

UFOs in Nazi Germany by Viktor Schauberger



**Viktor Schauberger;
The Repulsino,**

UFOs and flying saucers in Nazi Germany

It was almost the end of World War II. At the same time, scientist Viktor Schauberger worked on a secret project. Johannes Kepler, whose ideas **Schauberger** followed, had knowledge of the secret teachings of **Pythagoras** that had been adopted and kept secret. **It was the knowledge of implosion** (in this case, the use of the potential of the inner worlds in the outer world). Hitler knew—as did the people of Thule and Vril—that the divine principle has always been constructive. The technology, however, which is based on explosion

and therefore acts destructively against the divine principle. **Thus, they wanted to create a technology based on implosion. Schauberger's theory of oscillation** (principle of tone sequence, monochord) takes implosion into account. To put it ***simply: implosion instead of explosion***. Following the energy paths of the monochord and implosion technology, one arrives at the realm of antimatter and, therefore, the cancellation of gravity.

Whatever might have been thought of Viktor Schauberger in Austria, word of his abilities and the statements contained in his new book, "Our Meaningless Work - The Source of the World Crisis," evidently reached other ears, including those of **Adolf Hitler**. At a time when relations between Austria and Germany were at an all-time low, **Viktor Schauberger was summoned to an audience with Hitler's Reich Chancellor in Berlin. Special papers were arranged and all documentation completed within a day. Suddenly, Viktor Schauberger left for Berlin and a meeting with Hitler, who welcomed him warmly as a fellow countryman, saying that he had studied all the reports on his work thoroughly and was very impressed with what he had learned.**

Thirty minutes were allocated for the discussions, which Professor Max Planck was asked to attend as a scientific advisor, shortly before he was rudely removed from his position as Private Advisor. **This exchange of views eventually lasted 11 hours, during which Schauberger explained the destructive action of contemporary technology and its inevitable consequences.** He contrasted this with all natural processes of movement and temperature, the vital relationship between trees, water and soil productivity, in fact all things that had to be considered completely understood and practised in order to create a sustainable and viable society.

When Viktor had finished his explanations, Max Planck, who had remained silent, was asked for his opinion on Viktor's natural theories. His response was the remarkable and revealing statement that *"Science has nothing to do with Nature."* Pausing for a moment to take in this surprising admission, **Viktor then moved on to the proposed four-year plan, the so-called Goering Plan, stating that,**

"Not only was the time period too short, but if instituted, it would gradually undermine and ultimately destroy Germany's biological foundations. As a result, the Third Reich would last only 10 years instead of the vaunted 1,000 years." (Viktor was not far off in his estimate!)

During the first part of the discussion, Hitler had been enthusiastic, but he was very disturbed by what he had just heard and ordered his technical and economic advisers, Keppler and Wiluhn, to discuss with Schauberger what could be done. Once outside the door, the two men demanded to know how Viktor had got there in the first place. Irritated by their condescending air, he replied: ***"Through***

door I just came out of!" Seeing that his ideas had no hope of acceptance, and leaving them open, he returned to the hotel and left for Austria the next morning. Keppler and Wiluhn, however, were to get their revenge later, after the Anschluss on 13 March 1938.

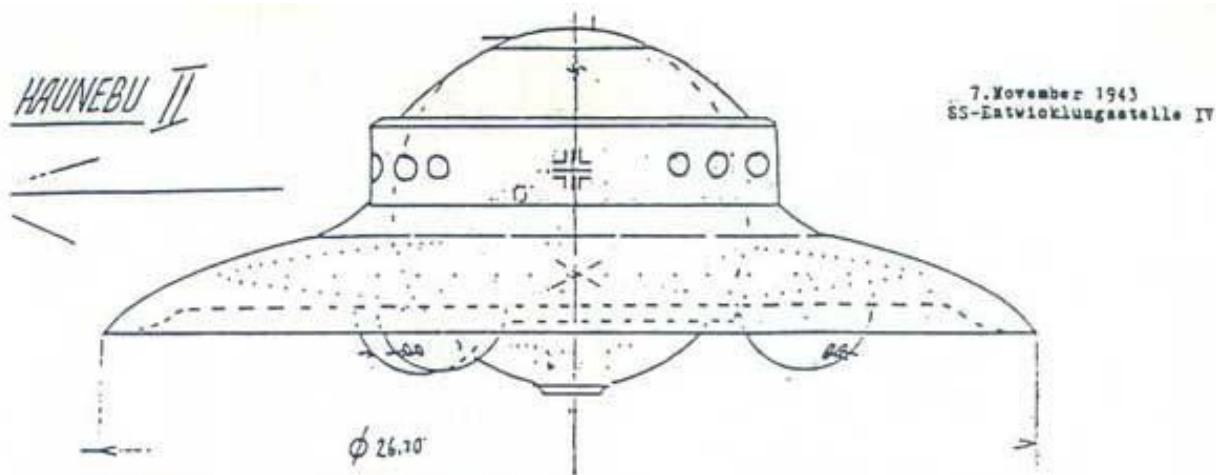


Once again he was the victim of deception and his ideas were usurped, for in a later letter to his son Walter, he wrote that copies of the preliminary application had been fraudulently obtained by **Prof Ernst Heinkel**, the famous aircraft designer, through a patent law firm, Lehmann-Harlens in Berlin. By mining the information contained in this document, Heinkel gained insights into how a motorised aircraft could be produced, although he misinterpreted his conclusions, and his first prototype exploded due to his lack of proper understanding. With a certain lack of principle, he then sought Viktor's collaboration on the project. Despite some initial discussion, Viktor refused to cooperate, knowing what Heinkel had done, and further contact between the two men ceased. Using his ill-gotten gains, however, Heinkel persevered with his research, which culminated in the construction of the first successful jet plane, which made its maiden flight on 27 August 1939.

Although Heinkel never had the honesty to reveal the source of the ideas for his invention, keeping all the credit for himself, this jet aircraft was nevertheless built as a direct result of Viktor's theories. ***Viktor Schauberger is therefore the true father of the present jet age.*** He even claimed that in order to develop and build fast, supersonic aircraft successfully, the body shapes of deep-sea fish should be copied. Today's "bombers" closely mimic these shapes. In 1939, Viktor's personal research had practically come to an end, as all the materials he needed were appropriated for war production. In 1941, however, he was summoned by Air Marshal Ernst Udet to discuss the growing energy production crisis and ways to solve it. Facilities were subsequently set up near Augsburg for research and development, which came to nothing, partly due to Udet's death and partly because they were bombed by the Allies in 1942.

In 1943, despite his crippling war wounds and at the age of 58, **Viktor was declared fit for active service and was inducted into the Waffen-SS, largely under duress. He came under the control of Heinrich Himmler, who forced him into research to develop a new secret weapon.** Provided with suitable facilities, Schloss Schonbrunn, the Mauthausen Concentration Camp nearby to supply the workforce of prisoner engineers, Viktor was threatened with his life if he did not comply with orders and carry out this research. Despite these threats, however, **Viktor stood his ground and demanded from the SS Command the absolute right to select the various engineers he needed.** He further demanded that all technicians chosen by him be completely removed from the camp, fed, dressed in normal civilian clothes and housed in civilian accommodation, otherwise they would be unproductive. As he explained, people living in fear for their lives and under great emotional stress could work neither consistently nor creatively. Surprisingly, the SS agreed, and so Viktor selected somewhere between 20 and 30 engineers, craftsmen, and tradesmen from Mauthausen to be accommodated in various houses near the factory.

When they were all gathered, Viktor urged them to work as hard as they could, but under no circumstances were they to attempt to escape, otherwise their own lives would be lost. They set to work willingly, and while they did not understand what Viktor was trying to achieve, they did not fail to carry out his instructions faithfully. Two machines were eventually built, one called *the 'Repulsator'* and the other *'Repulsine'*, reflecting their repulsive forces. Accurate information about them is difficult to obtain because after the end of the war all top-secret information was confiscated by the Allies - the Russians, French, English and Americans - and is therefore no longer available to the general public. Let's go over this again, with special emphasis on the Repulsine, both models A and B.



MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II“

Durchmesser: 26,1 Meter
 Antrieb: „Thule“-Tachyomotor 7a (gepanzert; Ø T.F.-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: Dreischott-„Victoria“-
 Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)
 Weltallfähigkeit: 100 %
 Stillstandsvermögen: 15 Minuten
 Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig
 Grundsätzliche Einsatztauglichkeit (VT): 85 %
 Verfügbarkeit „Haunebu II“ (bei weiter gutem Erprobungsverlauf wie VT) ab Oktober.
 Dass Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahl-
 kanone „Donar-Irak IIIV“, deren Prototyp nicht vor Früh Sommer 1944 angenommen 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 Herste-

Third Reich Flying Saucers

Introduction by Rob Arndt

Probably the most misunderstood and problematic of all terrestrial disc technology lies at the heart of the German disc programmes, which began with the birth of the NSDAP (**Nazi Party**) in 1920 - a total of 13 years before **Adolf Hitler** came to power as leader of the **Third Reich**.

