified."

"Confidential?"

"Higher."



"Secret?"

"Higher."

I said, "Oh."

Lt. Col. "What do you mean by 'Oh?'"

"It is none of my business. I am only cleared to secret."

Lt. Col. "I would not say that if I were you."

The next day some friends and I tried to get into the back part of the White Sands Monument. We couldn't go all the way back as there were barriers up. But the next day we could and did drive back there. About three months later just before I went overseas to Japan, I was talking to a bunch of Airmen. I told them, "I have never heard a President talk in person. Had any of them ever heard one?"

One answered, "Yep."

I asked, "Who?"

He said, "Eisenhower."

"Where?" I asked.

"At the Base Theater?" he replied.

I had forgotten this until about eight years ago when I heard Bob O'Day in Kansas City. He gave a talk on UFOs and spoke about a crew member aboard Air Force 1 who said,

"Eisenhower landed at Holloman A.F.B. and went aboard a UFO."

I remembered I was there when he was there. I became a believer.

I have a friend Allen Nathan. His brother is Dr. Robert Nathan. I told Allen about my Holloman experience. HE TOLD HIS BROTHER AND HIS BROTHER CALLED ME. His brother has a PHD. works at JPL and is an image display and special effect expert. He is often used to explain UFO sightings as bunk. He listened and said it was an interesting occurrence. He would find out the base commander's name and what took place in February 1955. Allen told me his brother called the commanding officer and left a message asking about this incident. The Base commander of Holloman A.F.B. in 1955 has never returned the call.

Another friend of mine, Barbara Mehnert, Ph.D., went to Eisenhower's Library in Abilene, Kansas. She talked to the Archivist asking him, "Is there anything here about UFOs?"

"Yes, but it hasn't been released yet."

From this I believe anyone seeing this at Holloman took an oath not to reveal that the 'President was there' and what they had seen. The information is classified at least as TOP SECRET and possibly higher. This took place in February 1955.

Sincerely

'Wilbert'

'*Wilbert*' is a pseudonym for the individual who witnessed the above events, and who does not wish for his identity to become public. I first became aware of *Wilbert's* testimony in December 2005 when his name and testimony were passed on to me. To substantiate his claims, *Wilbert* gave me permission to request and receive his entire military service record.

I was therefore able to,

- Verify his time at both Holloman Air Force Base, New Mexico and George AFB, California where he officially served at the Air Force Hospital.
- He served at George AFB from November 2, 1953 until February 28, 1954; and at Holloman AFB from March 1, 1954 until August 5, 1955.
- His military record prove that he was cleared up to the level of 'Secret' in terms of security classification.
- Additional investigation has also been able to verify his friendship with [Ben Luth](#) who claimed to have witnessed President Eisenhower secretly boarding a C-45 Beechcraft twin engine plane to go to Palmdale, CA., which is adjacent to Edwards Air Force Base.

It should be noted that **President Eisenhower** visited Palms Springs from February 17 to 24, 1954, and went missing on the evening of Feb 20. It was subsequently found that his apparent emergency visit to a dentist was a cover story. [See [Eisenhower's 1954 Meeting With Extraterrestrials: The Fiftieth Anniversary of First Contact?](#)]

Wilbert's time at George AFB overlapped with Eisenhower's visit to Palm Springs, making him privy to information on where Eisenhower traveled to, based directly on his professional medical duties and knowledge of those providing standby medical services for Eisenhower's secret air flight. The statements made by Wilbert are consistent with his military service records insofar as he was stationed at the places he claims and therefore may have witnessed events associated with President Eisenhower meeting with extraterrestrial visitors both at Edwards AFB in 1954, and Holloman AFB in 1955.

His testimony concerning the Holloman AFB base visit in 1955 is most significant since it is the first case of a witness coming forward to reveal this possible [meeting between President Eisenhower and extraterrestrials](#). Based on documentary evidence and investigations conducted so far Wilbert's testimony has been corroborated to an extent that his claims are credible. Further investigation is underway to corroborate more of Wilbert's testimony.

I thank **Steve Natale** in assisting in investigating Wilbert's claims, and **Arthur Campbell** for initially alerting me to this important case.

## **President Eisenhower at Holloman AFB?**

by **Art Campbell**  
from [UFOCrashBook](#) Website

On February 9, 1955, **Eisenhower** announced to the press that he was going to Georgia for a few days. He left on Feb. 10th at 1:00 p.m. from Andrews AFB with a party of six. A chartered planeload of journalists from all major networks accompanied him. The planeload of press was with Ike because of international tensions. The Russians were having a major leadership upheaval and the Red Chinese were making moves towards Formosa.

Ike and party arrived at his destination, Thomasville GA, about 4:30 p.m. on Feb. 10th, hunted quail for an hour, and retired to his guest cottage. Less than 24 hours later, President Eisenhower showed up at Holloman AFB. Ike was out of the press view for some 36 hours. **James Hagerty**, his press secretary, told the press that Ike and his valet were "treating a case of the sniffles."

The source of Ike's visit to Holloman comes from an ex-airman stationed at the base hospital. The airman wrote a seven-page letter to UFO investigator/ speaker Art Campbell, delineating the details of Ike's visit and some of the activities while there. The *Columbine III*, Ike's Air Force One at the time, landed at Holloman around 9:00 a.m. on Feb. 11th.

By previous arrangement, the plane taxied and parked on an active runway. A short time later a UFO was seen to land in front of Air Force One. A man presumed to be Ike left the parked plane and walked to the UFO. A meeting of some 45 minutes took place and then he returned to the plane. Another UFO was seen hovering over the flight line while the meeting was going on.

The details are sketchy, but Ike was at the base until 4:30 or 5:00 p.m. when his plane left. Hundreds saw it (photo above.) Ike and the base commander spoke to several hundred military and civilian workers on the base and at a hangar and in the base theater. The airman listed the names of eight witnesses to this event. Other witnesses are being sought by investigator [Art Campbell](#).

If you know of, or have any information about this event, please contact Art's e-mail: [artc@connpoint.net](mailto:artc@connpoint.net)

Or you can snail mail him at:711 Medford Center, #129 - Medford Or. 97504

More information and additional details on this dramatic event appear below in a series of articles published in a great online magazine, Filers Files. We will try to post these once a week articles here every week also, from about Feb 19th to Mar. 26th 2007

## Part 1 - About The Researcher

**Art** is a nationally known UFO researcher and speaker who has been active in UFO research beginning in Kansas City, Missouri in 1957. Art took time out between 1959 and 1989 for a successful teaching career. In that period of time, he was a teacher, counselor, football coach and high school principal.

Originally, Art was a NICAP investigator working with Donald E. Keyhoe. Art formed a NICAP (National Investigations Committee on Aerial Phenomena) affiliate in Kansas City in 1957, and worked on an important NICAP investigation of George Adamski, who claimed an alien contact in the Kansas City train yard.



Art is also the principle investigator of the UFO Crash at San Augustin, a little known, but highly significant crash of what the USAF referred to (in the famous 1947 Gen. Ramey's telegram) as "SITE TWO SW OF MAGDALEMA NEW MEX."

In the fall of 2006 Art received a 7-page letter from an retired airman who was assigned to the base hospital at Holloman AFB. The airman details what he knew and what he and his friends saw when President Eisenhower visited Holloman in February of 1955. According to the press at the time, *Ike was on a hunting trip to Thomasville, Georgia.*

In our next installment, we will take you to President Eisenhower's press conference on February 9, 1955, the departure from Andrews AFB the next day, and the reception he received in The Thomasville Area

## Part 2 - A Trip To Thomasville

Washington, DC

Executive Office Building,

Wed. morning, Feb. 9, 1955, 10:31 to 11:01 a.m.

In attendance 230 journalists

THE PRESIDENT: " Good morning. Please be seated. One announcement of little importance to anyone except myself. I hope to get a few hours away from this city starting tomorrow afternoon. I am going down with the Secretary of the Treasury to his farm in Georgia."

Eisenhower's Secretary of the Treasury was George H. Humphrey, a millionaire industrialist raised in Saginaw, Michigan. Humphrey owned a plantation near Thomasville, GA, where Ike hunted quail in February during most of his presidency. Thirty-five miles north of Thomasville was Spence AFB which had originally been a base for training for

fighter pilots during WWII. It was an ideal place for the Columbine to land and only 35 miles to the Milestone plantation. Humphrey became Ike's secretary of the treasury.

When Ike came down to Thomasville his motorcade would usually be accompanied by Georgia State police.



There were six in Ike's party, including Mrs. Eisenhower; her mother Mrs. Doud; Clifford Roberts, a Wall St. banker and advisor; and George Humphrey and his wife Pam. The party left the MATS terminal at Andrews AFB on Feb. 10 at 1:00 p.m. Ike's plane was a new Lockheed "Super Constellation", the VC-121 E. It had been christened by Mamie a year earlier and named the *Columbine III* after the Colorado state flower.

Mamie was from a prominent Denver family and married Ike in 1916.



Above Eisenhower's Columbine III with a crew of 14. Officer on far left is Major Bill Draper, Ike's pilot since WW II days. Photo taken at Andrews AFB in 1954.

The *Columbine III*, also known as Air Force One after 1959 or so, had a range of 3500 miles. The engines were four Curtis Wright R 3350, turbo compounds w/ 2700 hp each. Big for the day. Ike's plane had a wingspan of some 110 feet. The body of the Columbine was nearly 90 feet long and nine feet wide. The maximum speed was 355 mph with a cruising speed of 290 to 325 mph, depending on altitude. It carried a crew of fourteen, and Major William (Bill) Draper was the pilot. Draper had also been Ike's pilot in Europe during WWII.

It was an easy two and a half hour flight to Spence AFB in So. Georgia. The *Thomasville Times-Enterprise* papers of Thursday and Friday featured bold headlines:

"Fair Weather Seen for Ike's Quail Hunt, Thousands Cheer His Arrival."

The article went on to say "Thousands line streets in Moultrie, Coolidge and Thomasville."

Spence AFB was just outside of Moultrie and people were lined up on the main street of the three towns that Ike would travel through. And even along the highway between towns. The paper reported that as the motorcade entered Thomasville, "*the chief executive waved and spoke to persons along the route.*" Hundreds of students jammed along school campuses facing Jackson St. as the president entered Thomasville, the Times-Enquirer reported.



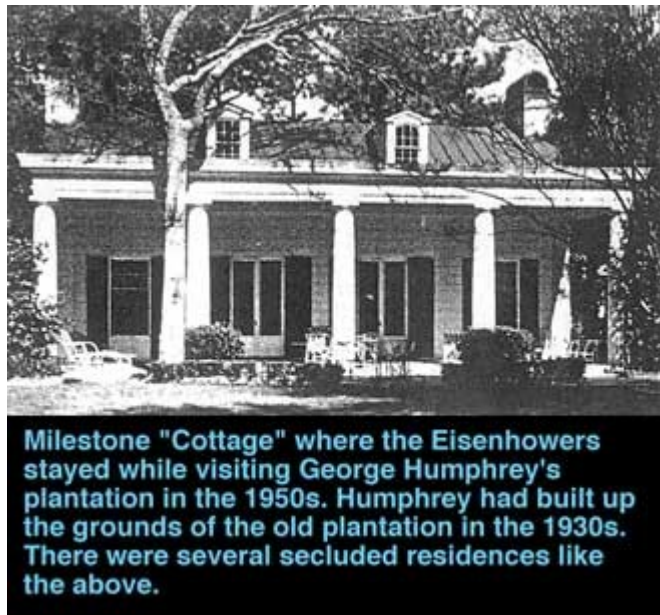
A "quick change artist," Eisenhower is dressed first and ready to hunt birds with favorite dog, Art.

Milestone Plantation suited Ike's privacy needs very well. Here he was completely away from jangling telephones or weighty conferences. Humphrey's plantation had some 2,000 acres of prime bird hunting land. Ike had enjoyed

hunting since his youth in Kansas. His favorite hunting piece was an 1897 Winchester repeating 16-gauge shotgun. On this occasion, he brought along his custom 20-gauge hunting piece.

Specially made, it had custom carving on the stock: a wild turkey in flight on one side and his five general's stars in a circle on the other, with his name - Dwight David Eisenhower. Ike was a very good shot while hunting birds; however he found it hard to live down that in WW II, he had emptied a clip of nine 45 cal slugs shooting point blank at a rat in a latrine. The rat was soon dispatched when about a dozen aides came running after they heard the shooting. Ike was reported to have said, "I don't trust rats or Germans."

In his 1954 trip to Milestone, Ike had bagged his limit every day he hunted. When ducks and quail were in season, Ike kept his skills sharpened with skeet shooting at his Gettysburg farm or at the newly-built Camp David outside of Washington DC.



Except for previously arranged rare photo ops, none of the media were allowed on the Milestone grounds, but this time it was a little unusual. There was a great deal of international tension building. Accompanying Ike and his hunting party was James Hagerty, his press secretary who kept an eye on international events and kept the press informed as to the activities of Ike and his party.

There was little to write about, but the Washington press corps did it well. A reporter from *Newsweek* wrote, "The president arrived at the estate just as dusk was falling. An old soldier, he took less than 15 minutes to change from his sack suit to hunting togs."

Secretary Humphrey and Cliff Roberts took much more time. Ike was heard by his party to shout at his partners as they dressed, "We haven't got much daylight left." They reached the hunting area as dusk was falling about 5:30 pm.

Ed Darby who was on the press plane wrote for *Time Magazine*, "In spite of the wet brush, a cold wind and the gathering dusk, the president and the secretary of the treasury bagged two birds each." Darby's Times article was titled "Two in the Bag." They arrived back at the plantation main house after dark, somewhat cold, a little wet, but in good spirits. After dinner that night, Ike and the other men played bridge while Mrs. Humphrey, Mamie and her mother played Scrabble.

Outside the rain drizzled and the mercury began to drop. The *Newsweek* reporter explained that "the dogs cannot pick up the scent" while the birds are huddled under cover in the wet brush. It looked like the predicted fair weather quail hunt had suddenly turned "foul."

In the next installment of Ike's secret visit to Holloman, you will learn about a slight change in the president's health and how a shift in Russian leadership affected the world.

### Part 3

Two planes landed at Spence AFB north of Thomasville on Thursday, Feb. 10th. Preceding Ike's Air Force one was a chartered plane full of news media. They landed first, and, with various movie cameras, other journalists and technicians began setting up for Ike's arrival. Among them were well-known personalities representing 120 different

news organizations -- Ray Sherer and Robert Blair of NBC, the well-known journalist William Lawrence of the New York Times, Walter Kingston of the Baltimore Sun and John Edwards of ABC as well as Ed Darby of Time Magazine.

Others were also on the plane -- representatives from the AP and UP as well as a number of technicians for the Warner-Pathe News and a film crew from Metro Goldwyn Mayer.



Why all of this high powered press for a quail shoot on private land and out of the press view?

The headlines next to Ike's front page articles in the Times-Enquirer were very bold with an international flavor. A week before, Joseph Stalin's replacement Georgi Malenkov, the Russian premier had been forced to resign and was replaced by Marshal Bulganin. Headlines fairly screamed about the leadership change. Winston Churchill made immediate arrangements to talk to Marshal Bulganin. A famous military leader taking over an aggressive cold war government gave the world a severe case of the jitters. It was clear the Washington press corps wanted to be near the President.

Sometime in midmorning, **James Hagerty** dropped by the Scott Hotel where the journalists were staying with the hunting report. Ike and George Humphrey had gone out again that morning, but the birds were not active, so the hunters soon returned to their quarters empty-handed. To top it all off, it seemed that Ike had come down with a case of the "sniffles" and would be staying in for awhile. According to Hagerty, Ike was sitting by the fireplace playing bridge and chatting. It continued to rain on and off the rest of the day, but there was one bright note for the journalists -- Secretary Humphrey was throwing a dinner party for them that evening at the nearby Glen Arven Country Club.

Since their arrival the weather was taking a definite downturn, and many decided they needed some warmer clothing. As soon as the stores opened, the men fanned out in twos and threes to see what Thomasville was about. The



Thomasville Cab Co. did a brisk business that day, taking the men to various stores and other places in the southern town. Hunters bright flannel shirts, sold well at Pennys. Just inside the front door was a manikin wearing a "short 'n sweet" nightie with Peek a boo panties, but many men bought heart shaped boxes of candy for the upcoming Valentine day occasion. That evening the Times-Inquirer talked about the cold wave, while on the funnies page Bumstead dreamed he was in a flying saucer.

It must have been reassuring to some that the leader of the free world in this time of world crisis was sitting by a warm fireplace nursing his cold, drinking hot toddies and playing bridge. Actually, this was not the case. At about 8:00 that Friday morning, Ike was not in his cottage.

As the journalists and technicians were starting to stir and thinking about shaving, hot coffee and breakfast, their leader had taken a back road north to Spence AFB during the night and had skipped out. Air Force One was some 1250 miles away at 13,000 ft., somewhere above the west Texas/ New Mexico border, and Ike was not thinking about hot toddies and bridge. The President was on his way to Holloman AFB to one of the most important meetings of his life.

Ike and his advisors had been preparing material, collecting statistics and going over the rationale for continued nuclear testing. He, as the leader of the most powerful nation on earth, was also seen as the guardian or spokesman

for the free world's nuclear arsenal. The arms race had begun as soon as WW II was over and nuclear race was shifting in to high gear. The USA alone, up to 1955, had conducted 189 nuclear tests above ground, underground, under water and in the atmosphere.