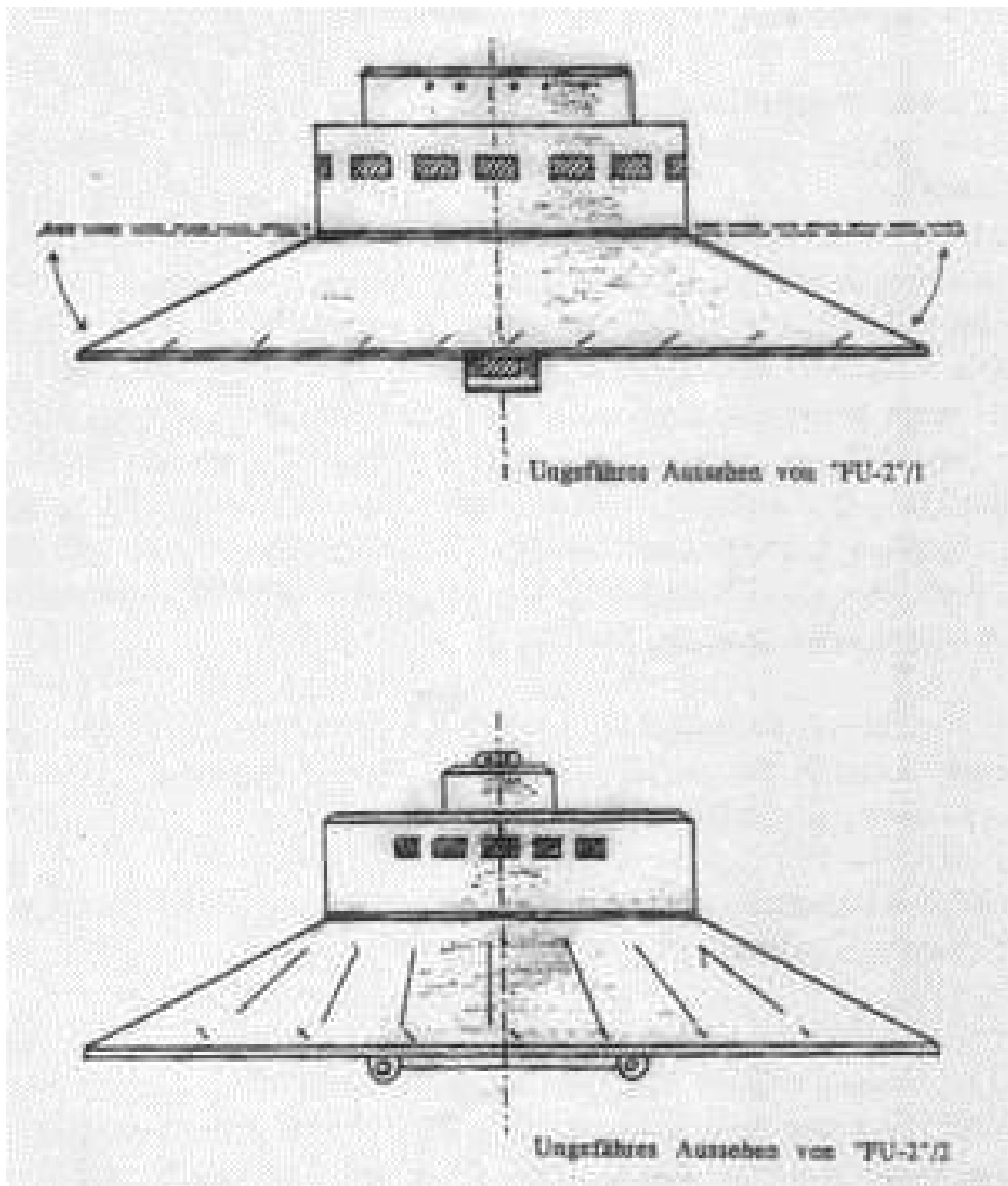
To understand the depth of these programmes, it is necessary to know that, above all, the **NSDAP** was founded from the outset by the occult **Thule Society** (1917) and **Vril** (1919) **Gesellschaften (Societies)**, and other occult groups such as the **DHvSS (Men of the Black Stone)** that stretched back to the turn of the 20th century with the old **German order** (aka **Teutonic Order**).

As such, the first disc project in Germany, built in 1922, was not even an airplane, but a disc-shaped interdimensional flying machine from the JFM built by **the Vril-Thule**.

When **Adolf Hitler** (a member of **Thule**, along with **Goering**, **Himmler**, and several other high-ranking Nazi officials) became chancellor of Germany in 1933, the 11-year-old occult metaphysical science of **Thule-Vril** was reinforced by official state support

for development programmes based on continuous discs with an **RFZ (RundFlugZeug)**, or "**Round Aircraft**" series of levitating discs developed by **WO Schumann** of the Technical University of Munich, who worked at **the JFM**.

1934 saw the first **RFZ discs** built, which led in just five years to two vast programmes of highly advanced disc aircraft supervised by Himmler's SS—specifically, the **SS technical branch E-IV (Entwicklungsstelle 4)**, which was created to explore various alternative energies. This unit was tasked with developing both the **Haunebu** and **Vril disc** projects, which utilised the world's first electro-magnetic-gravitational drive systems: the **Vril and Thule Triebwerks**. These units featured **Hans** Coler's free energy Konverter coupled to a **Van De Graaf** vortex generator and **Marconi** dynamo (a huge spherical tank of mercury) to create powerful rotating electromagnetic fields that affected gravity.



Many have often asked why, when the war began in 1939, Germany did not use these advanced and original machines in aerial combat. The simple truth lies in the fact that these machines, despite their overall superior performance to conventional piston-engine aircraft and early jets, could not be adapted to any realistic useful military role other than the most basic transport and reconnaissance work. The powerful **electronic currency engines** were difficult to control and could not hope to mimic the flight characteristics of high-performance fighters such as the BF-me 109 or Fw 190. There was very little room for any offensive or defensive armament in these designs, except for an experimental light MG and a few MK cannons that proved impractical in flight and a rather large experimental Donar (**Thunder**)

Kraftstrahlkanone (**Strong Jet Cannon**). These weapons tended to destabilise the disc badly and were eventually removed. The disc bodies themselves were not capable of carrying any warhead at all internally or externally (no bombs, unguided rockets, or missiles), and could only make turns of 22.5, 45, and 90 degrees.

However, the SS pursued an aggressive policy of theft, forced cooperation, and strong internal development of these types of machines due to the growing Allied bombing offensive that made conventional aircraft takeoffs and landings very dangerous. **VTOL** was seen as the logical solution to this problem. If the SS could develop a production machine that could be armed in the future (with guns, missiles, or even an electrostatic weapon), then Germany might be able to transform aerial warfare.

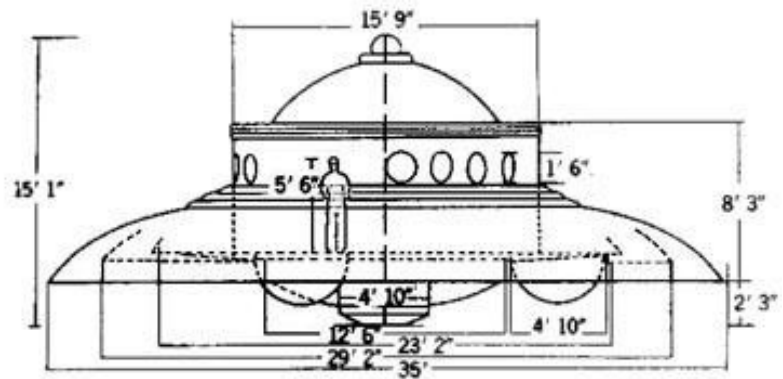
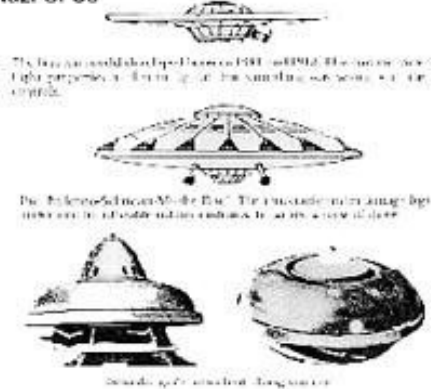
To shorten the time needed to find **VTOL** solutions, the SS stole both the German patent office and all patent offices in occupied Europe. Those with sufficient aeronautical skills to contribute to the SS effort were either arrested or coerced into participating in the programmes—among them **Viktor Schauburger** from Austria and **Henri Coanda** from Romania. The SS also used its large slave labour force to help build large underground facilities for these discs and often to produce components for these machines.

Although the SS requested additional slave labourers from Armaments **Minister Albert Speer**, **Speer** himself was not told what the war projects the workers would be used for. **Speer** was deliberately kept out of the entire SS disc development programmes 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 labour, and knowledge of the Third Reich's secret military bases outside Germany, where these discs were both tested and stored.

Among the detainees, **Viktor Schauburger** became the leader of greatest interest due to his highly unconventional use of **liquid vortex technology**, which he perfected while in custody at **Mauthausen**. Originally designed for an odd-numbered bio-submarine, the strange **Repulsin disc-shaped engines** were to be adapted to aircraft. **Heinkel** was the first to receive the results of these early disc-shaped tests, but refused to act on them. A year after the Repulsin Model One engine was being studied, one of Heinkel's own engineers named **Rudolf Schriever** proposed his own "Flugkreisel" (**Flying Gyro**), which used conventional jet engines instead of **the disc-shaped Repulsin engine**. His design was taken away from him and given to a team of scientists for further study and the construction of a large flight 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 flying pump called **Turboproietti**.