The Russians had conducted some 90 nuclear tests since 1949 and had exploded their first hydrogen bomb in 1953. Ike was not sure how the meeting would go, but his advisors had prepared him as well as they could. He was very sure atomic energy would be at the top of the agenda. He and his few aides on board were informed by a crewman that they would begin the descent to Holloman soon. They buckled their seat belts and waited.

On one side of the huge plane could be seen the town of Alamogordo, and in the distance, the dual A shaped runways of Holloman AFB. As the Lockheed completed its final turn, to the west could be seen the San Andreas Mountains, and to the north, the long Tularosa Valley stretching into the distance. Above the white haze was a clear azure blue sky.

It was going to be another beautiful day in New Mexico.

## Part 4

Shortly after the US Air Force became a separate branch of the service, Alamogordo Air Base became Holloman AFB. It was named in honor of Colonel George V. Holloman, a pioneer in Air Force research and development. At one time in the early fifties, Holloman was a far-flung satellite of the Air Force Missile Test Center at Patrick AFB in Florida. In September of 1952 it was designated as a permanent Air Force installation.

The old Alamogordo airfield had been a training base for heavy bombers. The bombing range some 38 miles wide and 64 miles long, proved to be an ideal location for the new guided missile program which began in 1946-47. But that was fifteen years earlier. Today the president of the United States was landing at Holloman.

It was a smooth landing as landings go. Dual tires on the concrete skid-marked runway felt rough at first. But after the wheels of the big Lockheed got up to speed, things smoothed out. Gradually the sagebrush came into focus, and the whine of the four turbine engines began to take on the familiar sound of props under reduced power.



The big Lockheed Constellation in passenger service in those days carried over 125 passengers, but there were fewer than twenty aides and secret service men in the main cabin with the crew of fourteen each at his station. Some in a special compartment behind the cockpit, two in the small galley, and several in the aft passenger area. Each deep in his own thoughts, each glued to a window looking for something to break the monotony of the barren landscape.

At about 7,000 feet into the landing, Major Bill Draper, the pilot, started reversing the engines, and the plane slowed measurably and became louder. When the noise died down, the plane was in a slow taxi towards the end of the runway. As the sleek Lockheed reached the turn-around at the end of the runway, Draper slowly put on the brakes of the left set of dual wheels, and the plane pivoted around to the port (left) side. Air Force One taxied back up the runway about 75 yds. and stopped. All engines were shut down.

There were probably 300 people with a vantage point on this side of the base, who saw Air Force One land, and as it did, they called others to other windows, work stations and vantage points. It must have seemed very eerie for the president's plane to be seen sitting out there almost a half mile away, alone and quiet. No red carpet, no band, no honor parade, just a few horned meadowlarks calling in the distance.

Eventually, the base workers returned to their stations, typists resumed typing, stenographers turned on their Dictaphones, phones rang and were answered. And always the question was asked: Is Ike here? What's going on? The civilians and military on the base had been told that while the president was here, this would be a "business as usual" day. It was hard, with so much excitement but everyone carried on.

A few minutes earlier, Col. Sharp, the base commander, and several officers had gone to the base ops tower to see the president's plane land. The first communication they heard about 8:10 was,

"HOLLOMAN TOWER, THIS IS AIR FORCE 7885 TEN MILES EAST OF MARYHILL."

They requested landing instructions, other traffic in the area, and base wind direction. They were assigned runway 13 (short for 130 degrees.)

The Holloman runways in those days formed a gigantic letter A, running northwest to southeast. The runway they were assigned was the farthest away from the hangars and workshops. It was obvious to base personnel that what was happening or going to happen was as far away as it could be. Little could be seen unless one had a vantage point and binoculars. Phones all over the base were very busy, many questions were asked, is he still out on the runway? What's he doing now? What's going on? What's happening? And the invariable answer: We don't know.

But about ten minutes after the plane landed, the radar officers gave instructions to shut off all radar controlled from a room under the control tower. The enlisted men had been told only about five minutes earlier about shut down. Col. Sharp could probably hear some of the men in the stairwell mumbling about the base being blind as the men headed outside to have a smoke. Technically, the colonel was on leave today. He had turned base operations over to his deputy base commander as long as the president was here. He felt it his duty to be with him with no distractions.

There were a dozen visual patrols out around the base and some of the up-range small radars were on, but the larger base *Doppler radar* had been shut down by orders from Washington. A phone rang in the tower with a report of two unidentified objects passing over Range Road 12. Then a minute later the bogies were over Range Road 7 only a few minutes from the runways. Men in the tower swung their glasses to the north in the morning haze.

Then something glinted in the sun, then something else just below it. A report came in of a third bogie five minutes behind the first two. The tower personnel who did not know what these were, were stunned. No tail, no wings, no motors. Just round objects approaching the president's plane sitting alone on the far runway with a covey of base officers in the tower, including Col. Sharp. They knew something big was up. They reported the objects, logged them and did their job which was "business as usual."

The two objects stopped about 300 ft. over Air Force One, and one descended on the far side of the plane and gently touched about 200 feet ahead of the plane. The other hovered briefly and then came across the near runway towards the big hangars and some shop buildings. It took up a position somewhere above the buildings over the tarmac. The disc had a good vantage point of anything that might come towards the president's plane and the disc on the ground.

A brief look at the public view of UFOs in 1955 would not cause any eyestrain. Only a few scattered newspaper reports since 1947 had made national news, and in those days the military were likely to be believed when they released cover stories. Kenneth Arnold had seen only reflections. Everyone got a chuckle at the Roswell balloon story, and the blips seen on radar and over the White House in July of 1952..... just sea gulls.

Donald Keyhoe was just getting the NICAP idea started and several books by Scully and Adamski were considered just men's magazine sensationalism. So it was with some disbelief that *two UFOs had come to Holloman AFB in Feb. of 1955*. There was little background for believing in them at all as extraterrestrial. Some who saw or heard about the two craft at the base that day thought they might be new German innovations. Some thought they were ours others thought they might be Russian.

German scientists assigned to supervise missile launches in Operation Paperclip at the near by White Sands Proving Grounds were highly respected, and some German scientists were working in various labs at Holloman. "Business as usual" may have been the motto for the day, but many of those with a vantage point had someone reporting what could be seen. Soon after the UFO landed in front of Air Force One, a man many assumed to be the president, came to the doorway of the plane, descended the portable stairs and approached the saucer on the ground.

Some sort of a hatch had been opened a few minutes before and had folded down to become a small ramp. The man walked up the ramp, stood briefly at the opening, shook hands with someone, and went inside. Observers thought the period of time to be about 45 minutes. When he emerged from the craft, he walked towards Air Force One. Part of this time he was facing the observers, and most were sure it was **Ike**.

He wore no hat, and many recognized the hairline and his erect military walk.

## Part 5

In Part IV we covered a brief history of Holloman AFB, examined the Lockheed Constellation as a commercial craft, and learned of Ike's landing at Holloman. The base radar shut down, and a man who appeared to be President

Eisenhower exited his plane and walked towards a UFO that had just landed in front of Air Force One.

In Segment V we will divert from the speculative narration and report only what witnesses saw, heard and felt. During the past eight to ten weeks this story has gotten out in the UFO community, and we have asked for any witnesses to this event to come forward. Consequently, we have had some contact from some witnesses and expect more as this story develops.

Our main witness was Airman 2nd Class Wilbur Kirtland (pseudonym) who was stationed at the base hospital in 1955. His only actual sighting that day as of Air Force One taking off about 4:45 p.m. on Feb. 11th, 1955.

*Kirtland reports as follows:*

"In the spring of 1955 I was assigned to the Holloman AFB hospital. In February we heard that the president was coming to Holloman. It was general knowledge that there was going to be an honor parade for him. Captain Reiner asked me if I wanted to participate in the early morning parade. I declined and he said, OK, that I would be on duty that day. The day before it was to take place, it was called off. We believe the secret nature of the visit was probably not explained until several days before the president's arrival. When this word was received, the honor parade was then called off.

On or about Feb. 11 at 8:00 in the morning, Kirtland began his shift at the base hospital. Another airman named Dorsey was due to be there also. Kirtland said that when I got there the nurse asked me where Dorsey was. A clerk typist named Dorothea Thorenson replied that she had seen him taking his wife to the commissary (large base shopping area) that morning. When Dorsey finally arrived he asked me if I had seen the disc hovering over the flight line. I told him I hadn't, but I was visualizing something small you held in your hand like a track and field disc. I asked him what it was made of.

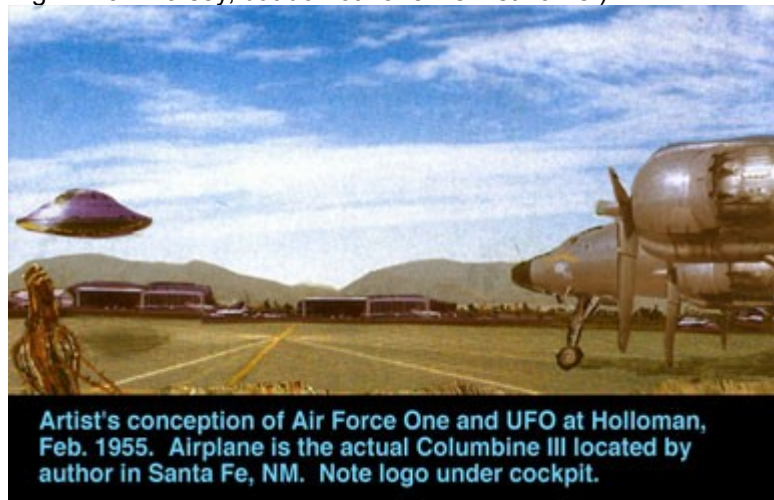
Dorsey said it looked to him like polished stainless steel or aluminum. When I asked about its size, he said twenty - thirty feet in diameter, and did I want to see it. Of course I did. Dorsey said it was there when he took his wife to the commissary, and was still there when they came out thirty minutes later.

"Go out in front of the hospital and look towards the hangars," he said.

I asked the nurse for permission. Nurse turns to doctor, then says,

"No. Stay here." (probably about 9 - 9:15 a.m.)

(Author - We are still seeking Airman Dorsey, but do not have his first name.)



Author: From several sources, we have learned that the base department heads had been asked to keep normal activities going that day. This may have been an attempt to comply with this "business as usual" mode during the president's visit. Another airman relates his experience on the way to coffee later that afternoon. He had been walking behind two officers. One officer was the duty OD. The one dressed in khakis asked the other officer why he was in his dress blues that day.

The other officer explained that he was "officer of the day. I was at base ops (control tower) when Air Force One came in this morning. As soon as it landed we shut down the radar."

The first officer asked why they would turn off the radar and learned that they were ordered to from higher up. We think the Doppler radar may interfere with the saucer's guidance system..... or something. Both came in over the president's plane. One landed on the active, and the other hovered for awhile, then moved over to the flight line. (This one was apparently seen by Airman Dorsey and an electrician earlier in the day.)

The president left his plane..... and went towards it. A door opened, a ramp came down and he went inside for 45 minutes. The first officer asked who all saw this; the other officer said, the personnel in the base ops control tower as they had binoculars. When asked if anyone saw who was inside the saucer, the officer replied, "No, it was faced pretty much away from the tower at a sort of oblique angle."

It would be appropriate here to bring in a rather interesting report received from a lady whose father was a civilian electrician at the Holloman base. He worked out during the day on the base with the electrical crew, out of the base electrical shop. He had been an electrician in the army in Korea and had gotten the job in 1953 or 1954 because he was a vet

She said,

"We were in Albuquerque at the time. Dad worked there in '54 and came home on weekends. We moved down there in the summer of '54 when I was in the fourth grade. Mom wanted us together. Sometime after Christmas of 1955 Dad came home one night kind of shook up. He would tell the story for years when we'd ask him to, and later on, to the grandchildren as well. We called it 'When Dad became a fireman.' I asked the daughter if the story got better with the telling each time. She said no, but as he got older, we enjoyed it more because of his gestures. They worked out of a 3/4 pickup with a telephone co. truck bed (lots of compartments.) Dad told us "

They could see the president's plane for most of the landing. At first it circled, getting lined up for the runway. We had a view of the runway between some buildings where we were working. They could see about 400 to 500 feet of it. The plane landed, came through the part they could see . They expected to hear it taxi up to unload , they all wanted to see the president. He they waited and waited. It just stayed out there someplace and shut down its engines.

They saw others looking out that way, and some men on the roof of a hangar looking to the SE. One of the crew suggested that someone climb a pole to report what was going on, so Dad volunteered. He strapped on his steel climbers. Dad said he had learned to always keep the sun at his back while climbing a pole in order not to get blinded. Dad said he got near the top of the pole and head someone shout, but did not hear the words. He then saw the truck driving off and some of the crew running toward a hangar. He noticed the men on the roof running back away from the front of the hangar, and one pointing out towards the flight line.

Dad swung around on the pole to look out on the airfield and see what all the commotion was about. Then he said he saw it...this "pie tin like thing" heading towards him about 150 yards away. "And comin' right at me," he said. Dad always said he felt very lonely up there with that thing, and decided to come down fast, as he was about 40 feet up. He said he looped his climbing strap out and got down that 40 feet in about five seconds, his steel spikes hitting only occasionally to slow him down."



The civilian electrician on power pole is shocked to see a UFO heading towards him. He got down to the ground in record time.

Back at the shop when the story was told, he was nicknamed "the fireman" for getting down that pole so fast. Apparently, soon after this incident, the saucer just stopped and hovered about 300 feet over the flight line while the meeting took place on the far runway near the UFO. Dad said once the people there got over the initial shock, many just stood and watched it. He said it was a beautiful sight, and it had an occasional wobble. He recalled that later that day many neon lights needed replacing.

(Author: This was apparently the saucer that hovered over the flight line that Dorsey and his wife saw around 8:45-9:00 a.m.)

His daughter said they all thought it was one of our secret aircraft and the president had come to see. Dad said he never considered it anything but ours until years later when the UFO shape got publicized more (in the 1960s or so). He told us" it was then that he understood what was so secret".

Next week the series will conclude with Part VI. We will continue with firsthand reports and other information which has come to us about Eisenhower's activities the day he visited Holloman. If you have any information, contact: artc@connpoint.net or 711 Medford Center, #129, Medford, OR 97504.

## Part 6

In the previous issues we have followed President Eisenhower from a hunting trip in Thomasville, GA, to a secret departure from Spence AFB to Holloman AFB in NM. The president was supposedly in his cottage for 36 hours at Milestone Plantation, when he slipped out for his trip west. By previous arrangement, his plane parked at the end of the runway, a UFO landed in front of the plane, and the president went aboard for a 45-minute meeting. Another UFO was seen by base personnel hovering over the Holloman AFB flight line during the duration of the meeting.

Our main witness, Airman Kirtland on or about Feb. 11, 1955 was on duty at the base hospital. He continues the events as he experienced them from this date. Airman Kirtland returned from lunch about 12:50 p.m., Dorothea the civilian typist and the nurse asked him if he had seen Dorsey.

"I said I hadn't. At 2:30 p.m., coffee break time, I walked down the hall and saw Dorsey coming in. I asked where he had been. He replied, at a meeting. I told him to tell the nurse and Dorothea that I was headed for coffee. After supper I noticed the lights still on in the flight surgeon's office and went over to turn them off. Surprisingly, Dr. Reiner was there and was talking to a Lt. Colonel. The Lt Colonel was telling him that he had heard the president and Col. Sharp speaking to about 225 people at the supply hangar."

He said there were military personnel and civilian workers including a few female office workers. Dr. Reiner wanted to know what the president said.

The Lt. Colonel said that he just gave them a pep talk and said to keep up the good work, etc. He only spoke five minutes or so, and then Col. Sharp spoke for another twenty minutes or so. His speech included warnings such as, "What you see here stays here" and something about the "fine security traditions", etc. at the base. Dr. Reiner's friend also said the commander-in-chief and Col. Sharp spoke once or twice more at the base theater which held over 200 people. Apparently, Ike told each group that he wasn't supposed to be there that day.

Kirtland reported to the author,

"If the president of the United States did not know where he was supposed to be, how could we?"

The author believes that there was considerable pressure on the Holloman base personnel in the short run, not to let it the president's visit be known. This secrecy was probably aimed at the press in Thomasville as well as the national press, so that Ike would not receive embarrassing questions later or when he got back to Thomasville, the next day. The ruse worked, as there was not a hint of Eisenhower being away from his cottage in Thomasville in the 36 hours he was away from the journalists' view.

It is more than likely that this meeting at Holloman AFB was not Ike's first visit with the ETs. The meeting was too short. It is possible that there were some negotiations going on and that something had to be clarified that took just a little time. There is some circumstantial evidence that President Eisenhower met the ETs at MUROC (later Edwards AFB) a year before. The press said, "Ike went missing for a few hours" which would give him the opportunity to meet with or see ET craft or dead bodies which were believed to be at Edwards in Feb. of 1954.

**Grant Cameron**, a Canadian UFO researcher and expert on presidential associations with UFOs, told the author that there was an entourage of some 250 people with Ike the year before at Muroc. It is thought that to simplify things, Ike slipped away from the press at Thomasville, this time with the immediate goal of keeping the press off his trail. The second consideration might have been to keep other countries, including the Russians and the Communist block out of the loop in regard to the rendezvous with the UFO at Holloman.

Why Holloman?