Nazi-UFOs



Meanwhile, BMW began work on a project very similar to Schriever's **Flugkreisel Schriever** but using BMW's own jet engines

003. These machines, called 'Flugelrads **Wheels**' (**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-bladed disc rotor. These craft were built on a much smaller scale

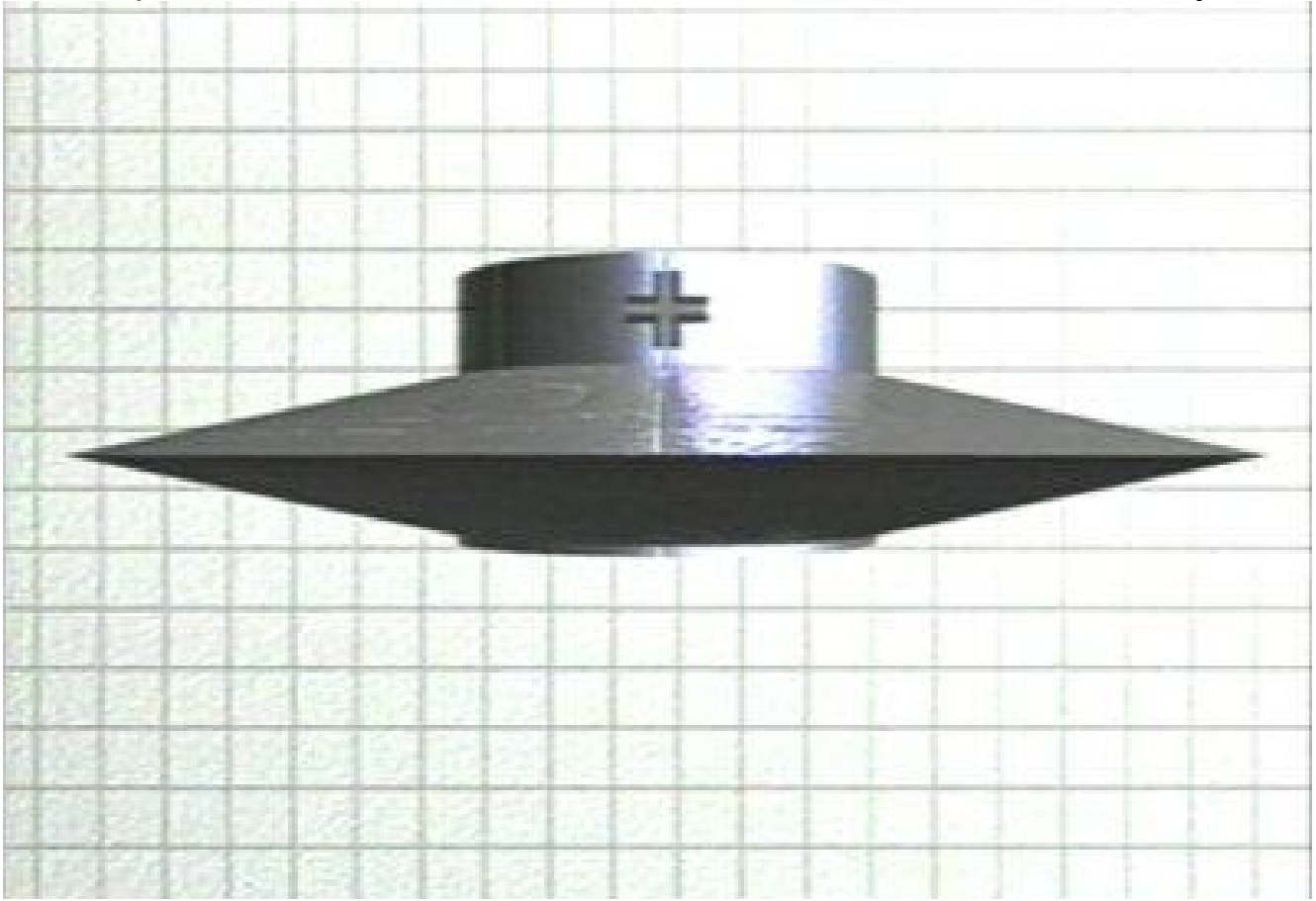
than Schriever's Flugkreisel, so work continued from 1941 to 1945 with the construction of prototypes beginning in 1943. Instability, however, was never really resolved in the earlier models. One disc, however, a BMW Fluglerad II V-2, possibly achieved flight in April 1945.

Schriever's own disc began to take shape in 1943, and flew under the power of three special kerosene-burning jet engines driving the rotor disc, as well as two kerosene jets on the fuselage for horizontal stability.

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

At the same time, a private company with official support from the Ministry of **General Aviation Udet** was taking shape in Leipzig. **Sack Arthur**, who had caught **Udet's** attention back in 1939 with his **AS1 circular wing flying** model, was given permission and some funding to build a large-scale manned version of his model. Sack accepted the challenge and built four more models of increasing size. When the **AS5** demonstrated that the basic concept was sound, construction began on the manned version in early 1944. Within a month, the strange aircraft, made largely of wood using parts salvaged from a BF 108 ME, was taxiing and making attempts to fly.

But this project was doomed from the start with a weak engine and plagued by structural problems, which meant that the aircraft could take off but never fly.



Due to the ticking clock, the SS was forced to try even more drastic measures, launching unmanned interceptor discs from the **Black Forest**. These discs were known as the "**Feuerball**" weapon, sometimes mistakenly referred to as the mysterious "**V-7**" weapon (for which there was never an official designation). The **WNF Feuerball** featured a rocket engine for launch, a plume sensor for aerial detection, and an electrostatic weapon filed at the **Messerschmitt** factory in **Oberammergau**. Production of these craft was initially carried out by **WNF**. Because the discs burned chemicals around their ring to create the electrostatic field necessary to disable the engines of Allied bombers and radar, the object was soon nicknamed "**Foo Fighter**" by the Allies, who saw the weapon's halo of fire approaching them day or night. **FOO** was a portmanteau of the French word Feu (Fire) and the Smokey Stover comic strip about a bumbling fireman who actually started fires!

Naturally, **WNF** noticed the intense burning effect and soon nicknamed their weapon the **Feuerball WNF** (Fireball). The Feuerballs plagued the NFS 415 from November 1944 to April 1945. Because of this, production was moved to Werk Zeppelin, which renamed the larger weapon "**Kugelblitz**" (**Ball Lightning**). The Allies seemed confused by these weapons, which varied in size from small to large and attacked in single or multiple formations. The

Germans further confused the Allies by launching "Seifenblasen" (soap bubbles) along with the **Feuerballs**. **Seifenblasen** were large weather balloons with metal strips that confused Allied radar. Their large round shape reflecting daylight gave them the appearance of a glowing globe similar to the Feuerball. The Germans further complicated the identification of the "Foo Fighters" with a series of small, purely spherical aerial probes that were used as psychological weapons. These "**KugelWaffen**" (**sphere weapons**) played aerial games with Allied bomber gunners, distracting them from the real threat of large **Kugelblitz discs** approaching.

But by the spring of 1945, the war was lost regardless, and most of the remaining disc programmes were discontinued. **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 large machine, the project never made it past the wind tunnel testing stage. Similarly, **Andreas Epps'** independent **Omega Diskus**, which used two Pabst ramjets and eight Argus lift fans, was also limited to 1/10th scale model testing.

Dr Alexander Lippisch had also studied disc aerodynes back in 1941, but he was too involved in the Komet Me-163 and MS-1 delta glider programmes to produce anything more than brief design concepts based on the K 1253 Göttingen disc wing profile. The **Horten brothers**, experts with flying wings, also studied circular wing designs, but did not get to work on any in Nazi Germany. They did this for the US government in the late 1945–46 post-war production of what is now believed to be the craft that crashed at **Roswell** in 1947 – a spy craft with a parabolic lift body carried by a large weather balloon.

Faced with imminent defeat, BMW destroyed all its Flugelrads. Schriever's Flugkreisel was also destroyed. Miethe's disc may have been captured as Miethe went to post-war Canada to work on AVRO projects.

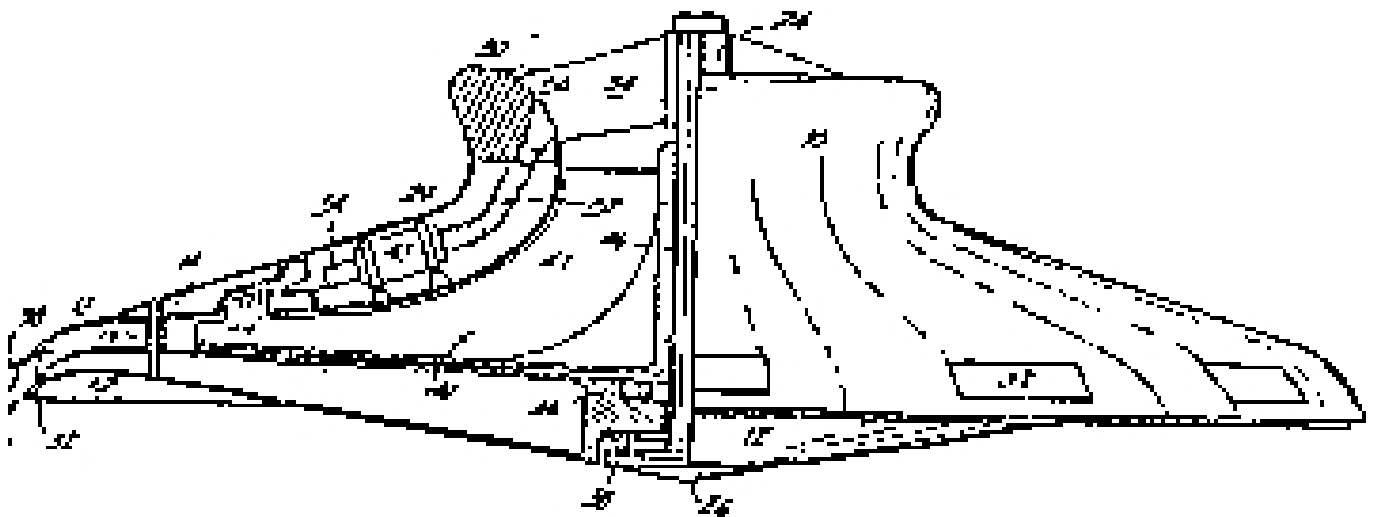
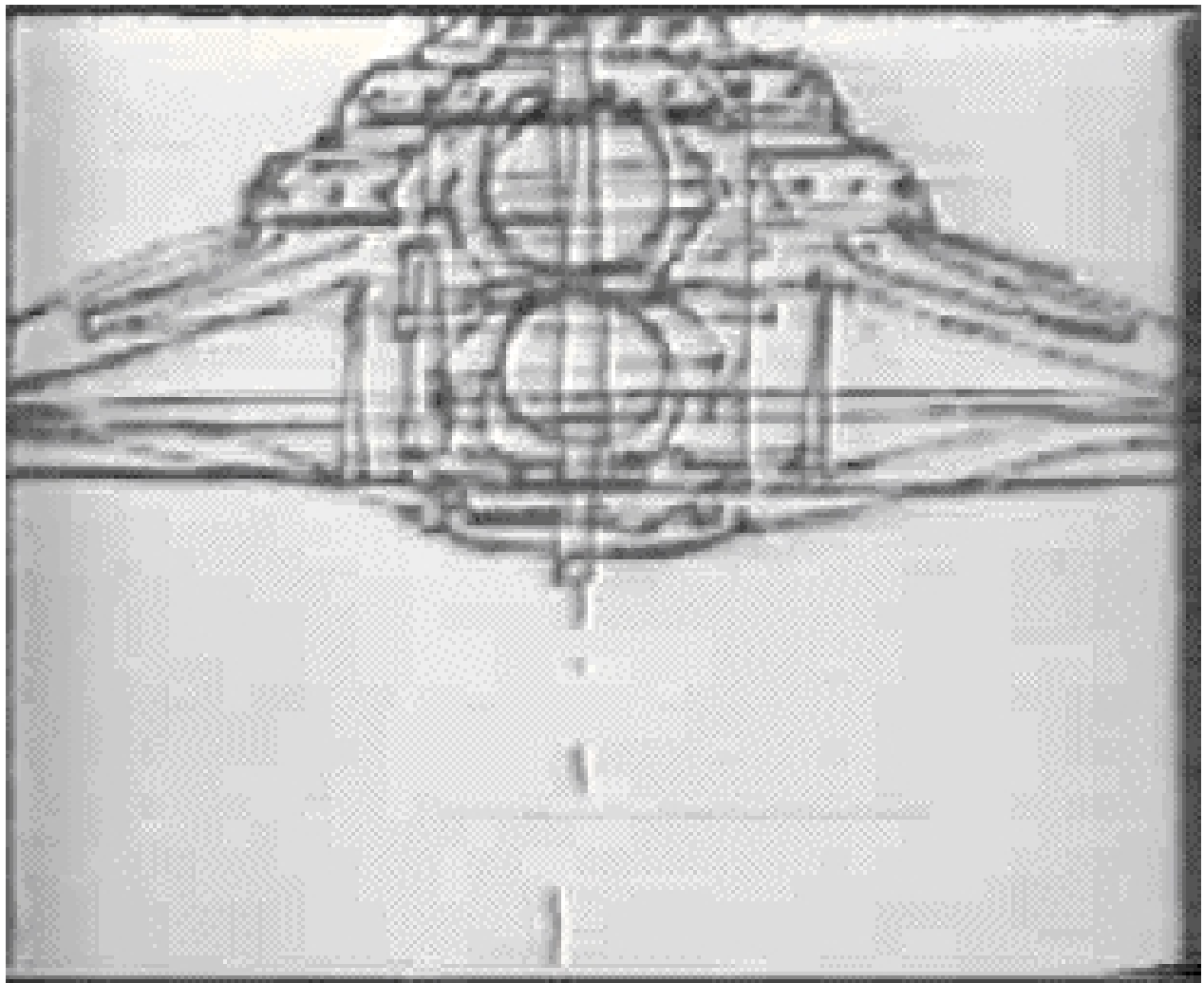
Habermohl was captured by the Russians, while **Dr. Belluzzo** returned to Italy. **Schauberger's repulsins** were also captured by the Allies, while most of the SS scientific branch records still intact were captured by the post-war British, who attempted to create a working design through **AVRO**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

A little-known **disc project in Peenemünde** under **Heinrich Fleissner** was the last disc to take off from Berlin at the end of April 1945 on an official mission. But the details of the "Dusenscheibe" (**Devil's Disc**) remain shrouded in mystery. Meanwhile, the **Feuerball** attacks that stopped in April 1945 in Germany

resumed in August 1945 in Japan, an obvious transfer of technology from Germany to Japan via U-Boat. The Japanese, however, lacked all documentation for this weapon and launched only 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 appears to identify "**Kugelwaffen**" sent to Japan, as well as several being towed by Sally bombers, probably for flight testing.

But the history of the **Third Reich** ended as strangely as it had begun. What about the mysterious **Thule-Vril discs** that were actually built in small numbers? In 1945, there were very few **Haunebu II** and **Vril 7** flying discs. **Vril** had not even tested the **Odin 8 Vril** and, possibly, the even more simplified **Vril-9 Abjager**. These craft were not destroyed, but evacuated in March 1945 to an area safe from Allied bombing or capture.

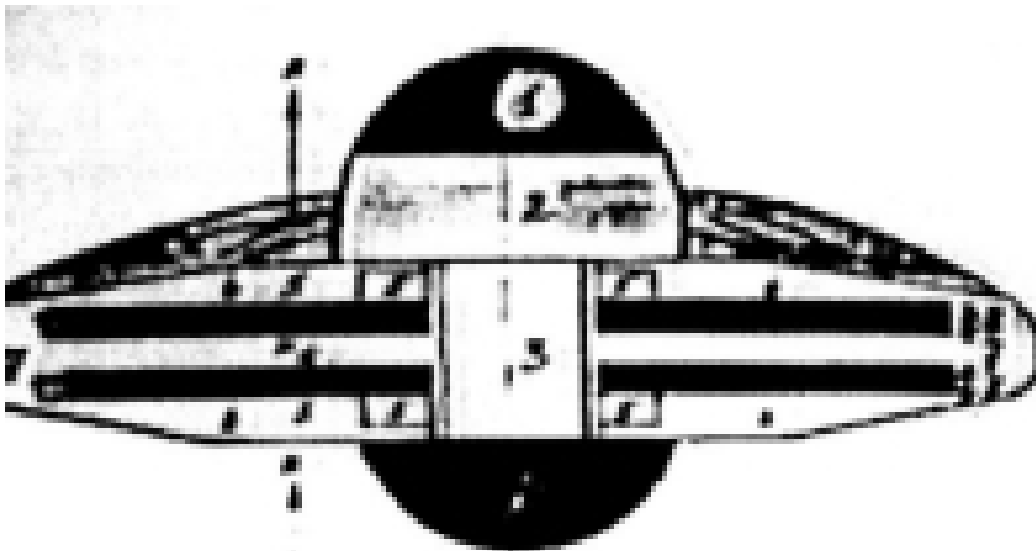
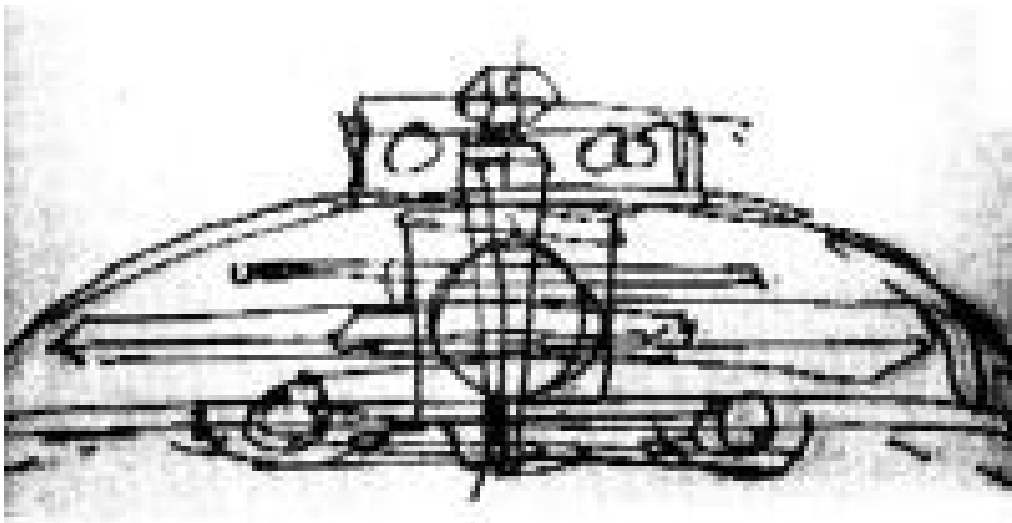
In the year before the start of World War II, Germany sent an expedition to **Antarctica** to scout a location for a military base there. The Germans found a location in **the** former **Queen Maud Land**, which Germany renamed **Neu Schwabenland**. There, in secret during 1942-43, a base was built in **the Muhlig-Hoffman Mountains**. **Database 211 (or Station 211)**. **The** base was supplied with slave labourers sent by sea and U-boats to construct an elaborate cave complex deep inside the mountain—an impregnable fortress. Hot springs were found there, iron ore deposits, vegetation, and access was gained mainly through an underwater tunnel that ran through the area.