It was remote, it was secure, and above all, it was away from the press. Apparently, the Holloman secret from 1955 did not begin to be revealed until forty years later, six years after the Soviet Union collapsed. To the author's knowledge, Kirtland is the first to bring this story out, naming witnesses. To be sure, the story has blanks, but most good plausible stories do. All that can be expected of anyone is that they simply tell with honesty what they know, heard, and saw. Kirtland has done this, and his story checks out. I asked him once why he had come forward. He replied that the main reason he shared his recollections and memories was that he was tired of government secrecy. He said that if he hadn't shared it, he would be part of the cover-up. Kirtland is now a retired inspector for the US Dept. of Agriculture, living in the Midwest.

Kirtland related one other story about when **Ike** left the base. This was to be Kirtland's only actual sighting that day. The balance of what is written here was what had been told him by others.

Kirtland's words are as follows:

"After work I was in my barracks room when I was called out to see Air Force One fly overhead. It flew over the residential area of the base. This is a NO FLYING zone for all military aircraft. Only the President could get away with it."

#### Saturday morning Feb. 12th

After five hrs. or so of flying, We believe Ike's plane landed back at Spence AFB near Moultrie Ga. By 1 AM or so Ike was back in his cottage. He had one planned activity this day, he was going to autograph a photo for some Georgia State Policeman in Thomasville. Some of the newsmen thought he looked a little tired. After the autograph signing it was back to Milestone and seclusion and probably some much needed rest.

#### Sunday Feb. 13th

Ike had a full schedule in and around Thomasville this Sunday starting about 11PM. His party motored to the Greenwood Plantation for lunch and had a photo op near the famous Big Oak in Thomasville. Then his party drove 35 miles north where the big Air Force One was warming up. Ike and his party left from Spence about 3 PM for Washington DC. The next day was special for the Eisenhowers; it was the 39th anniversary of their engagement, in 1916.

After his return to Washington, Ike's appointment schedule listed three important people:

- Admiral A. W. Radford, Chmn. of the Joint Chiefs of Staff
- C. Irwin Wilson, Sec'y. of Defense
- John Foster Dulles, Sec'y. of State



As the author looks back, **Dwight Eisenhower**, the 34th president of the United States, was probably the best president we could have had at that time. He was decisive, highly respected, and an excellent leader. He was much admired overseas while serving as the supreme commander of NATO. It is thought that his administration had dealings with and a dialogue with beings from other planets, a presidential first. With our system of government, however, he was not able to exert as much influence over government policy and direction that some thought he might have.

In some correspondence from the United Kingdom, a man who had access to super secret MI5 archives, wrote to the author,

"In the 1953-1955 timeline, the ET visitors had landed at several places and asked for a meeting with the leader of the most powerful country on earth."

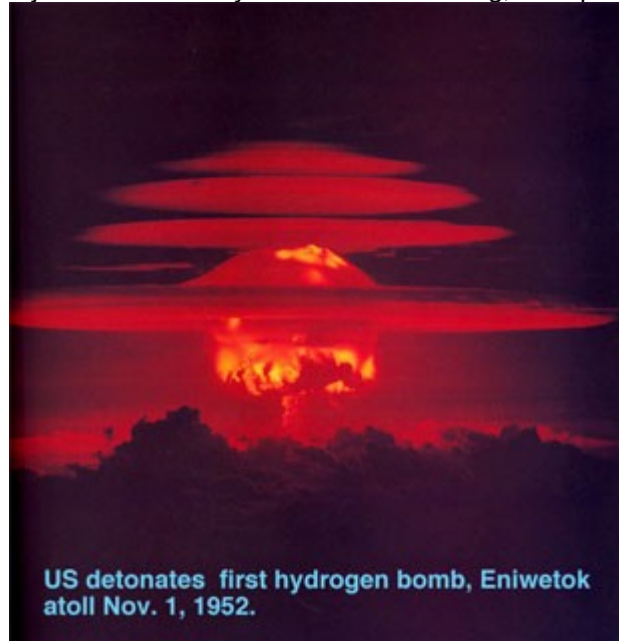
He believed that the meeting at Holloman was one of the first meetings with that **race of aliens**. (He thinks there were two or three separate alien groups in all that met with the Eisenhower administration during his presidency.)

This source said that, "the top item on the meeting agendas was continued nuclear research and testing with more and more powerful weapons." The MI5 source alluded to a Russian nuclear bomb test in September of 1951 that was

half the size of the first 1949 bomb with twice the power. He said, "the visitors showed great concern over our hydrogen bomb detonation 1952." (Nov. 1, 1952 at Eniwetok atoll, 500 times more powerful than the Hiroshima bomb.) UFO sightings dramatically increased over military/nuclear facilities and later launch sites for well over three decades.

The MI5 source indicated that there was considerable pressure on President Eisenhower to exert some influence over his government's accelerated nuclear testing programs. Apparently, those in government who knew of the alien concerns decided to form a committee to advise the President concerning these matters. He believes this group was initially called *the alternative committee*. Might this have been the beginnings of the group that, today, is believed to be the extremely powerful worldwide special interest entity which exerts considerable influence on UFO secrecy?

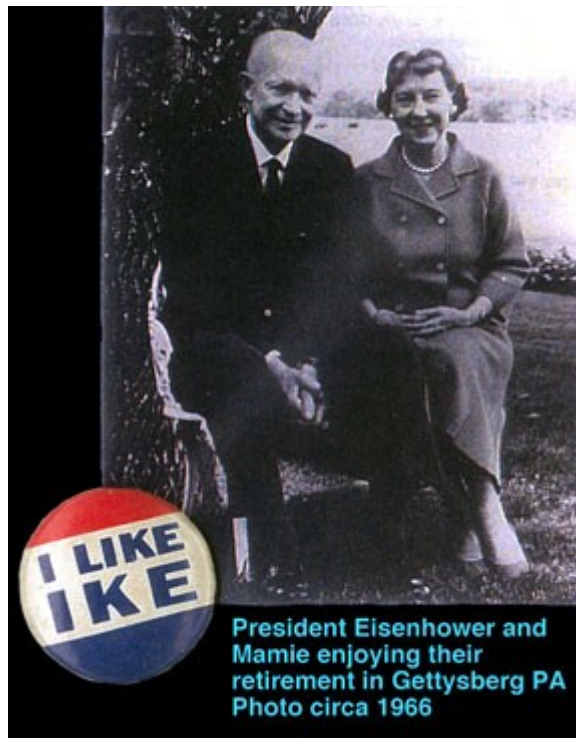
It is obvious to this writer that our Government is not merely covering up whether UFOs exist but that we have had contact with ETs and they have objected strenuously to our nuclear testing, stockpiles arms race.



All of these pressures on Pres. Eisenhower few knew about at the time. The entire world was shocked, but probably not surprised, when Pres. Eisenhower had his first heart attack in September 1955, in Denver, Colorado. He convalesced there in a civilian hospital for six weeks before returning to Washington and a reduced schedule. His domestic difficulties were, however, just beginning, when that Dec. in Montgomery, AL, a tired domestic worker named Rosa Parks refused to give up her seat on a bus to a white man.

The resulting boycott lasted some 54 weeks. **Ike** recovered from his heart trouble and ran for a second term and won, in 1956. He weathered the Little Rock crisis, saw the Soviets send up Sputnik in 1957, he supported the formation of NASA in 1958, and he saw the first US satellite, the Explorer, launched earlier that year.

On Jan. 17, 1961, [Eisenhower gave his farewell address](#) in which he warned of the growing power of the "military/industrial complex." Ike returned to his Gettysburg farm for the remainder of his retirement, but he again cautioned that, "long continued military expenditures could breed potential dangers to our way of life." After a long illness, the 34th president of the United States died on March 28, 1969.



Mamie joined him a decade later, in 1979. Both are interred in the Eisenhower Library site in Abilene, Kansas.

The author would like to hear from you if you were on the base in 1955 or living in or near Alamogordo. Was there any talk at the grade school or high school? Did anyone see or hear Air Force One that day? Do any parents recall being at the base that day? Please contact Art Campbell. E-mail [artc@connpoint.net](mailto:artc@connpoint.net) or 711 Medford Center #129, Medford OR 97504.

## Part 7 - Passenger Manifest, Godfrey, Murrow And The Secret Service

Late in the Eisenhower/Holloman research, the author received a list of the crew and passengers on the trip to Moultrie/Spence AB and Thomasville, Georgia. The crew was a full complement of fourteen, including four guards who rotated shifts while the plane was on the ground. Going down the list, besides the President and First Lady and their party of six, were such people as one might expect.

There was Mamie's personal maid, Eisenhower's personal driver, Jim Hagerty (Ike's press secretary) Hagerty's secretary, and Ike's valet, etc. One name jumped off the list -- that of **Arthur Godfrey**. I checked to see if this was the famous Godfrey of 1950s TV and radio fame, and sure enough, it was. He was not listed as a social guest as announced in Eisenhower's papers, nor was his name listed in any activities at Milestone Plantation.



What was Arthur Godfrey doing on the president's plane?

The Godfrey TV shows helped define at least the first decade of 1950s television and radio. Godfrey was associated with his weekly *Talent Scout* and *Arthur Godfrey and his Friends*, both variety shows on CBS TV. Both shows were watched by millions and finished in the top ten for most every year in the 1950s. However, Godfrey's star faded somewhat in the late 1950s as his human interest variety shows gave way to action and comedy shows beginning to made in Hollywood. But in February of 1955, his shows and his persona were very high on the TV producers' and viewers' lists.

Godfrey was a rather kindly, freckled-faced grandfatherly type with a folksy Will Rogers-type persona and delivery. He was very calming, as he introduced his clean-cut singers and guest stars. He was a skilled host and pitchman. He was credited with introducing such up-and-coming stars as Julius LaRosa, the McGuire Sisters, Pat Boone and a very popular group in those days, called the Toppers. He was TV's first super salesman.

The *Museum of Broadcast Communications* said, "He only sold from the heart." His sales pitches sounded like "he was confiding in you alone. Godfrey's rich warm resonant descriptions of products he had personally tried caused many to go out and purchase what he endorsed." He also played the ukulele on occasion, and sang for his audience.

What was the one and only indomitable Arthur Godfrey doing on the president's plane? Was he there to do a monologue, play his uke and do a soft shoe in the aisle? He was not seated with Ike or his social guests in the main passenger compartment, but was in the forward crew compartment with about a dozen others, including the flight crew and some secret service agents. It is believed Godfrey had boarded the plane earlier before it had taxied to the main MATS terminal to pick up Ike and his guests. Ike's guests were probably not aware that he was on the plane. According to news sources including *Time Magazine* and other sources later confirmed, **Arthur Godfrey** and **Edward R. Murrow** were part of a huge civil defense effort to assist the government in making pre-recorded taped messages to be sent on TV and radio airwaves in case of nuclear attack.

**Ted Gup** wrote in a *Time Magazine* cover story (Aug. 10, 1992, p.32-38) that throughout the Eisenhower administration, and for years after, a vault held tape-recorded addresses by both Eisenhower and celebrities Arthur Godfrey and Murrow. The pre-recorded message was concise:

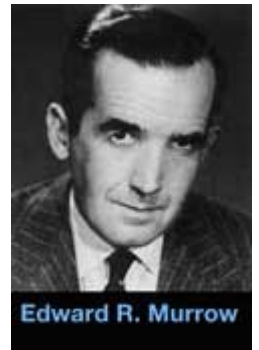
"The country has come under nuclear attack, but the government continues to function."

Gup said in his *Time* article that a number of newsmen had taken oaths of secrecy and had agreed to accompany the president to the relocation site of his choosing to lend their familiar names and voices to help calm the surviving audience. Recalling the separate press plane that accompanied Eisenhower to Spence AB and Thomasville, one wonders if,

- any of these spokesmen were also along on this strange trip?
- what was going on here? Was this trip a true potential national emergency?
- or another trial run of apparently many in those days?

There were a number of facilities in the mid 50s, where government entities could relocate to in case of national emergency. One was [an underground bunker named Mt. Weather](#) near Godfrey's home in Beryville, Va. and another facility named *Raven Rock* near Gettysburg, Pa., where Eisenhower and his cabinet convened on a number of "practice occasions." There were also other sites prepared in case of emergency for almost all important branches of government.

Another person or two on the passenger list who may have been involved in what *Time* called *The Doomsday Plan*, was **Joseph Giordano**, a radio producer; and another man **Robert Lennon** whom we can find little about.



In retrospect, the Quemoy, Matsu international crisis did not seem, at the time, to be particularly serious. My (later to be) wife and I were experiencing a budding romance at a Junior College. A year before, I had been discharged from the US Navy and I was just getting my civilian college plans under way and preparing to enter Michigan State University the following fall. Apparently, there was some very serious rhetoric directed at the Red Chinese the Russians and east block countries by our government.

The previous fall the Red Chinese had begun shelling some Nationalist Chinese strongholds in the Tachen Islands, including Quemoy and Matsu. Many thought an invasion of the islands was imminent that spring of 1955. To those readers who were not around in those days the Red Chinese, (in 1946-49) under their dynamic leader Mao Tse-tung had pushed our wartime ally Chiang Kai-shek and his forces off of mainland China. Chang had retreated to some offshore islands with about 130,000 military men and over 900,000 civilians.



Alluded to earlier in this story was *the Formosa Resolution* passed overwhelmingly in both the Senate and the House (Senate 85 to 3, and House 409 to 3.) In essence, Congress had authorized "war in advance" at a time and place of President Eisenhower's choice. **John Foster Dulles**, Ike's Secretary of State, talked about "new and powerful weapons of precision." Dulles said later that the US was prepared to use "tactical" atomic weapons to defend Formosa.

In a press conference a few days earlier, Eisenhower inflamed the debate when he said about nuclear weapons,

"These things can be used on strictly military purposes. I see no reason why they shouldn't be used just exactly as you would use a bullet."

This statement shocked many allies as it did Americans. As Ike and his hunting party left for Georgia on February 10th, the events of the last two weeks and our government's talk about nuclear weapons left considerable tension in the world. Admiral Radford, the chairman of the Joint Chiefs of Staff, said, "War can break out any time." Ike's calendar, the first day after he returned from Georgia (February 14th), showed him with both Admiral Radford and John Foster Dulles in consultation. Red Chinese shelling of Chiang's off shore islands in 1955 may seem today like a tempest in a teapot, but the international situation in early February of 1955 apparently warranted some contingency plans when the president traveled.



A spokesman such as Arthur Godfrey may have been somewhat reassuring, at least to some. Congressional leader Lyndon Johnson helped push the Formosa Resolution through congress. Years later as president, he used the Formosa Resolution as a model for his Gulf of Tonkin Resolution to escalate the fighting with north Vietnam.



According to **Frank Stanton** in a 2004 interview, a group called *The Eisenhower Ten*, was a established during President Eisenhower's second term (1958-1961,) to serve in critical government roles, in the event of atomic attack or other disaster. If such an event had taken place Stanton (a Phd.) was to have served as administrator of what was known as the *Emergency Communications Agency*.

That Arthur Godfrey and Edward R. Murrow made the recordings. "It's true," Stanton said, "absolutely true." Searches in various archives, however, have failed to locate the recordings. Stanton who died in 2006 and was a revered figure in American television.

He knew Arthur Godfrey well and was credited with bringing Jackie Gleason into television.

## Secret Service

Of the eighteen passengers on the *Columbine III* that left Andrews AFB for Georgia on February 10th, 1955, well over half were secret service agents and supervisors. We also know that two or three secret service agents were on the press plane that preceded Ike's plane into Moultrie AB, twenty-five miles north of Thomasville. This would make a total of 12-13 agents for a simple hunting trip where only briefly (coming and going), would Ike be in the public view.

Correspondence from two former secret service agents indicates that this many agents would not be excessive for an overseas conference or a summit meeting where many experts well-versed in foreign language would be necessary. It was unheard of, however, for a short domestic "recreational" trip where the president would have little or limited public exposure.

The Humphrey plantation was off limits to reporters on this and subsequent trips while Ike was there and his exposure was limited to a few photo ops in and around Thomasville. Incidentally, one of the young secret service agents in the president's plane on Ike's visit to Thomasville was **Roy Kellerman**. He achieved quite a bit of publicity seven years later as the agent in charge of the secret service detail in Dallas TX, when President Kennedy was shot. *Agent Kellerman was in the front seat of Kennedy's car.*

In 2007 I interviewed one of the security guards on Eisenhower's *Columbine III* crew. I asked what the usual complement of secret agents was, and he replied, "Usually five or six", and if they were going to a new place where the president had not been, two agents would go ahead and make security arrangements, but five or six were usually in the plane.

"They often sat with us in our section, and we knew most by their first names. "

Then he said ..... "I do recall one trip down to south Georgia (he wasn't on this one) where there were a dozen or so going to this tiny little town."

He went on to say that plane crew did not ask any questions, but they learned why the following day. About 3:00 a.m. they had gotten word that the president would be leaving in an hour. "We were always ready for this kind of thing, and sure enough, the plane left one hour later."

He said about a half hour before the plane left, two Air Force cars pulled up and six agents came on board. They had apparently been booked into a nearby motel somewhere for a day or so. The other agents in the little town bustled around in their darkened vehicles, indicating that the president was there. No one noticed when the president returned late at night a day or so later, and no one ever knew he had left.

Author's note: This statement given in 2007 about an event 50 years earlier by a retired crew member/guard is probably about as close as we will ever get to a verification of the Thomasville/Holloman AFB story of 1955. The gentleman did not have any additional details, but his recollections of a *dozen or so secret service agents* on the plane matches the Air Force One leaving in the early a.m. for "somewhere in the west" story well. That many agents would be needed, especially if the president was appearing to be in one place but was actually "somewhere out west."