During the war, especially in its latter stages, German U-boats made frequent trips to the **South Atlantic, South America** and **Antarctica**. Germany also set up floating weather buoys in Antarctic waters and weather stations on islands located between Antarctica and the tip of South America. The **RuSHA SS** (Rasse und SeidlungsHauptAmt-Race and Settlement Bureau)

began in 1942 to take women of **Aryan** descent (Volksdeutsch) from Ukraine for the sole purpose of transporting them to **Base 211**. Ten thousand women between the ages of 17 and 24, blonde and well-proportioned, were recruited for the project along with 2,500 Waffen SS soldiers serving in Russia. The goal of this large undertaking was to create a colony at **Base 211** suitable for housing and the continued development of **Thule-Vril technology**. It is believed that both the **Thule and Vril Gesellschaften** evacuated the technology from **Base 211** at the end of the war under **SS General Kammler**, who was in charge of Germany's most secret weapons programmes.

Two submarines that surrendered after the war in Argentina are also believed to have carried cargo and high-ranking personnel to SS **Base 211**. The two boats were empty after surrender, with the crews refusing to reveal their cargo and destinations.

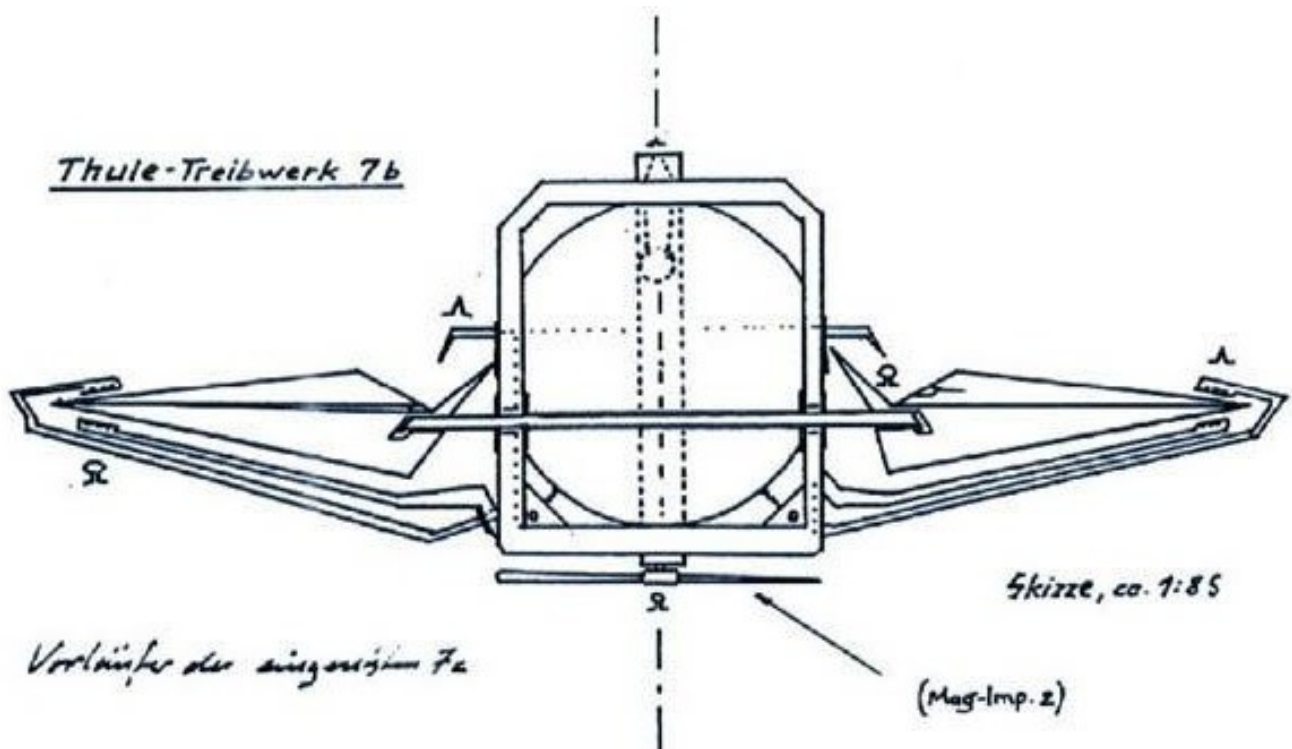


It became evident in 1946 that 54 U-boats and more than 6,000 technicians and scientists had "disappeared" from Germany, especially from **the SS Technical Authority**. There were also 40,000 slave labourers and between 142,000 and 250,000 German citizens missing. Despite simply writing these off as probable losses and war deaths, Washington suspects that a large

number of those missing had actually fled to South America and **Base 211** (if such a base existed). The US then went on a hunt with "war criminal" propaganda to cover up the search for technology similar to a South American version of "Operation Paperclip."

The United States was so concerned about the secret base that in 1947, with the Antarctic summer approaching, "**Operation Highjump**" was launched with a military task force headed by **Admiral Byrd**. The task at hand was to go straight to **Neu Schwabenland** and rebuild the area into a base. If one was found, 4,700 armed troops would have been sent to capture or destroy it. The task force carried out aerial reconstruction, leaving behind 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, and **Byrd** returned after several weeks, far from the 8 months he had been assigned. In his unofficial comments to the South American press, **Byrd** stated that he had been attacked by "enemy aircraft" that "could fly from pole to pole at incredible speeds." Subsequently, the modern **UFO** phenomenon emerged in 1947, and concentrated disc development programmes were initiated in the 1950s that continued on to the current "**black project**" aircraft operated by the **CIA, NSA and NRO**.

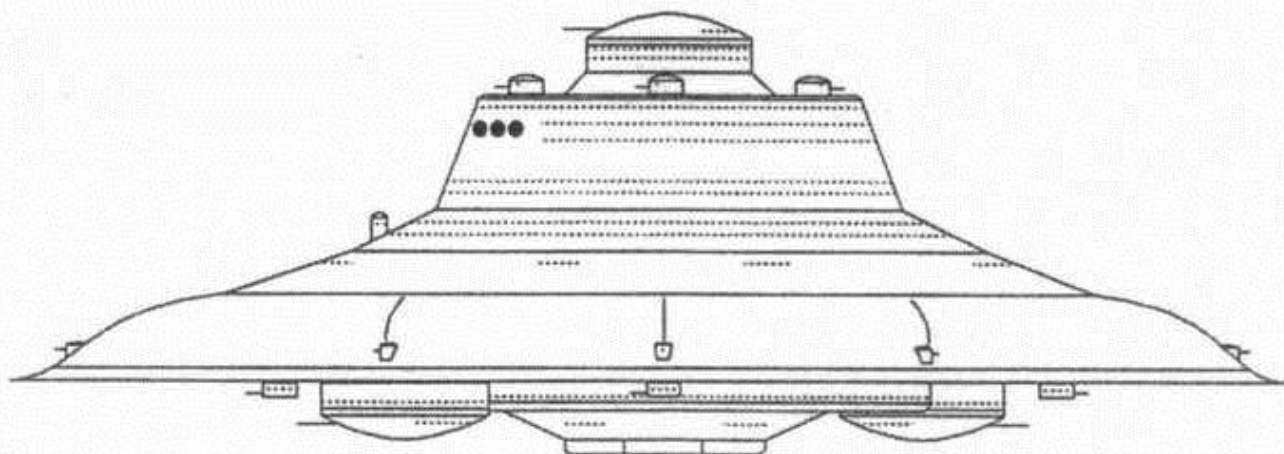
Thus, the history of **the Third Reich's disc programmes** does not end with the collapse of **the Third Reich** itself. It remains unresolved...



Vril 1 "Jager (Hunter)"
(1941)

The **Vril** motto, "Not all that is good comes from above," sums up the entire history of **the Vril Gesellschaft** (society) from its inception to the final days of World War II, when this occult group seemed to disappear from the face of the earth.

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



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

But unlike the other two groups, the **Vril Gesellschaft** was a circle of women who were also fighting against their time and culture. They were psychic mediums who wore their hair in a ponytail. They believed that their long hair acted as cosmic antennas to receive **alien communication** from beyond. Therefore, this is where the story of the Vril disc begins.

Despite their distrust of men, the **women of Vril** joined forces with the Thule Gesellschaft and DHvSS in order to build an interdimensional disc-shaped flying machine known as the **Jenseitsflugmaschine** (JFM). In 1922, the strange disc-shaped machine was built in Munich and tested for two years. It is not known whether any success with channelled flight was ever achieved, but a certain **WO Schumann** from *the Technical University of Munich* invented a levitator based on information channelled from the JFM provided by the mediums **Maria Orsic** and **Sigrun**. In 1924, the JFM project was dissolved, but work continued on

improvement of the **levitation** unit known until then as the Schumann SM-Levigator.

With the **Nazi Party** in power in 1933 (which originated from the Thule Gesellschaft), occultists received official support for the continued development of the **Thule** and **Vril** flying discs, beginning with the **RFZ** (Rundflugzeug, or Aircraft Round) series from 1934 to 1941.

As the war had begun in 1939, the RFZ-5 became **the Haunebu I** and in 1941 the RFZ-7 became the **Vril 1 Jager** (Hunter). The reason for the changes was due to the revolutionary Thule Triebwerk engine (Thrustwork), which uses rotating electro-magnetic-gravitational fields to affect gravity. By 1941, **Vril** had perfected the SM Levigator and therefore introduced two new series of limited construction, but with slightly different objectives.

Thule wanted to develop both a combat craft and a functional Raumschiff (spaceship). **Vril**, by comparison, only wanted to develop Raumschiffen to reach **Aldebaran** in the constellation Taurus, 68 light years from Earth.

As **Hitler** had banned secret societies in Germany from 1941 onwards, both Thule and Vril were documented under the SS Technical Power Unit E-IV (Entwicklungsstelle 4), which was tasked with developing alternative energies. This unit had already helped with the RFZ series, but now Thule and Vril no longer existed "officially." **Vril** became known secretly as "the chain." Vril members wore a Doppelsignet disc representing the two mediums **Maria Orsic and Sigrun**.

The first purely Vril disc – **the Vril 1 Jager** (Hunter) – was built in 1941 and flew for the first time in 1942. It was 11.5 metres in diameter, had a single pilot, and could reach 2,900 km/h – 12,000 km/h! It flew with a metal dome at first, but subsequent test versions had a heavily armoured glass dome and could seat two crew members. Its endurance flight was 5.5 hours. It was planned to arm this craft with two MK-108 cannons and two MG-17 machine guns. Seventeen of these craft were built and tested between 1942 and 1944, with 84 test flights.

The **Vril 2 Zerstoror** (Destroyer) was a highly advanced oval disc that was too complex for the time, so it was designed for 1945/46, but no construction was ever started. **The Vril 3 and 4** were photographed but did not survive. No information is available about them. **The Vrils 5 and 6** also do not appear and may have been only designs. **Vril 7 and 8**, however, were built.

The **Vril 7 Geist** (Spirit) was 45 metres in diameter and manned by fourteen men. It was built in 1944 and tested in the Arado-Brandenburg using

the Vril's own Triebwerk.

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

Sigrun was really insulted by the whole purpose of the Vril discs, which were intended for space flight. No conventional bomber could withstand the heat of the speeds achieved by these machines, which were built from specially made hulls made of an advanced metal called **Viktalen** (in some sources Victalen or Viktalon). The **Vril 1** had one hull of this type, the **Vril 7** had two. The large **Haunbeu III** had three!

With the SS controlling all aspects of the disc programmes, each model had to have at least theoretical provision for armament. In **the Geist 7 Vril**, this would have been four MK-108 cannons.

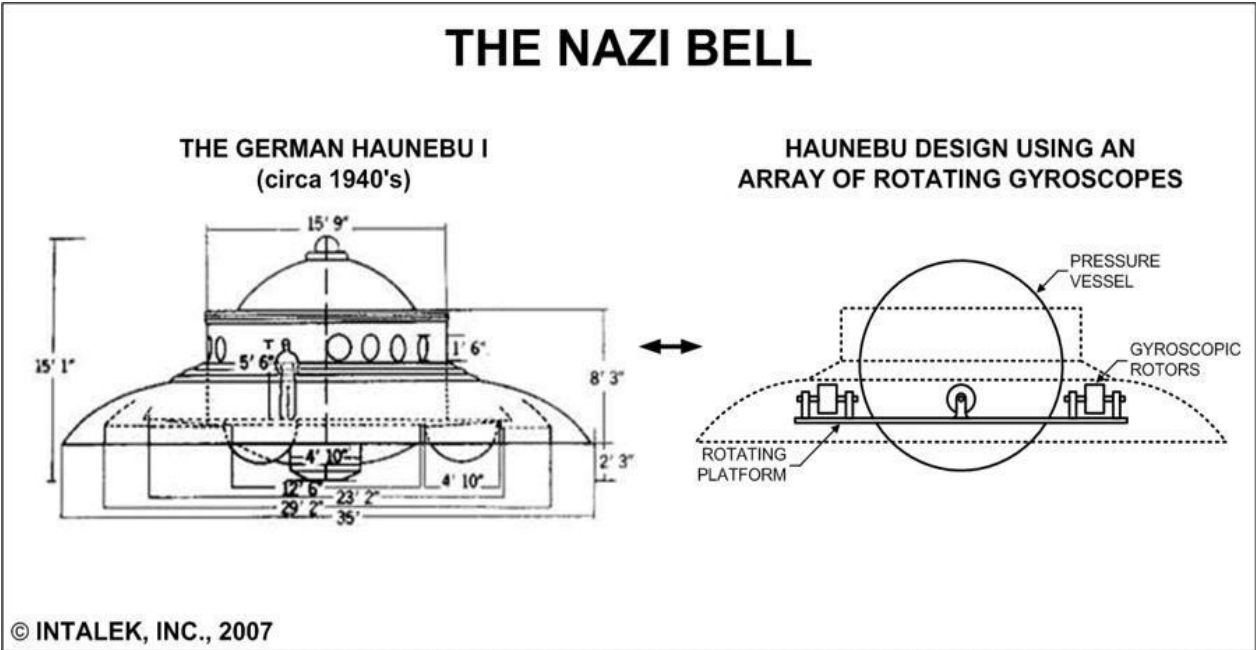
The **Vril Odin 8** was the last official Vril flying disc that was tested in the spring of 1945, during the collapse. This disc had an automatic Oberon upward firing weapon installation on top of the control centre.

The Vril Society had begun fleeing to the 211 Base in Neu Schwabenland Antarctica in March 1945, so it appears that the Vril Odin 8 was the last Vril disc actually tested. However, a few weeks after Germany surrendered, both Haunebu and Vril craft were seen in the skies over occupied Germany. Although the **Vril 9 Abjager** (Universal Hunter) was shown as a design on paper, a craft identical to it was photographed in the post-war period.

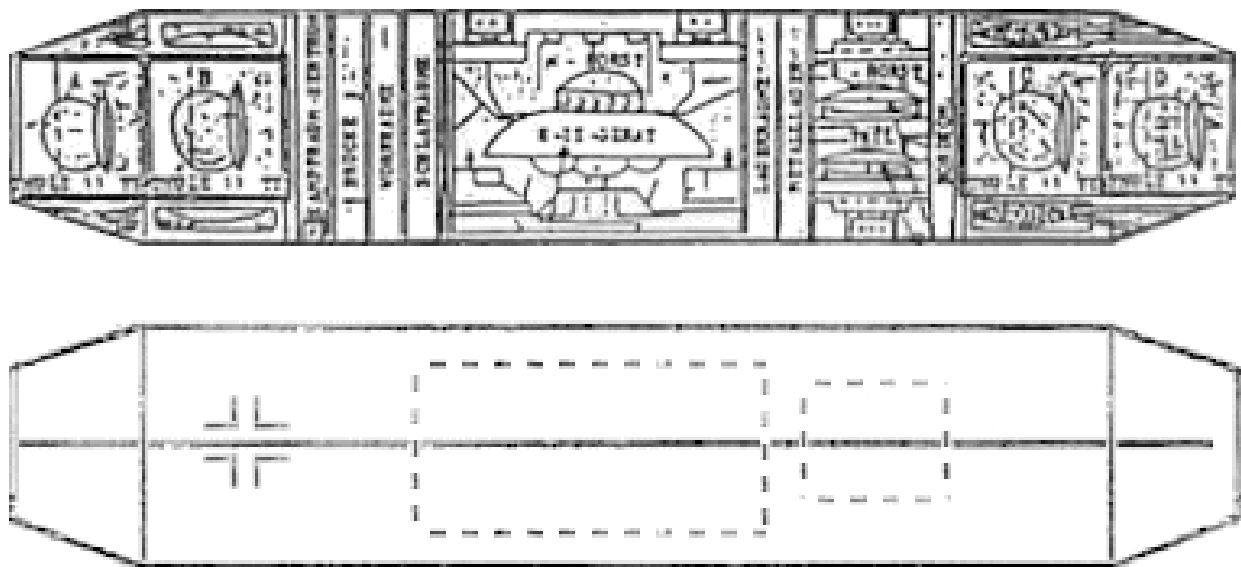
The final Vril plan was the construction of a 139-metre-long cylindrical Raumschiff known to the SS Unit E-IV as the **Andromeda-Gerat**. This "flying cigar" was to be housed in a huge, Zeppelin-like hangar above ground, with construction beginning in 1945. Once completed, it could accommodate a large Haunebu IV and two Vril 2 craft, enabling them to make the journey to Aldebaran, the ultimate dream of the Vril Society.