The Feb 1955 supervisors and agents were:

- Jim Rowley, head of Eisenhower's Secret Service
- Gerald Behn, head of White House Secret Service
- John Champion, Head of Secret Service on specific trips
- Agent John A. Walters, Secret Service linguist (spoke 6 languages)
- Agent Chavrins, Stewart and Stout
- Also along were Agents Arnold Lau, William F. Shields, and Roy Kellerman
- From press reports, we know of several other agents on the press plane

Apparently, from Ike's known movements and activities according to reports of those who saw or heard him, he got his business over with the UFO by 9 a.m. or so. He spent the rest of the day with Base Commander Colonel Sharp looking at some facilities, having lunch, and speaking to several groups. It is felt by the author that both the president and Col. Sharp decided to allow some visibility as it would create more undesirable publicity to have him hidden, than in the public view where things would seem a little more normal.

We knew Ike was on the base from about 9:00 a.m. until about 4:45 p.m. when Airman Kirtland and his friends saw the president's plane take off. A 45-minute meeting time with the UFO occupants would not lend itself to a meeting of much substance. The review of an item or two and one or two questions from either party might be accomplished in this short time period. However the 6-7 hour time frame (by the ETs or us), could have been time enough for some important information gathering or some additional consultation.

"It was almost as if they were waiting for something and killing a lot of time," one civilian supervisor said.

We know that in Feb of 1955 that the famous U-2 plane, was not operational yet. The major drawings were complete though, and the mockup was being tested in the Lockheed wind tunnel. The maiden flight was not until Aug 4, 1955, later that summer. There, no doubt, were other intelligence sources available to the president and he might have been waiting on some of these. In any case, he left the Holloman base About 4: 45 p.m. Apparently, behind the pilot's compartment on Ike's plane there was a complete radar and radio room with state of the art communications gear including air to ground teletype and an air to ground telephone as well as scramblers and coding equipment.

Several curious facts emerge from the records of the *Columbine III* (AF 53-7885) that left Moultrie AB for Washington at 1:30 p.m. on Feb. 13th, 1955. Of the twenty-four in Ike's party that arrived in Moultrie (six in the social party and eighteen passengers), only 21 returned. Two were added; they were Mr. Jack Whitney and his wife Betsey who owned the Greenwood Plantation where Ike's party had lunched. Whitney later became the US Ambassador to Great Britain's Court of St. James. Two secret service agents did not return to Washington on Ike's plane, and conspicuously absent from the return list was Arthur Godfrey. If Ike had waited for some information at Holloman and it appeared that the smooth-talking, grandfatherly figures' services would not be needed, had he simply gone back to New York? We will probably never know.

Regarding the nuclear threats that President Eisenhower and John Foster Dulles issued to the world's two most powerful Communist countries just before the Thomasville trip, a reaction was soon forthcoming..... Nikita Khrushchev, in a letter to the White House, complained that,

"In the USA there are still people who do not want to part with the policy and threats of atomic blackmail....."

But President Eisenhower's warnings quelled the threat of a Chinese invasion. Over a half century later Taiwan (Formosa) prospers and still has not been invaded from the mainland.

**Dwight Eisenhower**, as he had done in the Korean War, gave the American people what they most wanted. He drew a line in the sand, stood up, and kept the peace. Partially, as a result of the lessening of world tensions of the spring and summer of 1955, a summit of the Big Four (Russia, UK, France and the US) was convened in Geneva that July.

Also invited were other free world nations and those from the communist block, including the Peoples Republic of China. It was hoped by the US and other democratic nations that this summit might lead to disarmament.

Although the conference did not lead to immediate world peace, it did start a dialogue which eventually led to the downsizing of nuclear arsenals and future conferences. It also led to the realization that Nikita Khrushchev was the rising power in Russia's leadership. At the conference, President Eisenhower gained recognition more firmly as a force for peace and disarmament.

Journalists at the time called the open dialogue "the spirit of Geneva" and, for a brief time, the world seemed friendlier and less war-like, and a little more hopeful.



### Footnotes:

1. The Museum of Broadcast Communications.
2. The Thomasville Times -Enquirer 2-10 to 13,1955
3. Time Magazine Aug 10, 1992
4. Pocock, U-2 Spy Plane, Schiffer Publications. 2002
5. Community Emergency Plan, Office of Emergency Services, State of California, 1961
6. Conelrad, [www.Conelrad.com](http://www.Conelrad.com)

### Bibliography sources:

- President's news conference Feb. 9, 1955, American Reference Library, Ebsco host research data base
- Newsweek, Feb. 21, 1955
- Time Magazine, Feb. 21, 1955
- The Thomasville Times - Enterprise, Feb. 10 and Feb. 11, 1955

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This is the first concrete proof that something with extraordinary national security implications was taking place at Edwards Air Force Base during Eisenhower's California 'holiday'.

What has been especially surprising is the strong conviction of witnesses and/or their family members who after more than 50 years remain convinced that President Eisenhower was involved in an extraordinary meeting at Edwards Air Force base.

Together with other witness testimonies, a compelling case can finally be made that President Eisenhower *did in fact meet with extraterrestrials to conduct secret nuclear diplomacy on the night of February 20, 1954.*

Eisenhower's famous *Atom's for Peace* speech at the United Nations just over two months before the meeting on December 8, 1953, indicated that *he supported ending nuclear weapons development and testing.*

**Eisenhower** was not alone in his desire which apparently was shared by extraterrestrials.

## Atoms for Peace



If he did meet with extraterrestrials on Feb 20, the detonation of the *15 Megaton Bravo Hydrogen bomb* nine days later on March 1, 1954, clearly signaled the failure of the secret nuclear diplomacy.

On February 24, 2009, during the 55th anniversary week of the alleged meeting, I present my research findings and launch a book analyzing the meeting's amazing policy implications.

The venue will be [the International UFO Congress](#) in Laughlin, Nevada.

The Congress runs from February 22-28 and will feature myself and other prominent researchers discussing evidence of extraterrestrial life, and its policy implications.



**Eisenhower Briefed About...**

**Extraterrestrials**

**Claims Former New Hampshire State Representative**

by **Michael Salla, Ph.D.**  
Honolulu Exopolitics Examiner  
May 12, 2010  
from [Examiner](#) Website

A former representative to the New Hampshire House of Representatives has released a video statement revealing he saw a secret brief to President Eisenhower concerning extraterrestrial life.

**Henry W. McElroy**, a Republican, served on various committees during his time in the New Hampshire State legislature, and is best known for sponsoring a [New Gold Money bill](#) in 2004 that aimed to restore the use of Gold and Silver coins in the Granite State. He most recently [ran for and won](#) the Republican primary for State Representative to the 2008 elections but did not win re-election.

In his statement, recorded on May 8 in Hampton Virginia, McElroy claims that the brief revealed that extraterrestrials were present in the United States, they were benevolent, and a meeting could be arranged for Eisenhower.

McElroy explains in his statement that he saw the briefing document while serving on New Hampshire's "State Federal Relations and Veterans Affairs committee."

On its [official webpage](#), the current committee lists 19 members and is under Democratic Party control. In his official working capacity at the time, [McElroy claims](#) that he was regularly "updated on a large number of topics related to the affairs of our People, and our Nation."

One of the topics relates to an official one page brief to President Eisenhower by unknown national security specialists that he claims to have personally witnessed:

I would like to submit to our nation my personal testimony of one document related to one of these ongoing topics which I saw while in office, serving on the State Federal Relations and Veterans Affairs Committee. The document I saw was an official brief to President Eisenhower.

McElroy's recollection of the contents of the briefing document are startling:

To the best of my memory this brief was pervaded with a sense of hope, and it informed President Eisenhower of the continued presence of extraterrestrial beings here in the United States of America. The brief seemed to indicate that a meeting between the President and some of these visitors could be arranged as appropriate if desired.

According to the brief, the extraterrestrials were benevolent.

The tone of the brief indicated to me that there was no need for concern, since these visitors were in no way, causing any harm, or had any intentions, whatsoever, of causing any disruption then, or in the future.

As a retired State Representative, McElroy's testimony carries weight since he is a direct eyewitness of a document seen during his official duties.

His testimony supports the claims of others that President Eisenhower secretly traveled to Air Force facilities in 1954 and 1955 to have meetings with representatives of one or more extraterrestrial civilizations. The most well known case involves a [secret meeting at Edwards Air Force base](#) in *February 1954* that Eisenhower allegedly attended to meet with extraterrestrials to discuss nuclear weapons testing.

In addition, UFO researcher **Art Campbell**, has located several eyewitnesses to a second [secret meeting at Holloman Air Force base](#) in *February 1955* where President Eisenhower again allegedly met with extraterrestrials.

McElroy's testimony is a welcome breakthrough to learning the truth about long forgotten events whose impact on American society and world history continue to be largely unknown. His testimony boosts the case for the creation of [Extraterrestrial Affairs commissions](#) at local and state government levels, similar to that scheduled for voting in Denver in August 2010.

Such commissions will be mandated to discuss evidence concerning the existence of extraterrestrial life, and to educate local populations about related issues. McElroy's testimony comes less than two weeks after the Governor of a Russian Republic [revealed on national television](#) his own experiences concerning extraterrestrial life.

Given the reluctance of Federal authorities in both the U.S. and Russia to discuss evidence of extraterrestrial life, it is a welcome trend that former/current state officials are beginning to come forward to reveal their experiences.



[Return to Eisenhower's 1954 Meeting With Extraterrestrials](#)

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## Eisenhower's 1954 Meeting With Extraterrestrials

# The Fiftieth Anniversary of First Contact?

by **Michael E. Salla**, PhD

Revised February 12, 2004  
from [Exopolitics](#) Website

## Introduction <sup>[1]</sup>

On the night and early hours of February 20-21, 1954, while on a 'vacation' to Palm Springs, California, President **Dwight Eisenhower** went missing and allegedly was taken to Edwards Air force base for a secret meeting.

When he showed up the next morning at a church service in Los Angeles, reporters were told that he had to have emergency dental treatment the previous evening and had visited a local dentist.

The dentist later appeared at a function that evening and presented as the 'dentist' who had treated Eisenhower. The missing night and morning has subsequently fueled rumors that Eisenhower was using the alleged dentist visit as a cover story for an extraordinary event.

The event is possibly the most significant that any American President could have conducted: an alleged 'First Contact' meeting with extraterrestrials at Edwards Air Force base (previously Muroc Airfield), and the beginning of a series of meetings with different extraterrestrial races that led to a 'treaty' that was eventually signed. This astonishing First Contact event, if it occurred, will experience its 50th anniversary on February 20-21, 2004.

This paper explores the evidence that the First Contact meeting had occurred with extraterrestrials with a distinctive 'Nordic' appearance, the likelihood of an agreement having been spurned with this 'Nordic race', the start of a series of meetings that led to a treaty eventually being signed with a different extraterrestrial race dubbed the 'Greys', and the motivations of the different extraterrestrial races involved in these treaty discussions.

The paper will further examine why these events were kept secret for so long, the significance of the 50th anniversary of Eisenhower's meeting with extraterrestrials, and whether an official disclosure announcement is likely in the near future.

## Circumstantial Evidence Supporting Eisenhower's 'First Contact' Meeting with Extraterrestrials

There is circumstantial and testimonial evidence supporting Eisenhower's meeting with extraterrestrials and the start of a series of meetings that culminated in the signing of a treaty with a different group of extraterrestrials.

The most intriguing are circumstances surrounding Eisenhower's alleged winter vacation to Palm Springs, California from February 17-24, 1954. Firstly, the "vacation for the President" which was announced rather suddenly and came less than a week after Eisenhower's 'quail shooting' vacation in Georgia. According to UFO researcher, **William Moore**, all this was quite unusual and suggested that there was more to the one week visit to Palm Springs than a simple holiday. <sup>[2]</sup>

Second, on the Saturday night of February 20, President Eisenhower did go missing fueling press speculation that he had taken ill or even died. In a hastily convened press conference, Eisenhower's Press Secretary announced that Eisenhower had lost a tooth cap while eating fried chicken and had to be rushed to a local dentist. The local dentist was introduced at an official function on Sunday February 21, as "the dentist who had treated the president". <sup>[3]</sup>

Moore's investigation of the incident concluded that the dentist's visit was being used as a cover story for Eisenhower's true whereabouts.

Consequently, Eisenhower was missing for an entire evening and could easily have been taken from Palm Springs to the nearby Muroc Airfield, later renamed Edwards Air Force base. The unscheduled nature of the President's vacation, the missing President and the dentist cover story provide circumstantial evidence that the true purpose of his Palm Springs vacation was for him to attend an event whose importance was such that it could not be disclosed to the general public.

A meeting with extraterrestrials may well have been the true purpose of his visit.

## Gerald Light's Letter That Eisenhower Met With Extraterrestrials

The first public source alleging a meeting with extraterrestrials was **Gerald Light** who in a letter dated April 16, 1954 to **Meade Layne**, the then director of Borderland Sciences Research Associates (now Foundation), claimed he was part of a delegation of community leaders to an alleged meeting with extraterrestrials at Edwards Air Force Base.

In a subsequent article, Meade Layne described Light as a "gifted and highly educated writer and lecturer", who was skilled both in clairvoyance and the occult. <sup>[4]</sup> Light was a well-known metaphysical community leader in the Southern California area. The alleged purpose of him and others on the delegation was to test public reaction to the presence of extraterrestrials.

Light described the circumstances of the meeting as follows:

'My dear friends:

I have just returned from Muroc [Edwards Air Force Base]. The report is true -- devastatingly true! I made the journey in company with Franklin Allen of the Hearst papers and Edwin Nourse of Brookings Institute (Truman's erstwhile financial advisor) and Bishop MacIntyre of L.A. (confidential names for the present, please).

When we were allowed to enter the restricted section (after about six hours in which we were checked on every possible item, event, incident and aspect of our personal and public lives), I had the distinct feeling that the world had come to an end with fantastic realism. For I have never seen so many human beings in a state of complete collapse and confusion, as they realized that their own world had indeed ended with such finality as to beggar description.

The reality of the 'other plane' aeroforms is now and forever removed from the realms of speculation and made a rather painful part of the consciousness of every responsible scientific and political group.

During my two days' visit I saw five separate and distinct types of aircraft being studied and handled by our Air Force officials -- with the assistance and permission of the Etherians!

I have no words to express my reactions. It has finally happened. It is now a matter of history. President Eisenhower, as you may already know, was spirited over to Muroc one night during his visit to Palm Springs recently. And it is my conviction that he will ignore the terrific conflict between the various 'authorities' and go directly to the people via radio and television - if the impasse continues much longer.

From what I could gather, an official statement to the country is being prepared for delivery about the middle of May. <sup>[5]</sup>

Of course no such formal announcement was made, and Light's supposed meeting has either been the best-kept secret of the twentieth century or the fabrication of an elderly mystic known for out of body experiences.

The events Light describes in his meeting in terms of the panic and confusion of many of those present, the emotional impact of the alleged landing, and the tremendous difference of opinion on what to do in terms of telling the public and responding to the extraterrestrial visitors, are plausible descriptions of what may have occurred.

Indeed, the psychological and emotional impact Light describes for senior national security leaders at the meeting is consistent with what could be expected for such a 'life changing event'.

A further way of determining Light's claim is to investigate the figures he named along with himself as part of the community delegation, and whether they could have been plausible candidates for such a meeting.

- Dr **Edwin Nourse** (1883-1974) was the first chairman of the Council of Economic Advisors to the President (1944-1953) and was President Truman's chief economic advisor. <sup>[6]</sup> Nourse officially retired to private life in

1953 and would certainly have been a good choice of someone who could give confidential economic advise to the Eisenhower administration.

If Dr Nourse was present at such a meeting, he did so in order to provide his expertise on the possible economic impact of First Contact with extraterrestrials. Another of the individuals mentioned by Light was Bishop MacIntyre.

- o Cardinal **James Francis MacIntyre** was the bishop and head of the Catholic Church in Los Angeles (1948-1970) and would have been an important gauge for the possible reaction from religious leaders generally, and in particular from the most influential and powerful religious institution on the planet – the Roman Catholic Church.

In particular, Cardinal MacIntyre would have been a good choice as a representative for the Vatican since he was appointed the first Cardinal of the Western United States by Pope Pius XII in 1952. All Cardinal MacIntyre's correspondence is closed to researchers thus making it impossible to confirm what impact the visit to Muroc had on him and what he communicated to other church leaders and the Vatican. <sup>[7]</sup>

Cardinal MacIntyre had sufficient rank and authority to represent the Catholic Church and the religious community in a delegation of community leaders.

- o The fourth member of the delegation of community leaders was **Franklin Winthrop Allen**, a former reporter with the Hearst Newspapers Group. <sup>[8]</sup>

Allen was 80 years old at the time, author of a book instructing reporters on how to deal with Congressional Committee Hearings, and would have been a good choice for a member of the press who could maintain confidentiality.

The four represented senior leaders of the religious, spiritual, economic and newspaper communities and were well advanced in age and status.

They would certainly have been plausible choices for a community delegation that could provide confidential advise on a possible public response to a First Contact event involving extraterrestrial races. Such a selection would have constituted a 'wise men' group that would have been entirely in character for the conservative nature of American society in 1954.