Although these mysterious ships seem to come from the realm of *science fiction*, it is interesting to note that once Germany was occupied and military intelligence teams swept through the defeated nation, all documentation and evidence **of the Vril Society** was destroyed by the Allies. If the occult society and craft never existed and posed no threat to the Allies, then why were all traces of its existence so vigorously pursued by the victors?

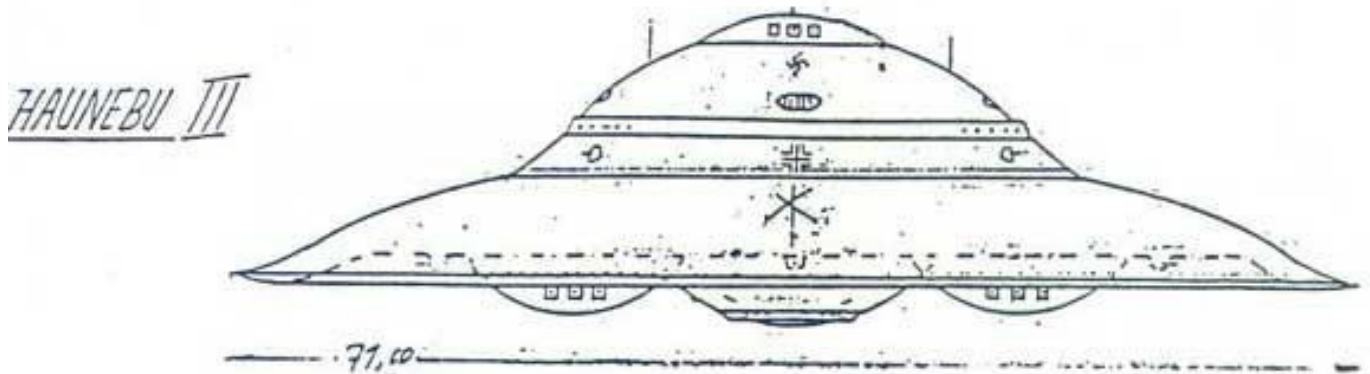
"Not everything that is good comes from above." For **Vril**, which came "from beyond... 68 light years from Earth," it was this obsession that led to ALL the hidden German disc programmes. Can we ever know if any of them actually reached their final destination?



The **HAUNEBU III**, with a diameter of 71 m, was built only once and reached at least 19 in flights (about 7,000 km/h).



And in the planning stage, there was the "**ANDROMEDA device**", a 139-metre-long mother ship with hangars for one Haunebu II, two VRIL I and two VRIL II.



SCHWERER BEWAPNETER FLUGKREISEL „HAUNEBU III“

Durchmesser: 71 Meter
 Antrieb: Thule-Tachionator 70 plus Schumann-Levitatoren (gepanzert)
 Steuerung: Mag-Feld-Impulsor 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 108, 8 x 3cm KSK ferngesteuert
 Außenpanzerung: Dreischicht-Victalen
 Besatzung: 32 Mann (erg. Transportverm. max. 70 Personen)
 Weltallfähigkeit: 100 %
 Stillschwebefähigkeit: 25 Minuten
 Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht
 Grundsätzliche Einsatztauglichkeit: Etwa 1945.
 Bemerkung: SS-E-IV hält den Hinweis 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 III Technical Data: Diameter: 71 metres

Drive: Thule Tachyonator 70 Plus Schumann SM Levitators (armoured)

Control: Magnetic field pulse generator 4a

Speed: 7000 kilometres per hour (40,000 km/h possible)

Range: (in flight time) approx. 8 weeks

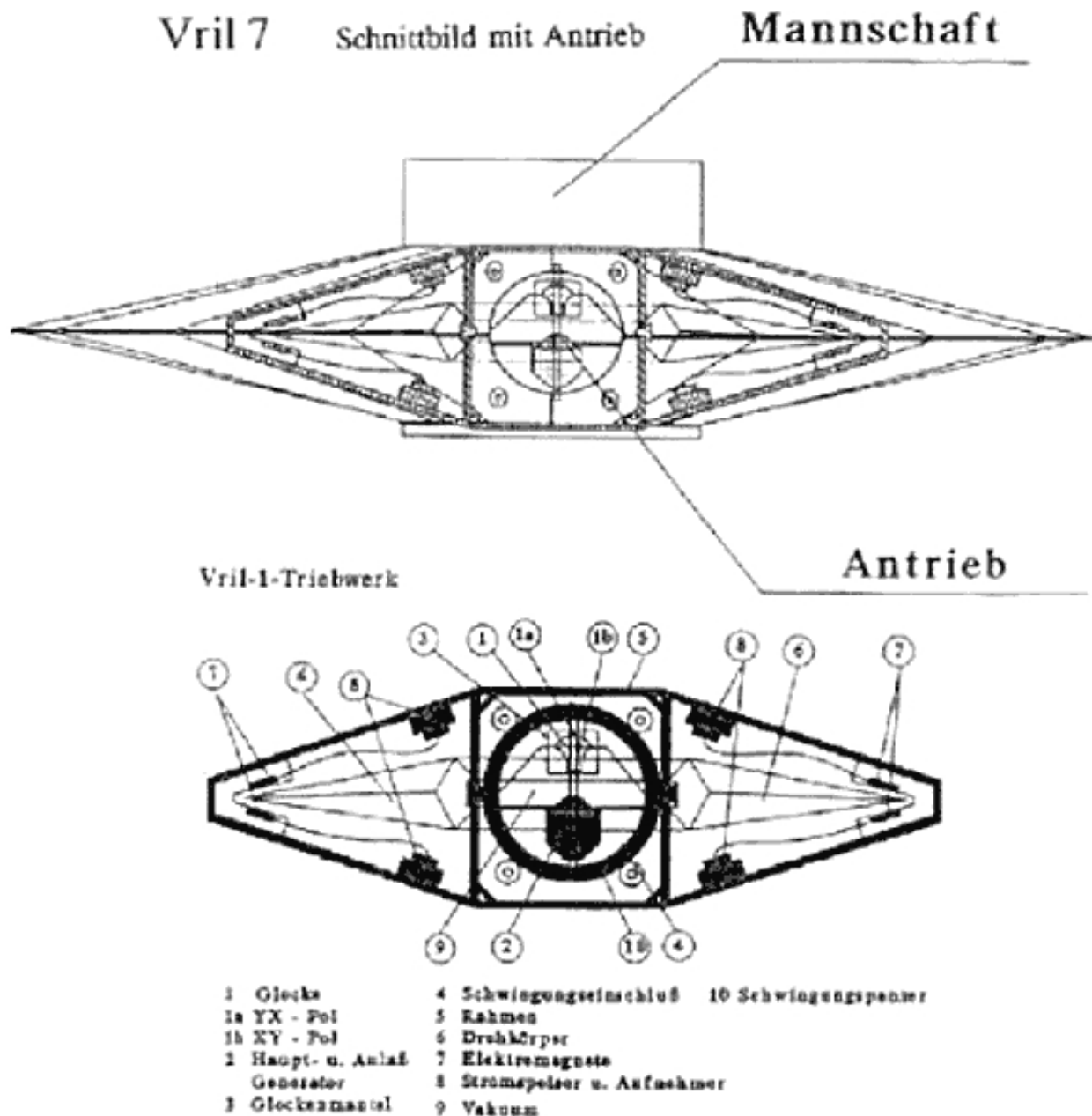
Armament: 4 x 11 cm KSK (trahl K jangada S K anonne) in four rotating turrets. 10 KSK x 8 cm in rotating rings plus 6 x MK 108 and 8 x 3 cm KSK remote-controlled.