While Light may well contrived such a list in a fabricated account or 'out of body' experience as Moore implies in his analysis, there is nothing in Light's selection that eliminates the possibility that they were plausible members of such a delegation. <sup>[9]</sup> At face value then, the selection of such a 'wise men' group gives some credence to Light's claim.

It may be concluded then that following items all make up circumstantial evidence that a meeting with extraterrestrials occurred.

- o The first is Eisenhower's missing night.
- o The second is the weak 'cover story' used for Eisenhower's absence.
- o The third is Light's description of actual events at the meeting in terms of the psychological and emotional impact of the described meeting which is consistent with what could be anticipated.
- o The final is Light's description of the composition of community leaders or 'wise men' at the meeting.

These four items collectively provide circumstantial evidence that a meeting with extraterrestrials occurred and that **Eisenhower** was present.

## **Testimonies Supporting Eisenhower's Meeting With Extraterrestrials**

There are a number of other sources alleging an extraterrestrial meeting at Edwards Air force base that corresponded to a formal First Contact event.

These sources are based on testimonies of 'whistleblowers' that witnessed documents or learned from their 'insider contacts' of such a meeting. These testimonies describe what appears to be two separate sets of meetings involving different extraterrestrial groups who met either with President Eisenhower and/or with Eisenhower administration officials over a short period of time.

The first of these meetings, the actual 'First Contact' event, did not lead to an agreement and the extraterrestrials were effectively spurned. The second of these meetings did lead to an agreement, and this has been apparently become the basis of subsequent secret interactions with extraterrestrial races involved in the 'treaty' that was signed.

There is some discrepancy in the sequence of meetings and where they were held, but all agree that a 'First Contact' meeting involving President Eisenhower did occur, and that one of these meetings occurred with his February 1954 visit to Edwards Air force base.

The first version of Eisenhower's meeting is described by one of the most 'controversial' whistleblowers to ever have come forward into the public arena to describe an extraterrestrial presence.

[William Cooper](#) served on the Naval Intelligence briefing team for the Commander of the Pacific Fleet between 1970-73, and had access to classified documents that he had to review in order to fulfill his briefing duties.

He describes the background and nature of the 'First contact' with extraterrestrials as follows:  
In 1953 Astronomers discovered large objects in space which were moving toward the Earth. It was first believed that they were asteroids. Later evidence proved that the objects could only be Spaceships. Project Sigma intercepted alien radio communications. When the objects reached the Earth they took up a very high orbit around the Equator.

There were several huge ships, and their actual intent was unknown. Project Sigma, and a new project, Plato, through radio communications using the computer binary language, was able to arrange a landing that resulted in face to face contact with alien beings from another planet. Project Plato was tasked with establishing diplomatic relations with this race of space aliens. In the meantime a race of human looking aliens contacted the U.S. Government.

This alien group warned us against the aliens that were orbiting the Equator and *offered to help us with our spiritual development*. They demanded that we dismantle and destroy our nuclear weapons as the major condition. They refused to exchange technology citing that we were spiritually unable to handle the technology which we then possessed. They believed that we would use any new technology to destroy each other.

This race stated that,

- we were on a path of self destruction and we must stop killing each other,
- stop polluting the Earth,
- stop raping the Earth's natural resources,
- and learn to live in harmony.

These terms were met with extreme suspicion, especially the major condition of nuclear disarmament.

It was believed that meeting that condition would leave us helpless in the face of an obvious alien threat. We also had nothing in history to help with the decision. Nuclear disarmament was not considered to be within the best interest of the United States.

The overtures were rejected. <sup>[10]</sup>

The significant point about Cooper's version is that the humanoid extraterrestrial race was not willing to enter into technology exchanges that might help weapons development, and instead was focused on spiritual development. Significantly, the overtures of these extraterrestrials were turned down.

Confirmation that the First Contact meeting involved extraterrestrials who were effectively spurned for taking what might be considered a principled stand on technology assistance and nuclear weapons comes from the son of a former Navy Commander who claimed that his father had been present at the First Contact event on February 20-21, 1954.

According to [Charles L. Suggs](#), a retired Sgt from the US Marine Corps, his father **Charles L. Suggs**, (1909-1987) was a former Commander with the US Navy who attended the meeting at Edwards Air force base with Eisenhower. <sup>[11]</sup>

Sgt Suggs recounted his father's experiences from the meeting in a 1991 interview with a prominent UFO researcher:

Charlie's father, Navy Commander Charles Suggs accompanied President Ike along with others on Feb. 20th. They met and spoke with 2 white-haired Nordics that had pale blue eyes and colorless lips. The spokesman stood a number of feet away from Ike and would not let him approach any closer.

A second nordic stood on the extended ramp of a bi-convex saucer that stood on tripod landing gear on the landing strip. According to Charlie, there were B-58 Hustlers on the field even though the first one did not fly officially till 1956. These visitors said they came from another solar system.

They posed detailed questions about our nuclear testing. <sup>[12]</sup>

Another 'whistleblower' who confirms that First Contact involved an extraterrestrial race being spurned for their principled stand on technology transfer is the son of the famous creator of the Lear Jet, William Lear.

[John Lear](#) is a former Lockheed L-1011 Captain who flew over 150 test aircraft and held 18 world speed records, and during the late 1960's, 1970's and early 1980's was a contract pilot for the CIA. Lear developed a close relationship with CIA Director (DCI) **William Colby** who was in charge of covert operations in Vietnam before becoming DCI.

According to Lear there had indeed been a warning from another race prior to an agreement being eventually signed, and he claimed they visited Muroc/Edward and the following occurred:

In 1954, President Eisenhower met with a representative of another alien species at Muroc Test Center, which is now called Edwards Airforce Base. This alien suggested that they could help us get rid of the Greys but Eisenhower turned down their offer because they offered no technology. <sup>[13]</sup>

Cooper's and Lear's idea of more than one extraterrestrial race interacting with the Eisenhower administration is supported by other whistleblowers such as former Master Sergeant Robert Dean who like Cooper, had access to top secret documents while working in the intelligence division for the Supreme Commander of a major US military command.

In Dean's 27 year distinguished military career, he served at the Supreme Headquarters Allied Powers Europe where he witnessed these documents while serving under the Supreme Allied Commander of Europe.

Dean claimed:

The group at the time, there were just four that they knew of for certain and the Greys were one of those groups. There was a group that looked exactly like we do.

There was a human group that looked so much like us that that really drove the admirals and the generals crazy because they determined that these people, and they had seen them repeatedly, they had had contact with them, there had been abductions, there had been contacts...

Two other groups, there was a very large group, I say large, they were 6-8 maybe sometimes 9 feet tall and they were humanoid, but they were very pale, very white, didn't have any hair on their bodies at all.

And then there was another group that had sort of a reptilian quality to them. We had encountered them, military people and police officers all over the world have run into these guys. They had vertical pupils in their eyes and their skin seemed to have a quality very much like what you find on the stomach of a lizard.

So those were the four they knew of in 1964. <sup>[14]</sup>

There is some discrepancy in the testimonials as to which Air force base the spurned extraterrestrials met with President Eisenhower and/or Eisenhower administration officials.

Cooper claims this occurred at Homestead Air force base in Florida, and not Edwards. <sup>[15]</sup>

On the other hand Lear and Suggs suggest it occurred at Edwards. In his letter, Gerald Light pointed to intense disagreement amongst Eisenhower officials in responding to the extraterrestrials at the Edwards AFB meeting. Such intense disagreement may predictably have occurred if national security officials were responding to an extraterrestrial request to abandon the pursuit of weapons technologies.

Given the intensity of the Cold War, the national security officials present may well have decided it was more prudent to seek better terms before agreeing to the extraterrestrials request. Light's testimony implies that the meeting at Edwards did not result in an agreement, but instead resulted in intense disagreement between Eisenhower officials.

Consequently, I will conclude that the Lear and Suggs version is more accurate, and that the 'First Contact' meeting occurred at Edwards Air force base in February 20-21, 1954.

## The Subsequent 1954 Agreement with Extraterrestrials

According to the testimonies examined so far, the February 20-21, 1954 meeting was not successful, and the extraterrestrials were spurned due to their refusal to enter into technology exchanges and insistence on nuclear disarmament by the US and presumably other major world powers.

Cooper describes the circumstances of a subsequent agreement that was reached after the failure of the first meeting. While Cooper has a different version of dates and times for the 1954 meetings, he agrees that there were two sets of meetings involving different extraterrestrials meeting with President Eisenhower and/or Eisenhower administration officials. <sup>[16]</sup>

Later in 1954 the race of large nosed Gray Aliens which had been orbiting the Earth *landed at Holloman Air Force Base*.

A basic agreement was reached. This race identified themselves as originating from a Planet around a red star in the Constellation of Orion which we called Betelgeuse. They stated that their planet was dying and that at some unknown future time they would no longer be able to survive there. <sup>[17]</sup>

The meeting at Holloman Air force base in New Mexico has reportedly been the site of subsequent extraterrestrial meetings with the same extraterrestrials who it will be shown signed the 1954 treaty. In 1972-73, for example, the producers Robert Emenegger and Allan Sandler, had allegedly been offered and witnessed actual Air force film footage of a meeting involving Grey extraterrestrials that occurred at Holloman Air force base in 1971. <sup>[18]</sup>

Cooper explained the terms of the 1954 treaty reached with the Grey extraterrestrials as follows: The treaty stated that the aliens would not interfere in our affairs and we would not interfere in theirs. We would keep their presence on earth a secret. They would furnish us with advanced technology and would help us in our technological development.

They would not make any treaty with any other Earth nation.

They could abduct humans on a limited and periodic basis for the purpose of medical examination and monitoring of our development, with the stipulation that the humans would not be harmed, would be returned to their point of abduction, would have no memory of the event, and that the alien nation would furnish [Majesty Twelve \(MJ-12\)](#) with a list of all human contacts and abductees on a regularly scheduled basis. <sup>[19]</sup>

Another whistleblower source for a treaty having been signed is Phil Schneider, a former geological engineer that was employed by corporations contracted to build underground bases worked extensively on black projects involving extraterrestrials.

He revealed his own knowledge of the treaty in the following:

Back in 1954, under the Eisenhower administration, the federal government decided to circumvent the Constitution of the United States and form a treaty with alien entities. It was called the 1954 **Grenada Treaty**, which basically made the agreement that the aliens involved could take a few cows and test their implanting techniques on a few human beings, but that they had to give details about the people involved. <sup>[20]</sup>

Schneider's knowledge of the treaty would have come from his familiarity with a range of compartmentalized black projects and interaction with other personnel working with extraterrestrials.

Yet another whistleblower source for an agreement being signed is Dr Michael Wolf, who claims to have served on various policy-making committees responsible for extraterrestrial affairs for twenty five years. <sup>[21]</sup>

He claims that the Eisenhower administration entered into the treaty with an extraterrestrial race and that this treaty was never ratified as constitutionally required. <sup>[22]</sup>

Significantly, a number of whistleblowers argue that the treaty that was signed involved some compulsion on the part of the extraterrestrials.

**Don Phillips** is a former Air force serviceman and employee on clandestine aviation projects who testified having seen documents describing the meeting between President Eisenhower and extraterrestrials, and the background to a subsequent agreement:

We have records from 1954 that were *meetings between our own leaders of this country and ET's* here in California. And, as I understand it from the written documentation, we were asked if we would allow them to be here and do research.

I have read that our reply was well, how can we stop you? You are so advanced. And I will say by this camera and this sound, that it was President Eisenhower that had this meeting. <sup>[23]</sup>  
Col. [Phillip Corso](#), a highly decorated officer that served in Eisenhower's National Security Council alluded to a treaty signed by the Eisenhower administration with extraterrestrials in his memoirs. He wrote:  
"We had negotiated a kind of surrender with them [extraterrestrials] as long as we couldn't fight them. They dictated the terms because they knew what we most feared was disclosure." <sup>[24]</sup>  
Corso's claim of a 'negotiated surrender' suggests that some sort of agreement or 'treaty' was reached which he was not happy with.

## What Do We Know of the Grey Extraterrestrials that signed the Treaty?

According to Cooper, [the Grey extraterrestrials](#) signing the treaty were not trustworthy:  
By 1955 it became obvious that the aliens had deceived Eisenhower and had broken the treaty.... It was suspected that the aliens were not submitting a complete list of human contacts and abductees to the [Majesty Twelve](#) and it was suspected that not all abductees had been returned. <sup>[25]</sup>  
Similarly, Lear argued that the Grey extraterrestrials quickly broke the treaty and could not be trusted:  
... a deal was struck that in exchange for advanced technology from the aliens we would allow them to abduct a very small number of persons and we would periodically be given a list of those persons abducted. We got something less than the technology we bargained for and found the abductions exceeded by a million fold than what we had naively agreed to. <sup>[26]</sup>  
Other whistleblowers also suggested that the [extraterrestrials who signed the Treaty with Eisenhower](#) couldn't be trusted. Schneider claimed that despite the treaty's provisions on the number of humans who would be 'abducted' for experiments,  
"the aliens altered the bargain until they decided they wouldn't abide by it at all." <sup>[27]</sup>  
As mentioned earlier, Col Phillip Corso similarly believed that the extraterrestrials that the Eisenhower administration entered into agreements with couldn't be trusted.

Corso believed these forced a 'negotiated surrender' suggesting an extraterrestrial agenda that was suspect.

While General Douglas MacArthur didn't directly mention any government treaty with extraterrestrials, he gave a famous [warning in October 1955](#) suggesting that some extraterrestrial presence existed that threatened human sovereignty:

You now face a new world, a world of change. We speak in strange terms, of harnessing the cosmic energy, of ultimate conflict between a united human race and the sinister forces of some other planetary galaxy."

"The nations of the world will have to unite, for the next war will be an interplanetary war. The nations of the earth must someday make a common front against attack by people from other planets. <sup>[28]</sup>

MacArthur may well have been alluding to the same extraterrestrials that Corso, Cooper and Lear believed had entered into an agreement with the Eisenhower administration.

Significantly, reports of contacts with extraterrestrials began to change once the alleged treaty began to be implemented.

The friendly 'space brothers' reports involving contactees of the 1950s changed as reports of abductions began to emerge after the first recorded case in 1961 involving [Barney and Betty Hill](#):  
Another apparent pattern that has occurred in Ufology is the dominance of the space brothers in the 1950's who were kind, interacted with people who became known as contactees, and took people for rides in their space crafts. This pattern changed dramatically with the abduction of Betty and Barney Hill in the early 1960's.

The *space brother human types* of the 1950's seemed to fade away, and they were replaced in the UFO literature with another type of alien. In the early sixties the first abduction of the Hills began a new pattern where the aliens were grey "evil" aliens who would abduct people against their will, and perform medical procedures on them. There were, as far as this author is aware no confirmed cases of "classic" abductions in the 1950's.

Unlike the "good" space brothers of the 1950's these grey aliens were described by all, who were unfortunate enough to have met with them, as being distant and without emotions. <sup>[29]</sup>

According to Wolf, the extraterrestrials were Greys from the fourth planet of the star system Zeta Reticulum, while Cooper claims they were tall Greys from Betelgeuse, Orion.

Wolf's and Cooper's differing versions likely reflect a close relationship between Greys from Rigel and Betelgeuse, and that more than one species of extraterrestrials may have been covered in the treaty. Wolf has described the Greys as having positive motivations in regard to their presence on Earth, but have been inhibited and targeted by rogue elements in the US military. <sup>[30]</sup> Similarly, Robert Dean believes that the extraterrestrials visiting Earth are friendly. <sup>[31]</sup>

This contrasts with the testimonies of Cooper, Lear, Schneider, Corso and arguably even MacArthur over the true motivations of the Greys. It is worth repeating Gerald Light's claim of a "terrific conflict between the various 'authorities'" on whether to inform the general public or not.

It is likely that these differing perspectives on the motivations of the Greys reflected an uncertainty that has continued to intensely divide policy makers up to the present on how to best respond to the extraterrestrial presence and what to tell the general public. <sup>[32]</sup>

## **Maintaining Secrecy and Witness Credibility**

The uncertainty over the motivations and behavior of the Grey extraterrestrials appears to have played a large role in the government decision not to disclose the extraterrestrial presence and the treaty Eisenhower signed with them.

The following passage from an 'alleged official document' leaked to UFO researchers describes the official secrecy policy adopted in April 1954, two months after Eisenhower had 'First Contact' with extraterrestrials who were spurned by the Eisenhower administration:

Any encounter with entities known to be of extraterrestrial origin is to be considered to be a matter of national security and therefore classified TOP SECRET (see below images).

Under no circumstances is the general public or the public press to learn of the existence of these entities. The official government policy is that such creatures do not exist, and that no agency of the federal government is now engaged in any study of extraterrestrials or their artifacts. Any deviation from this stated policy is absolutely forbidden. <sup>[33]</sup>

Penalties for disclosing classified information concerning extraterrestrials are quite severe. In December 1953, the Joint Chiefs of Staff issued Army-Navy-Air Force publication 146 that made the unauthorized release of information concerning UFOs a crime under the Espionage Act, punishable by up to 10 years in prison and a \$10,000 fine. <sup>[34]</sup> According to Robert Dean, this draconian penalty is what prevents most former military servicemen from coming forward to disclose information. <sup>[35]</sup>

"Special Operations Manual, SOM1-01  
Extraterrestrial Entities and Technology, Recovery and Disposal,"  
April 1954 Part 2

## TOP SECRET / MAJIC EYES ONLY

to radiation and electrical discharges. If the craft is functioning, but appears to be abandoned, it may be approached only by specially trained MJ-12 RED TEAM personnel wearing protective clothing. Any device that seems to be functioning should also be left to MJ-12 RED TEAM disposal. Complete craft and parts of crafts too large to be transported by covered transport will be disassembled, if this can be accomplished easily and quickly. If they must be transported whole, or on open flatbed trailers, they will be covered in such a manner as to camouflage their shape.

c. *Extraterrestrial Biological Entities*. EBEs must be removed to a top security facility as quickly as possible. Great care should be taken to prevent possible contamination by alien biological agents. Dead EBEs should be packed in ice at the earliest opportunity to preserve tissues. Should live EBEs be encountered, they should be taken into custody and removed to a top security facility by ambulance. Every effort should be taken to ensure the EBE's survival. Personnel involvement with EBEs alive or dead must be kept to an absolute minimum. ( See Chapter 5 for more detailed information on dealing with EBEs. )

### 5. Cleansing the Area

Once all material has been removed from the secured site, the immediate area will be thoroughly inspected to make sure that all traces of Extraterrestrial Technology have been removed. In the case of a crash, the surrounding area will be thoroughly gone over several times to ensure that nothing has been overlooked. The search area involved may vary according to local conditions, at the discretion of the officer in charge. When the officer in charge is satisfied that no further evidence of the event remains at the site, it may be evacuated.

### 5. Special or Unusual Conditions

The possibility exists that extraterrestrial craft may land or crash in heavily populated areas, where security cannot be maintained or where large segments of the population and the public press may witness these events. Contingency Plan MJ-19-9-04P / 78 ( TOP SECRET - EYES ONLY ) should be held in readiness should the need to make a public disclosure become necessary.

AJ

17. Extraterrestrial Technology Classification

No.	Item	Description at resolution	ME-12 Code	Receiving Facility
1	Aircraft.	Intact, operational, or semi-intact aircraft of Extraterrestrial design and manufacture.	UA-002-6	Area 51 S-4
2	Intact device.	Any mechanical or electronic device or machine which appears to be undamaged and functional.	ID-301-F	Area 51 S-4
3	Damaged device.	Any mechanical or electronic device or machine which appears to be damaged but mostly complete.	DD-303-M	Area 51 S-4
4	Powerplant.	Devices and machines or fragments which are possible propulsion units, fuel, and associated control devices and parts.	PD-40-8G	Area 51 S-4
5	Identified fragments.	Fragments composed of elements or materials easily recognized as known to current science and technology, i.e.: aluminum, magnesium, plastic, etc.	IF-101-K	Area 51 S-4
6	Unidentified fragments.	Fragments composed of elements or materials not known to current science and technology and which exhibit unusual or extraordinary characteristics.	UF-103-M	Area 51 S-4
7	Supplies and provisions.	Non-mechanical or non-electronic materials of a support nature such as clothing, personal belongings, organic ingestibles, etc.	SP-331	Blue Lab WP-61
8	Living entity.*	Living non-human organisms in apparent good or reasonable health.	EBE-010	OPNAC EBS-01
9	Non-living entity.	Deceased non-human organisms or portions of organisms, organic remains and other suspect organic matter.	EBE-XO	Blue Lab WP-61
10	Media.	Printed matter, electronic recordings, maps, charts, photographs and film.	MM-54A	Building 21 KB-88
11	Weapons.	Any device or portion of a device thought to be offensive or defensive weaponry.	WW-010	Area 51 S-4

click to rotate image

\*Living entities must be contained in total isolation pending arrival of OPNAC personnel.

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TOP SECRET / MAJIC EYES ONLY  
CHAPTER 4  
RECEIVING AND HANDLING

Section I. HANDLING UPON RECEIPT OF MATERIAL

a. Uncrating, Unpacking, and Checking

(fig. 3)

Note. The uncrating, unpacking, and checking procedure for containers marked "TOP SECRET / MAJIC EYES ONLY" will be carried out by personnel with MAJIC-12 clearance. Containers marked in this manner will be placed in storage in a top security area until such time as authorized personnel are available for these procedures.

a. Be very careful when uncrating and unpacking the material. Avoid thrusting tools into the interior of the shipping container. Do not damage the packaging materials any more than is absolutely necessary to remove the specimens; these materials may be required for future packaging. Stow the interior packaging materials within the shipping container. When uncrating and unpacking the specimens, follow the procedure given in (1) through (11) below:

- (1) Unpack the specimens in a top security area to prevent access of unauthorized personnel.
- (2) Cut the metal wires with a suitable cutting tool, or twist them with pliers until the straps crystallize and break.
- (3) Remove screws from the top of the shipping container with a screw driver.
- (4) Cut the tape and seals of the case liner so that the waterproof paper will be damaged as little as possible.
- (5) Lift out the packaged specimens from the wooden case.
- (6) Cut the tape which seals the top flaps of the outer cartons; be careful not to damage the cartons.
- (7) Cut the barrier along the top heat sealed seam and carefully remove the inner carton.
- (8) Remove the sealed manila envelope from the top of the inner carton.
- (9) Open the inner carton and remove the fiberboard inserts, desiccant, and humidity indicator.
- (10) Lift out the heat sealed packaging containing the specimens; arrange them in an orderly manner for inspection.
- (11) Place all packaging material in the shipping container for use in future repacking.

b. Thoroughly check all items against the shipping documents. Carefully

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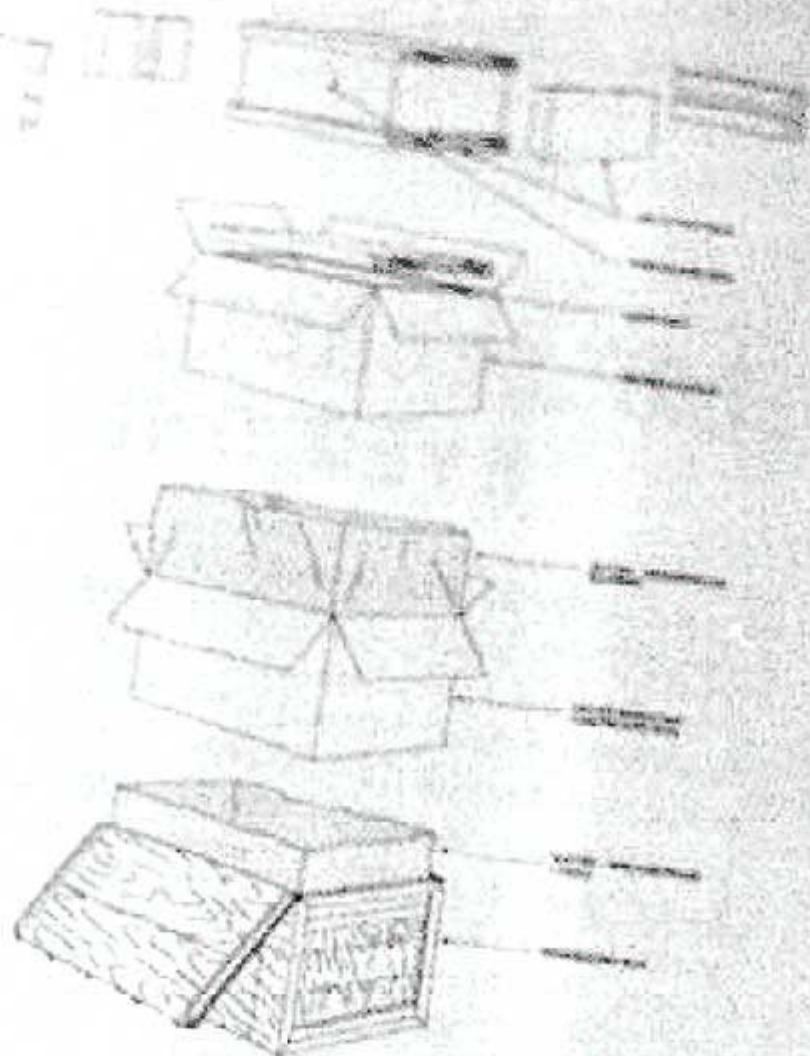


Figure 3. Packaging diagram.

SOM 02-3

Inspect all items for possible damage during shipping or handling. Sort the items according to classification number in preparation for transfer to the designated laboratory or department. Laboratory or department personnel are responsible for transporting items to the designated areas. This will be accomplished as quickly as possible by covered transport escorted by security personnel.

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TOP SECRET / MAJIC EYES ONLY  
CHAPTER 5  
EXTRATERRESTRIAL BIOLOGICAL ENTITIES

Section I. LIVING ORGANISMS

1. Scope

a. This section deals with encounters with living Extraterrestrial Biological Entities (EBEs). Such encounters fall under the jurisdiction of MJ-12 OPNAC BBS-01 and will be dealt with by this special unit only. This section details the responsibilities of persons or units making the initial contact.

2. General

Any encounter with entities known to be of extraterrestrial origin is to be considered to be a matter of national security and therefore classified TOP SECRET. Under no circumstance is the general public or the public press to learn of the existence of these entities. The official government policy is that such creatures do not exist, and that no agency of the federal government is now engaged in any study of extraterrestrials or their artifacts. Any deviation from this stated policy is absolutely forbidden.

3. Encounters

Encounters with EBEs may be classified according to one of the following categories:

- a. *Encounters initiated by EBEs.* Possible contact may take place as a result of overtures by the entities themselves. In these instances it is anticipated that encounters will take place at military installations or other secure locations selected by mutual agreement. Such meetings would have the advantage of being limited to personnel with appropriate clearance, away from public scrutiny. Although it is not considered very probable, there also exists the possibility that EBEs may land in public places without prior notice. In this case the OPNAC Team will formulate cover stories for the press and prepare briefings for the President and the Chiefs of Staff.
- b. *Encounters as the result of downed craft.* Contact with survivors of accidents or craft downed by natural events or military action may occur with little or no warning. In these cases, it is important that the initial contact be limited to military personnel to preserve security. Civilian witnesses in the area will be detained and debriefed by MJ-12. Contact with EBEs by military personnel not having MJ-12 or OPNAC clearance is to be strictly limited to action necessary to ensure the availability of the EBEs for study by the OPNAC Team.

Isolation and Custody

a. EBEs will be detained by whatever means are necessary and removed to a secure location as soon as possible. Precautions will be taken by personnel coming in contact with EBEs to minimize the risk of disease as a result of contamination by unknown organisms. If the entities are wearing space suits or breathing apparatus of some kind, care should be exercised to prevent damage to these devices. While all efforts should be taken to assure the well-being of the EBEs, they must be isolated from any contact with unauthorized personnel. While it is not clear what provisions or amenities might be required by non-human entities, they should be provided if possible. The officer in charge of the operation will make these determinations, no guidelines now exist to cover this area.

Injured or wounded entities will be treated by medical personnel assigned to the OPNAC Team. If the team medical personnel are not immediately available, First Aid will be administered by Medical Corps personnel at the initial site. Since little is known about EBE biological functions, aid will be confined to the stopping of bleeding, bandaging of wounds and splinting of broken limbs. No medications of any kind are to be administered as a result of effects of terrestrial medications on non-human biological systems are not possible to predict. As soon as the injuries are considered stabilized, the EBEs will be moved by closed ambulance or other suitable conveyance to a secure location.

In dealing with any living Extraterrestrial Biological Entity, security is of paramount importance. All other considerations are secondary. Although it is preferable to maintain the physical well-being of any entity, the loss of EBE life is considered acceptable if conditions or delays to preserve that life in any way compromises the security of the operations.

Once the OPNAC Team has taken custody of the EBEs, their care and transportation to designated facilities becomes the responsibility of OPNAC personnel. Every cooperation will be extended to the team in carrying out their duties. OPNAC Team personnel will be given TOP PRIORITY at all times regardless of their apparent rank or status. No person has the authority to interfere with the OPNAC Team in the performance of its duties, by special direction of the President of the United States.

Section II. NON-LIVING ORGANISMS

1. Scope.

Ideally, retrieval for scientific study of cadavers and other biological remains will be carried out by medical personnel familiar with this type of procedure. Because of security considerations, such collection may need to be done by non-medical personnel. This section will provide guidance for retrieval, preservation, and removal of cadavers and remains in the field.

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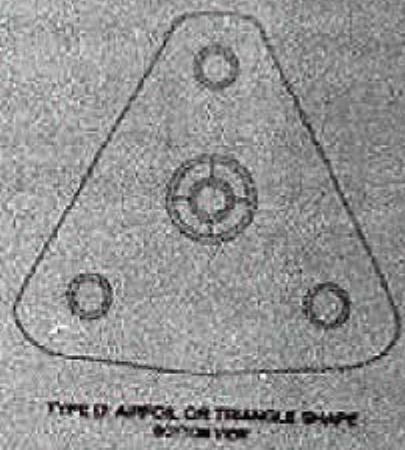
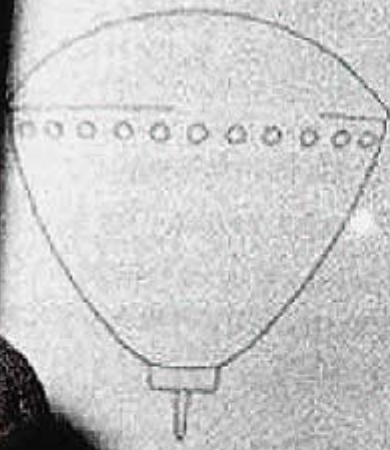
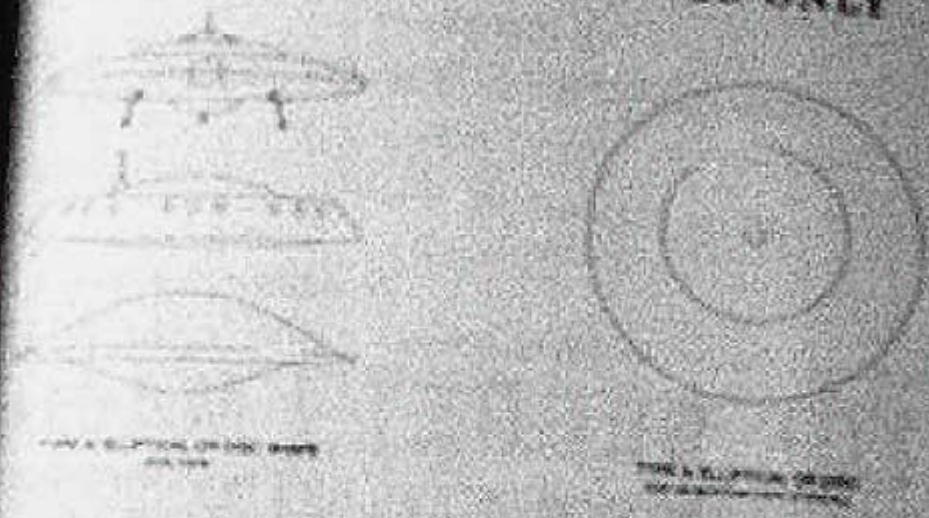
6. Retrieval and Preservation.

a. The degree of decomposition of organic remains will vary depending on the length of time the remains have been lying in the open unprotected and may be accelerated by both local weather conditions and action by predators. Therefore, biological specimens will be removed from the crash site as quickly as possible to preserve the remains in as good a condition as possible. A photographic record will be made of all remains before they are removed from the site.

b. Personnel involved in this type of operation will take all reasonable precautions to minimize physical contact with the cadavers or remains being retrieved. Surgical gloves should be worn or, if they are not available, wool or leather gloves may be worn provided they are collected for decontamination immediately after use. Shovels and entrenching tools may be employed to handle remains provided caution is exercised to be certain no damage is done to the remains. Remains will be touched with bare hands only if no other means of moving them can be found. All personnel and equipment involved in recovery operations will undergo decontamination procedures immediately after those operations are have been completed.

c. Remains will be preserved against further decomposition as equipment and conditions permit. Cadavers and remains will be bagged or securely wrapped in waterproof coverings. Tarpaulins or foul weather gear may be used for this purpose if necessary. Remains will be refrigerated or packed with ice if available. All remains will be tagged or labeled and the time and date recorded. Wrapped remains will be placed on stretchers or in sealed containers for immediate removal to a secure facility.

d. Small detached pieces and material scraped from solid surfaces will be put in jars or other small capped containers if available. Containers will be clearly marked as to their contents and the time and date recorded. Containers will be refrigerated or packed with ice as soon as possible and removed to a secure facility.



The data in this diagram are gathered from documented sightings in Air Force and Central Intelligence examination of wreckage collected from various sources years 1947 to 1963 inclusive.

Figure 4. Extraterrestrial craft.

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GUIDE TO UFO IDENTIFICATION

Section I. UFOB GUIDE

7. Follow-up Investigations

A UFOB report is worthy of follow-up investigation when it contains information to suggest that a positive identification with a well known phenomenon can be made or when it characterizes an unusual phenomenon. The report should suggest almost immediately, largely by the coherence and clarity of the data, that there is something of identification and/or scientific value. In general, reports which should be given consideration are those which involve several reliable observers, together or separately, and which involve sightings of greater duration than one quarter minute. Exception should be made to this when circumstances attending the report are considered to be extraordinary. Special attention should be given to reports which give promise to a "fix" on the position and to those reports involving unusual circumstances.

8. Rules of Thumb

Every UFOB case should be judged individually but there are a number of "rules of thumb," under each of the following headings, which should prove helpful in determining the necessity for follow-up investigation.

*a. Duration of Sighting.* When the duration of a sighting is less than 15 seconds, the probabilities are great that it is not worthy of follow-up. As a word of caution, however, should a large number of individual observers concur on an unusual sighting of a few seconds duration, it should not be dismissed.

*b. Number of Persons Reporting the Sighting.* Short duration sightings by single individuals are seldom worthy of follow-up. Two or three competent independent observations carry the weight of 10 or more simultaneous individual observations. As an example, 25 people at one spot may observe a strange light in the sky. This, however, has less weight than two reliable people observing the same light from different locations. In the latter case a position-fix is indicated.

*c. Distance from Location of Sightings to Nearest Field Unit.* Reports which meet the preliminary criterion stated above should all be investigated if their occurrence is in the immediate operating vicinity of the squadron concerned. For reports involving greater distances, follow-up necessity might be judged as being inversely proportional to the square of the distances concerned. For example, an occurrence 150 miles away might be con-

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APPENDIX I  
REFERENCES

In accordance with Executive Order 11652, 301-20-1, 302-20-4, 303-20-1, 304-20-1, 305-20-1, 306-20-1, 307-20-1, 308-20-1, 309-20-1, 310-20-1, 311-20-1, 312-20-1, 313-20-1, 314-20-1, 315-20-1, 316-20-1, 317-20-1, 318-20-1, 319-20-1, 320-20-1, 321-20-1, 322-20-1, 323-20-1, 324-20-1, 325-20-1, 326-20-1, 327-20-1, 328-20-1, 329-20-1, 330-20-1, 331-20-1, 332-20-1, 333-20-1, 334-20-1, 335-20-1, 336-20-1, 337-20-1, 338-20-1, 339-20-1, 340-20-1, 341-20-1, 342-20-1, 343-20-1, 344-20-1, 345-20-1, 346-20-1, 347-20-1, 348-20-1, 349-20-1, 350-20-1, 351-20-1, 352-20-1, 353-20-1, 354-20-1, 355-20-1, 356-20-1, 357-20-1, 358-20-1, 359-20-1, 360-20-1, 361-20-1, 362-20-1, 363-20-1, 364-20-1, 365-20-1, 366-20-1, 367-20-1, 368-20-1, 369-20-1, 370-20-1, 371-20-1, 372-20-1, 373-20-1, 374-20-1, 375-20-1, 376-20-1, 377-20-1, 378-20-1, 379-20-1, 380-20-1, 381-20-1, 382-20-1, 383-20-1, 384-20-1, 385-20-1, 386-20-1, 387-20-1, 388-20-1, 389-20-1, 390-20-1, 391-20-1, 392-20-1, 393-20-1, 394-20-1, 395-20-1, 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596-20-1, 597-20-1, 598-20-1, 599-20-1, 600-20-1, 601-20-1, 602-20-1, 603-20-1, 604-20-1, 605-20-1, 606-20-1, 607-20-1, 608-20-1, 609-20-1, 610-20-1, 611-20-1, 612-20-1, 613-20-1, 614-20-1, 615-20-1, 616-20-1, 617-20-1, 618-20-1, 619-20-1, 620-20-1, 621-20-1, 622-20-1, 623-20-1, 624-20-1, 625-20-1, 626-20-1, 627-20-1, 628-20-1, 629-20-1, 630-20-1, 631-20-1, 632-20-1, 633-20-1, 634-20-1, 635-20-1, 636-20-1, 637-20-1, 638-20-1, 639-20-1, 640-20-1, 641-20-1, 642-20-1, 643-20-1, 644-20-1, 645-20-1, 646-20-1, 647-20-1, 648-20-1, 649-20-1, 650-20-1, 651-20-1, 652-20-1, 653-20-1, 654-20-1, 655-20-1, 656-20-1, 657-20-1, 658-20-1, 659-20-1, 660-20-1, 661-20-1, 662-20-1, 663-20-1, 664-20-1, 665-20-1, 666-20-1, 667-20-1, 668-20-1, 669-20-1, 670-20-1, 671-20-1, 672-20-1, 673-20-1, 674-20-1, 675-20-1, 676-20-1, 677-20-1, 678-20-1, 679-20-1, 680-20-1, 681-20-1, 682-20-1, 683-20-1, 684-20-1, 685-20-1, 686-20-1, 687-20-1, 688-20-1, 689-20-1, 690-20-1, 691-20-1, 692-20-1, 693-20-1, 694-20-1, 695-20-1, 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Publications

Military Security ( Safeguarding Security Information ).

Maintenance of Supplies and Equipment, Maintenance Responsibilities and Shop Operation.

Preparation and Submission of Requisitions for Supplies.

Publications

Index of Training Manuals.

Index of Technical Manuals, Technical Regulations, Technical Bulletins, Supply Bulletin, Lubrication Orders, and Modification Work Orders.

Index of Administrative Publications.

Index of Tables of Organization and Equipment, Reduction Tables, Tables of Organization, Tables of Equipment, Type Tables of Distribution, and Tables of Allowance.

Test Equipment References

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Photographic References

TM 11-404A

Photographic Print Processing Unit AN/TPQ-9.

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TM 11-2363

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48328

The strategies for dealing with those former servicemen, corporate employees or witnesses brave or 'foolish' enough to come forward to reveal classified information is to intimidate, silence, eliminate or discredit these individuals.

This policy involves such strategies as removing all public records of former military service men or corporate employees, forcing individuals to make retractions, deliberately distorting statements of individuals, or discrediting individuals. Bob Lazar, for example, claimed to be a former physicist employed with reverse engineering extraterrestrial craft.

He described the disappearance of all his university and public records indicating how *military-intelligence agencies actively discredit whistleblowers*.<sup>[36]</sup>

In the cases of the witnesses cited so far, Cooper, Schneider, Lear, Wolf, all have been subjected to some or all of these strategies thereby making it difficult to reach firm conclusions about their testimonies. Since the creation of controversy, uncertainty, and confusion is the modus operandi of military-intelligence agencies in maintaining secrecy of the extraterrestrial presence, then the testimonies of former officials/employees/witnesses need to be considered on their merits.

While issues of credibility, credentials, disinformation are important in the study of the extraterrestrial presence, a rigorous methodology for dealing with the efforts of military-intelligence agencies to discredit, intimidate or create controversy around particular witnesses, has yet to be developed.

For example, numerous efforts to discredit Cooper in particular by referring to inconsistencies in his statements, retractions, egregious behavior and stated positions, may be due in part or in whole to the policy of military-intelligence officials to discredit and/or intimidate Cooper from leaking classified information that he may very well have witnessed in his official capacities.

Since Cooper's military record does indicate he did serve in an official capacity on the briefing team of the Commander of the Pacific Fleet, it is most likely that much of his testimony is credible. Whatever inaccuracies exist in terms of his recollections of the timing of meetings between the Eisenhower administration and extraterrestrials may either have been due to memory lapses or perhaps deliberately introduced as a self-protective mechanism.

It has been pointed out by some 'whistleblowers' that making retractions or sowing inaccuracies in testimonies is sometimes essential in disseminating information without being physically harmed.<sup>[37]</sup>

The controversial Cooper had been subjected to undoubtedly the longest and most intense military-intelligence efforts to discredit or intimidate any whistleblower revealing classified information.

The non-disclosure policy developed for the extraterrestrial presence is most likely due to a profound policy dilemma on the part of responsible national security officials.

This dilemma comes from uncertainty over what the true benefits of the purported 1954 treaty were, and what the consequences of the treaty would be. While the signing of the treaty provided US national security agencies an opportunity to study extraterrestrial technologies, and to observe the extraterrestrial biological program with abducted civilians, it appeared the treaty was not as beneficial as was first thought due to excessive abductions of US civilians.

The subsequent behavior of the Greys in their interactions with US national security agencies was the most likely reason for deferring a decision to release news of the treaty and the extraterrestrial presence to the global public. According to Lights' testimony, Eisenhower had indicated to those present on February 20-21, 1954, that an announcement would be made soon after the First Contact event.

Since this didn't occur, and a treaty was eventually signed with a different group of extraterrestrials, the Greys, this suggested that the national security agencies were deeply divided over the wisdom of disclosing this information, and alarmed by the possible public reaction to the Grey activities.

At his farewell speech in 1961, President Eisenhower was possibly alluding to the growing power of national security agencies that dealt with the extraterrestrial presence and were gaining great power as a result of the dilemma over what to do with the extraterrestrial presence:

In the councils of government, we must guard against the acquisition of unwarranted influence, whether sought or unsought, by the military industrial complex. The potential for the disastrous rise of misplaced power exists and will persist. We must never let the weight of this combination endanger our liberties or democratic processes. We should take nothing for granted. Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery of defense with our peaceful methods and goals, so that security and liberty may prosper together.

If the President was dissatisfied with the non-disclosure of the extraterrestrial presence, then his speech was indicating that the responsible national security agencies were both dominating public policy and taking a 'hard-line approach' that was inconsistent with American democratic ideals.

In the subsequent decades, it appears that on a number of occasions, official disclosure was seriously contemplated. For example, **Robert Emenegger** and **Allan Sandler** claimed they were approached by the Pentagon in 1972 to produce an officially sanctioned video that would be used for official public disclosure of the extraterrestrial presence.

When the offer was later withdrawn, the reason given was that the time was no longer suitable due to the Watergate Scandal. While it is undoubtedly true that political factors would impact on making a formal disclosure announcement, it is more likely the case that non-disclosure was caused by lack of clarity over what the true motivations of the extraterrestrials were, and the impact an announcement would have on extraterrestrial activities.

Making any announcement of the extraterrestrial presence would naturally have lead to questions concerning the extraterrestrials' motivations and activities. If officials couldn't agree on appropriate answers, they most likely decided that it was better to defer disclosure rather than threaten national security by making inaccurate announcements.

The precise nature of the extraterrestrial abductions and the medical programs implemented by the Greys has been extensively researched and discussed by a number of UFO researchers. Their conclusions vary widely suggesting that the deep disagreement among private UFO researchers over the motivations and activities of the Greys, very likely mirrors that of official government sources. <sup>[38]</sup>

As long as such uncertainty continues, it appears that disclosure may continue to be deferred until key global events no longer makes the non-disclosure policy viable.

## Conclusion

An examination of the evidence presented in this paper in terms of whistleblower or witness testimonies raises tremendous problems in terms of coming to a conclusive opinion over:

- first, the truth of the alleged 'First Contact' meeting between Eisenhower and extraterrestrials
- second, claims of more than one set of extraterrestrials meeting with the Eisenhower administration
- third, the various policy issues that arise from the meetings and subsequent treaty that was allegedly signed

Most perplexing is how to view the testimonies of whistleblowers who appear sincere, positively motivated and have plausible stories, yet are plagued by controversy, allegations of fraud, inconsistency and other irregularities.

Due to the official secrecy policy adopted towards the extraterrestrial presence, it may be concluded that some if not most of the controversy surrounding these individuals has been caused by military-intelligence agencies intent on discrediting whistleblower or witness testimonies.


While there continues to be uncertainty caused by the controversy surrounding whistleblower testimonies and the role of military-intelligence agencies in generating this controversy, the bulk of evidence points to a 'First Contact' meeting having occurred during Eisenhower's Palm Spring vacation on February 20-21, 1954. The testimonies suggest that the extraterrestrials in the First Contact event, a race of tall 'Nordic' extraterrestrials were spurned due to their reluctance to provide advanced technology in an agreement. A subsequent meeting and treaty was then signed with a different set of extraterrestrials, commonly called Greys, who did not have the same reluctance in exchanging extraterrestrial technology as part of an agreement.

Most of the available evidence that has found its way into the public arena suggests that the extraterrestrial race with whom the treaty was signed, the Greys, are at best an enigma and at worst simply untrustworthy in their treatment of abducted civilians. The subsequent shift in witness reports from friendly extraterrestrial 'contacts' to disturbing 'abductions', suggest that the Eisenhower administration had signed a treaty with extraterrestrials whose motivations and activities are an enigma as far as the general public interest is concerned.

The activities of the Grey extraterrestrials apparently continues to raise uncertainty for US national security agencies in terms of an appropriate strategic response. <sup>[39]</sup>

On the contrary, the friendly Nordic 'space brothers' faded from the scene since the Eisenhower administration saw them as not sufficiently motivated to serve the technological and strategic goals of US national security agencies.

The question of when disclosure of the treaty signed by Eisenhower and of the extraterrestrial presence might occur is one that has long been anticipated. A recent economic event might be a signal that some form of disclosure is possible in the near future.

According to **Craig Copetas**, Bloomberg News correspondent in Paris, the World Economic Forum at Davos Switzerland from January 21-25, 2004,  [discussed extraterrestrials at one or more closed sessions](#). In a story published on January 21, Copetas claimed that "forum officials maintain their five-day program on Partnering for Security and Prosperity requires an unambiguous examination of extraterrestrial presence on Earth." <sup>[40]</sup>

The Davos Forum is a gauge for trends in the global economy and discusses various topics that have a long term effect on business. The inclusion of conspiracy theories of an extraterrestrial presence and technologies on the formal agenda has significance well beyond the hypothetical nature of the discussion.

Various national governments may well be tacitly letting the word out to their 'friends in the business community', that they had better start exploring how a future disclosure of an extraterrestrial presence and technologies will influence the business world. Given the discussion at Davos on January 21, 2004, of a possible extraterrestrial presence, and the forthcoming 50th anniversary of Eisenhower's treaty on February 20-21, it might be speculated that a disclosure announcement may soon be made.

As we approach the 50th anniversary of a First Contact meeting between the US and an extraterrestrial race, we must do so with wonder at the awesome nature of this occasion. At the same time, we must do whatever necessary to make public the full details of the meeting, and the apparent spurning of what appears to be a principled extraterrestrial race that rejected technology transfers while dangerous weapons programs were in place in the US and elsewhere on the planet.

The subsequent signing of a treaty at a later date with an extraterrestrial race willing to trade technology in exchange for 'limited medical experiments' with civilians will surely go down in history as a deeply significant event whose effects continues to reverberate through human society. Finally, we must be alert to the mounting evidence that while a treaty was signed after the 1954 'First Contact' event, it may well have been with the 'wrong extraterrestrials', and that this might adversely impact on humanity if not dealt with in an open, transparent and truthful manner.

We live on the verge of a bold new future with many uncertainties over the secrecy surrounding the extraterrestrial presence, what best prepares us as this information enters into the public arena are our faith, democratic values, and dedication to truth.

## ENDNOTES

- [1] I sincerely thank H.M for his generous support of my research and providing the intellectually stimulating environment for many of the ideas in the paper to be developed. Grateful thanks also to George Arnold and two other librarians at American University's Main Library who provided research assistance. I am also grateful to William Hamilton for permission to cite his personal notes of a 1991 interview with Sgt Charles L. Suggs.
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- [4] John Spencer, "Light, Gerald," The UFO Encyclopedia: Inexplicable Sightings, Alien Abductions, Close Encounters, Brilliant Hoaxes (Avon Books, 1991) 188.
- [5] "A Covenant With Death by Bill Cooper," <http://www.alienshift.com/id40.html> Also in William Cooper, Behold a Pale Horse (Light Technology Publishing 1991), 203.
- [6] For biographical details on "Edwin G. Nourse, Ph.D. (1883-1974)" go to: <http://www.coopheroes.org/inductees/nourse.html>
- [7] For closure of Cardinal McIntyre's records, see regulations governing access to the Los Angeles Catholic Archives [http://www.archivalcenter.org/Archival\\_Regulations/arcereg.html](http://www.archivalcenter.org/Archival_Regulations/arcereg.html)
- [8] Franklin Winthrop Allen was author of Instructions for Reporters for Hearings Before the Interstate Commerce Committee (Dispatch Press, 1918).
- [9] See William Moore, "UFO's: Exploring the ET Phenomenon," <http://www.presidentialufo.com/ike&the.htm>
- [10] Cooper, "Origin, Identity, and Purpose of MJ-12"
- [11] Personal notes from Bill Hamilton from a 1991 interview with Sgt Suggs.

- [12] Personal notes from William Hamilton from a 1991 interview with Sgt Suggs. See also William Hamilton, Cosmic Top Secret (Inner Light, 1992).
- [13] "John Lear Disclosure Briefing," Coast to Coast Radio (November, 2003) <http://www.coasttocoastam.com/shows/2003/11/02.html>
- [14] 21st Century Radio's Hieronimus & Co. "Transcript of Interview with Bob Dean, March 24, 1996," <http://www.planetarymysteries.com/hieronimus/bobdean.html> See also Larry Lowe, "Perspective on Robert O. Dean: Let's Listen to the Man," (CNI News, 1995) <http://www.reptilianagenda.com/research/r110199j.html>
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- [16] Milton William Cooper, "[Origin, Identity, and Purpose of MJ-12](#)"
- [17] Milton William Cooper, "[Origin, Identity, and Purpose of MJ-12](#)"
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- [20] Phil Schneider, "MUFON Conference Presentation, 1995," available online at: <http://www.anomalous-images.com/text/schneid.html>
- [21] See Chris Stoner, '[The Revelations of Dr Michael Wolf on the UFO Cover Up and ET Reality](#),' (October 2000)
- [22] See Richard Boylan, "[Official Within MJ-12 UFO-Secrecy Management Group Reveals Insider Secrets](#)" [23] "Testimony of Don Phillips," Disclosure, ed., Stephen Greer (Crossing Point, 2001) 379
- [24] Phillip Corso, [The Day After Roswell](#) (Pocket Books, 1997) 292.
- [25] Milton William Cooper, "[Origin, Identity, and Purpose of MJ-12](#)," also in Cooper, Behold a Pale Horse, 209.
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- [30] See Chris Stoner, '[The Revelations of Dr Michael Wolf on the UFO Cover Up and ET Reality](#),' (October 2000)
- [31] 21st Century Radio's Hieronimus & Co. "Transcript of Interview with Bob Dean, March 24, 1996," <http://www.planetarymysteries.com/hieronimus/bobdean.html>
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- [33] Majestic 12 Group, "Special Operations Manual, SOM1-01 - Extraterrestrial Entities and Technology, Recovery and Disposal," April 1954 Part 2.
- [34] 21st Century Radio's Hieronimus & Co. "Transcript of Interview with Bob Dean, March 24, 1996," <http://www.planetarymysteries.com/hieronimus/bobdean.html>
- [35] See 21st Century Radio's Hieronimus & Co. "Transcript of Interview with Bob Dean, March 24, 1996," <http://www.planetarymysteries.com/hieronimus/bobdean.html>
- [36] "Bob Lazar on the Billy Goodman Happening" December 20, 1989 <http://www.swa-home.de/lazar3.htm>
- [37] Author interviews with anonymous whistleblowers.
- [38] See Michael Salla, "Disinformation, Extraterrestrial Subversion & Psychological Reductionism – A Reply to Dr Richard Boylan," www.exopolitics.org January 7, 2004. <http://exopolitics.org/Exo-Comment-11.htm>
- [39] For discussion of US strategy in dealing with extraterrestrials, see Michael Salla, [The Failure of Power Politics as a Strategic Response to the Extraterrestrial Presence – Developing Human Capacity as a Viable Global Defense Strategy](#) (January 1, 2004).
- [40] A. CRAIG COPETAS, "Extraterrestrial edge helps the balance sheet," Bloomberg News (01/21/04) Available online at: <http://www.chron.com/cs/CDA/ssistory.mpl/business/2365195>

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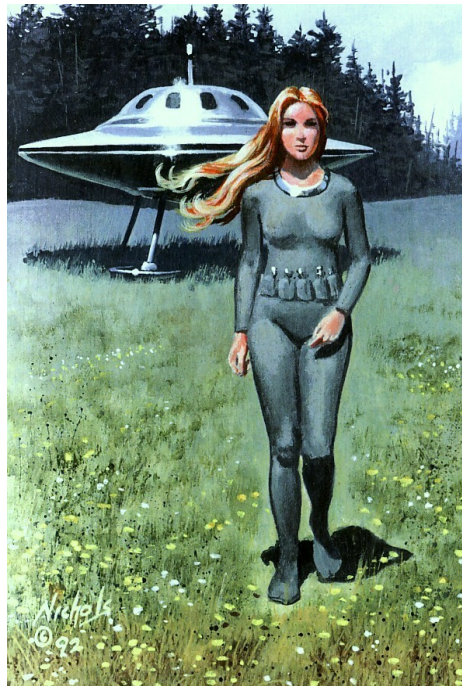
One particular group was reported to be 'Nordic' looking and they offered Eisenhower Free-Energy technology in exchange for nuclear disarmament - Ike declined!

And as the story goes, these 'Nordic' ETs subsequently met with Pope Pius XII at the Vatican as well.

And of course it remains common knowledge that during the war Germany had cordial relations with Argentina and other Latin American countries, and by a curious coincidence even today UFOs are commonly reported the full length an breadth of South America, along with tales of hidden German bases in the ice peaks of Peru and the vast jungles of Brazil...



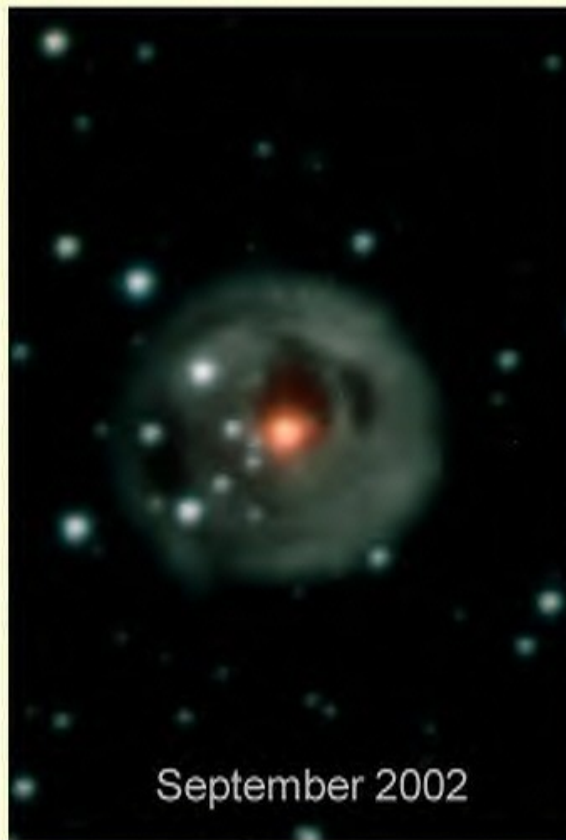
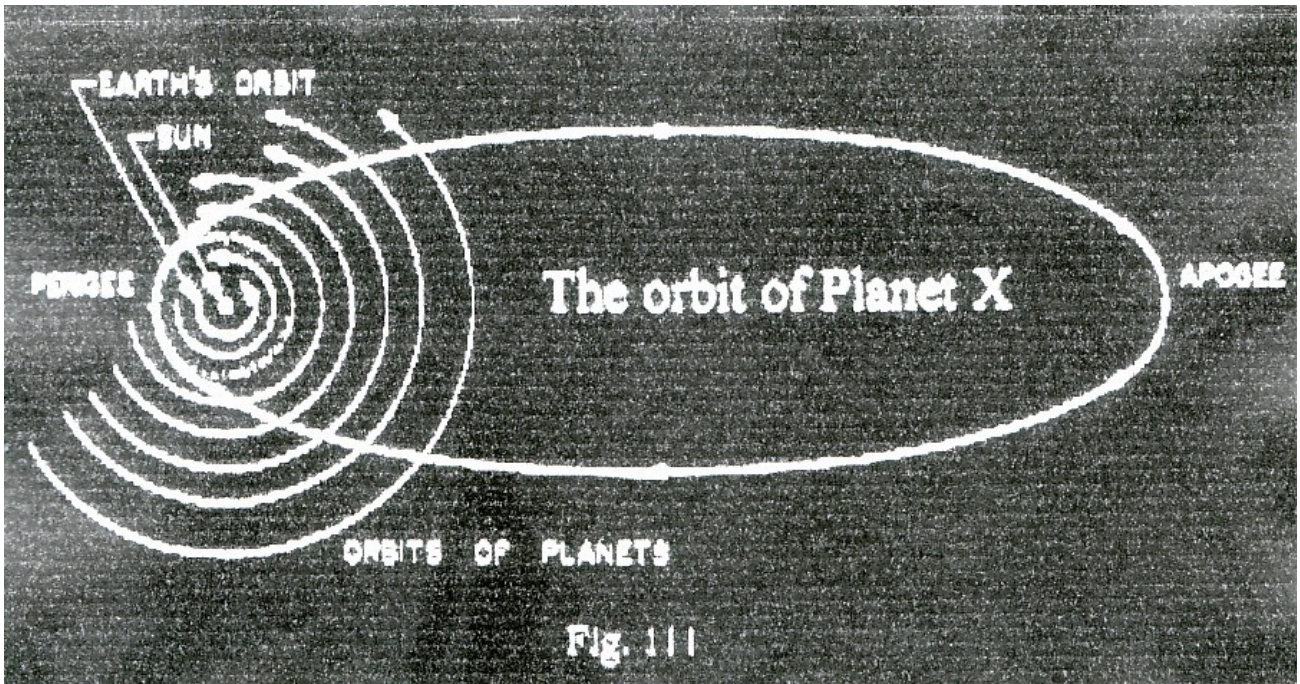
Consider this suspiciously familiar object allegedly photographed near Lima, Peru in 1973.



But perhaps the most blatant inference of a German connection with UFOs comes from the famed [Billy Meier](#) case in Switzerland.

In 1975, thirty years after the disappearance of the Vrili society leaders, a Swiss farmer claimed to have contact with a girl from the 'Pleiades', who bore the pseudonym, "Semjase" and a striking resemblance to the 'Vrilerinnen' from 1919. This space girl also wore long blonde hair, spoke in fluent Austrian-German and candidly shared comprehensive knowledge about the German saucer projects of World War II.

Were Semjase's 'beamships' actually contemporary versions of the old Haunebus?



And yet, the riddle remains that, were the surviving modern remnants of the Third Reich to actually possess such vastly superior technology,

- Why then would they not simply flex their muscle and conquer the world in one final swift stroke?
- Or did they realize such a victory might ultimately be a futile gesture?

Suppose the Reich survivors learned from their Aldebaran mentors the secret the ancient Sumerians possessed - that, in a regular 3600 year cycle, the surface of planet Earth is devastated by the passing of a dwarf-star which is companion to our solar system.

And that this [Dark Star](#) was calculated once again to swing through the inner planets *during the early years of the 21st Century*.

Such a monumental event would grant the "Thousand Year Reich" a meager seventy year or so life span.

- Thus might the Reich survivors not wisely choose to disappear from the surface world and develop hardened underground 'shelters' in the remote wastes of Antarctica, patiently preparing to safely ride out the Dark Star's passing?
- Do we dare suppose that a contemporary generation of subterranean Reichskinder secretly continue to advance their limitless scientific wonders, content to allow the ignorant, expendable 'surface dwellers' to choke in the poisoned atmosphere of their internal-combustion, junk-technology, automobiles, airplanes and industries?
- Could it be that all the incredible levitating machines and free-energy technologies envisioned by the Thule and Vril Societies are being carefully held in reserve for the promised 'New Age'; a future time when Earth has recovered from the agonies of its Dark Star's encounter...?

We may discover the answers to these questions sooner than we realize!

Meanwhile, the quest to solve the mysteries of Nazi saucers and the secrets from Aldebaran, certainly has gained more relevance to our present world here in the first decade of the 21st Century. It seems an irony that, much like pre-World War II Germany, we find Western Civilization dangerously dependent upon foreign petroleum sources dominated by hostile Muslim nations.

Is there a free-energy/anti-gravity answer to this dilemma?



And lastly, there has surfaced the mystery of the TR-3B. Allegedly one of the latest high-tech, USAF stealth aircraft rumored to be operational is [the 'Astra', otherwise known as the TR-3B](#).

This craft is delta shaped and capable of vertical lift, as well as all the other radical moves commonly associated with UFOs. This baby comes in two sizes, one 300 feet long and one 600 feet long. Its propulsion is described as "Magnetic Field Disruptor" [anti-gravity], created by spinning mercury plasma at 50,000 rpms, pressurized to 250,000 psi.

This reduces the craft's gravitational mass by 89%. Multi-mode impulse rockets at each corner of the delta configuration supply the remaining 11% propulsion. Could this plane be *the ugly stepchild of the Haunebu III??*

It is interesting to note that in ancient India, the name "Astra" referred to a 'terrible' airborne weapon...



If such aircraft technology seems too far-fetched, one might consider this statement from former director of Lockheed's ['Skunk-Works'](#) at Area-51, [Ben Rich](#)...

"We already have the means to travel among the stars, but these technologies are locked up in ['black-projects'](#) and it would take an act of God to ever get them out to benefit humanity."

Rich is also quoted as saying,

"Anything you can imagine we already know how to do."

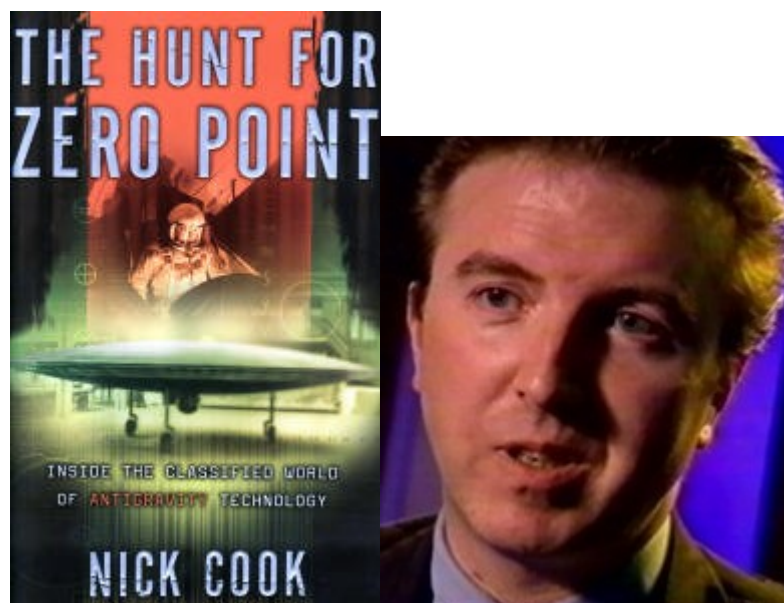
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### Author's Disclaimer

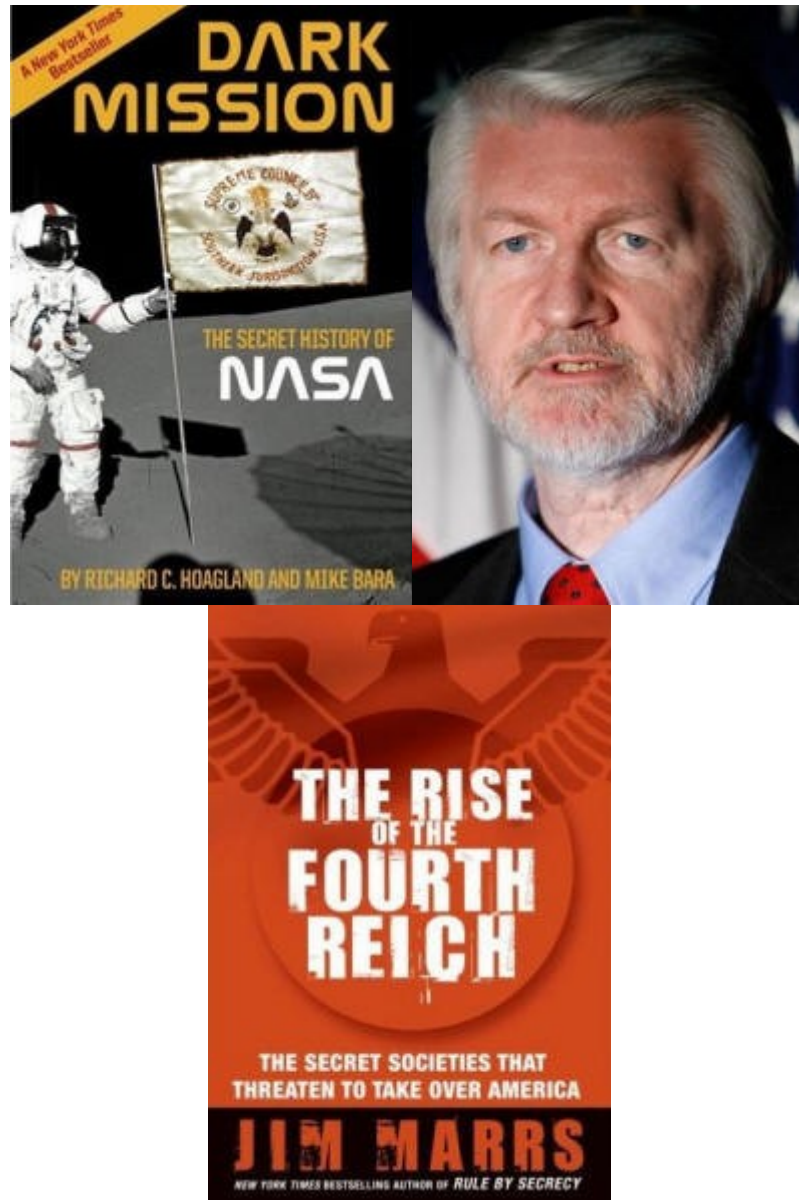
The preceding text is virtually all 'legend'. There is no absolute, conclusive evidence to fully verify the authenticity of such a tale.

I've cobbled this together from the writings of Jan Van Helsing, Vladimir Terziski, Wendelle Stevens and a website called ['Grey Falcon'](#), as well as the video, UFO Secrets of the Third Reich.

**Nick Cook's** new book, [The Hunt for Zero Point](#), sheds important new light on advanced, hitherto unrevealed, Nazi technologies.



And in addition, I highly recommend two new books, *Dark Mission*, by [Richard Hoagland](#) and *The Rise of the Fourth Reich*, by **Jim Marrs** that follow the post-war trail of insidious covert Nazi influence into American politics, military and space exploration, right up to the present day.



The bottom line has two options; either the whole story is pure fantasy, or Nazi secrets of anti-gravity were gobbled up at the end of the war by Allied Intelligence and given a security classification *Above-Top-Secret*, with all evidence meticulously hidden or destroyed.

However, it should be noted that anti-gravity propulsion systems, such as *the Vril legend* suggest, would make all aerospace and avionic technologies obsolete overnight - and these are huge multi-billion dollar industries directly tied to the international petroleum cartels. Surely these combined military/industrial interests would possess the means and the motive to obliterate any conclusive history of German anti-gravity research.

Allegedly [the Rockefeller](#) Foundation paid \$139,000.00 in 1946 to commission the publishing of an "official" history of World War II that deleted any and all references to the mystical and occult interests of the Third Reich.

One of the Rockefeller Foundation's major contributors was...Standard Oil!