Outer armour: triple "Victalen" **Crew:** 32 men (up to 70 possible) **Space capability:**

100%

Hovering capability: 25 minutes

General flight capability: Day & night, weather independent



Gemeinschaft des Schwarzen Steins

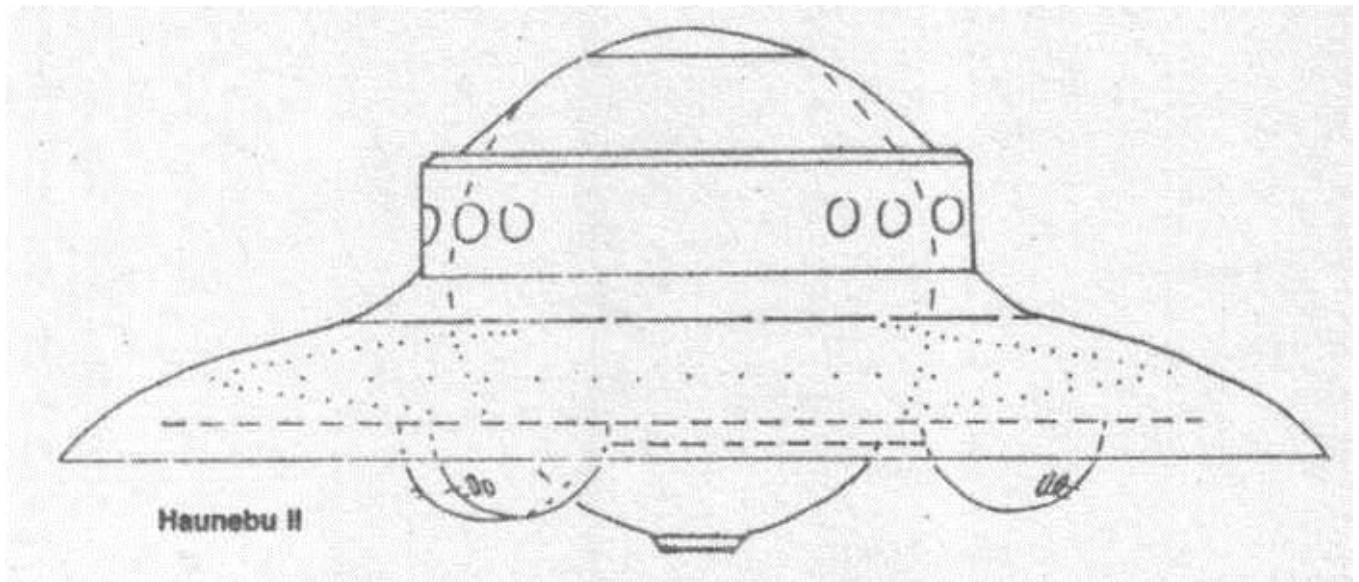


Rekonstruktionsversuch

Durchmesser des Geräts ca. 45 m

What happened to these flying machines after the war?

It cannot be ruled out that a small series of Haunebu IIs could have been built. The various photographs of UFOs that emerged after 1945 with the typical characteristics of these German constructions suggest as much.



Some say that some of them had been sunk in the Austrian Mondsee, others claim that they were taken to South America or transported there in parts. It is certain, however, that if the plans did not reach South America, the plans that had been approved for new ones to be built and flown there had been used in part in 1983 in "Project Phoenix," the follow-up to the 1943 "Philadelphia Experiment." This was a teleportation, materialisation and time travel experiment by the US Navy that was more successful than you could ever imagine in your wildest dreams. There is enough material for another book, but it does not fit very well into our subject here. See the literature list.

In 1938, a German expedition to Antarctica was carried out with the aircraft carrier *Schwabenland* (Swabia). 600,000 km² of ice-free area with lakes and mountains were declared German territory, the "NEUSCHWABENLAND" (New Swabia). Entire fleets of submarines from the 21 and 23 series were subsequently sent to *Neuschwabenland*.

Today, around one hundred German submarines are still missing, some equipped with *Walter's* snorkel, a device that allowed them to remain submerged for several weeks, and it can be assumed that they fled to *Neuschwabenland* with the flying discs dismantled or at least the construction plans. Once again, it must be assumed that since the test flights had been very successful, some of the flying discs flew directly there at the end of the war.

Perhaps some may think these assumptions are a little on the bold side, but there are strong indications that this may well have happened in this way. (For example, the video production UFO-SECRETS OF THE THIRD REICH - which so clearly shows the story here - why is it that this production never appears on our traditional TV stations? Because it reveals the whole secret -? And why did the Americans after WW2 have to secure this information for their own increase in power and prevent this information from getting OUT - this would sabotage their control of the world through money and energy control).

There is the question of why, in 1947, Admiral E. Byrd led an invasion of Antarctica, why he had 4,000 soldiers, a warship, a fully equipped aircraft carrier and a functioning supply system under his command if it was merely an expedition?

expedition? He had been there for eight months for the exercise, but had to stop after eight weeks and high losses of planes not disclosed even today. What happened?

Later, Admiral Byrd spoke to the press:

"It is the bitter reality that in the event of a new war, we must expect attacks from aircraft capable of flying from pole to pole." He added that there was an advanced civilisation there that used its excellent technologies in conjunction with the SS.

Norbert-Jurgen Ratthofer writes about the whereabouts of the Haunebu developments in his book "Zeitmaschinen" (Time Machines):

"The Haunebu I, II and III and VRIL space gyroscopes that flew in flying saucers had disappeared after May 1945 ... It is very interesting to note in this context that, after its test flight XIX, the German Haunebu III is said to have taken off on 21 April 1945 from Neuschwabenland, a vast territory officially belonging to Germany in East Antarctica, for an expedition to Mars, about which nothing more is known ...

A year later, in 1946, many sightings that suddenly occurred in Scandinavia of shining objects of unknown and definitely artificial origin caused a great stir among the Allies in the East and West. Once again a year later, in 1947, and well into the Fifties, a growing number of bright unknown flying objects, undoubtedly directed by intelligent beings, mostly round, disc-shaped or bell-shaped, sometimes cigar-shaped, called UFOs, appeared over North America. "

The text goes on to say that, as a rule, these objects were different from German developments. I beg to differ. Photographic material provides good evidence that the special version of the Haunebu II had been sighted many times since 1945. If you have struggled with what is available in the UFO world for ten years as I have, you will know that in a significant percentage of cases where personal contact with people from so-called UFOs has been made, these were of a particularly beautiful Aryan type, blond and blue-eyed, and that they spoke either German or another language with a German accent (for the informed, I refer to the Adamski case of 1952, the Cedric Allingham case of 1954 and the Howard Menger case of 1956).

It is also said that colour photographs taken by a night watchman in West Germany in the 1970s show a flying saucer that landed and took off again, bearing a knight's cross and a swastika on its hull.

The flying machines mentioned are well documented in photographs and films. There is a 60-minute documentary entitled "UFO - Secrets of the Third Reich". The American Vladimir Terziski gave a three-hour speech at the 1991 September UFO conference in Phoenix, Arizona, where he showed slides of German spacecraft, construction plans and German underground bases. Also of interest are the book by Italian Air Force commander Renato Vesco and Rudolf Luser's book "Die Deutschen Waffen und des Geheimwaffen Zweiten Weltkrieges und ihre Weiterentwicklung" (German Weapons and Secret Weapons of World War II and Their Development), JF Lehmanns Verlag, Munich 1971.

Do you now see why the subject of UFOs is treated as nonsense by the media, especially in Germany? Against this German backdrop, it becomes clear that the world of news and media controlled by the Illuminati through the Anglo-American Zionist lobby goes to great lengths to prevent German citizens from researching this area.

The question arises: where did the secret societies Thule and Vril obtain their knowledge about the construction of these flying machines? And where did they get their knowledge of genetic engineering, an area in which the Germans were also far ahead of other countries?

According to Herbert G. Dorsey and other researchers who had, in addition to the construction plans, the Vril-Gesellschaft had received through telepathic contact with extraterrestrials, a non-terrestrial spacecraft that crashed in the Black Forest in 1936 and whose damaged unit had proved a great help to the Germans. But there is virtually no proof of that, and there are no known eyewitnesses.

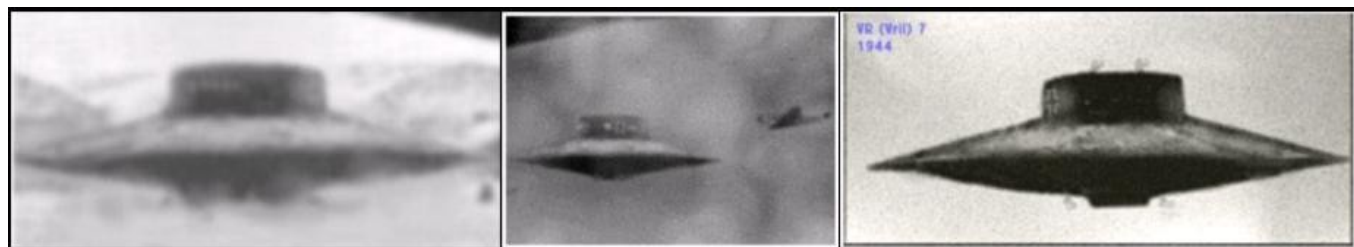
But they do exist in America, and in large numbers. Around the same time, Americans recorded a large number of failures that could not be kept entirely secret. More on that later.

Back to the political arena. In addition to the fact that IG Farben supported Hitler, its cartel partner Standard Oil (Rockefeller) fanned the flames against the Nazis. The Ford Motor Company, for example, helped build the American army while simultaneously producing military vehicles for Nazi Germany. Ford and Opel (a subsidiary of General Motors, which is controlled by JP Morgan) were the two largest tank manufacturers in Hitler's Germany.

Whatever the outcome of the war, these multinational companies had already made their profits. Many companies followed this principle during World War II.

Why is there nothing about all this in school textbooks or encyclopaedias? Especially in Germany, where freedom of the press is apparently honoured and *the truth* is taught?

One reason is that the Rockefeller Foundation spent US\$139,000 in 1946 to present an official history of World War II, which covered the entire history of US bankers' building of the Nazi regime, as well as the hidden and mystical background of the Nazis. One of the main sponsors was Rockefeller's own Standard Oil Corp.



Excerpt from Societies, secret book by January Van Helsing (pseudonym)

From page 179 (some headlines added here):

THE DEVELOPMENT OF GERMAN UFOs BEFORE WW2.

THE VRIL-GESELLSCHAFT OR

"Not everything GOOD comes from above"





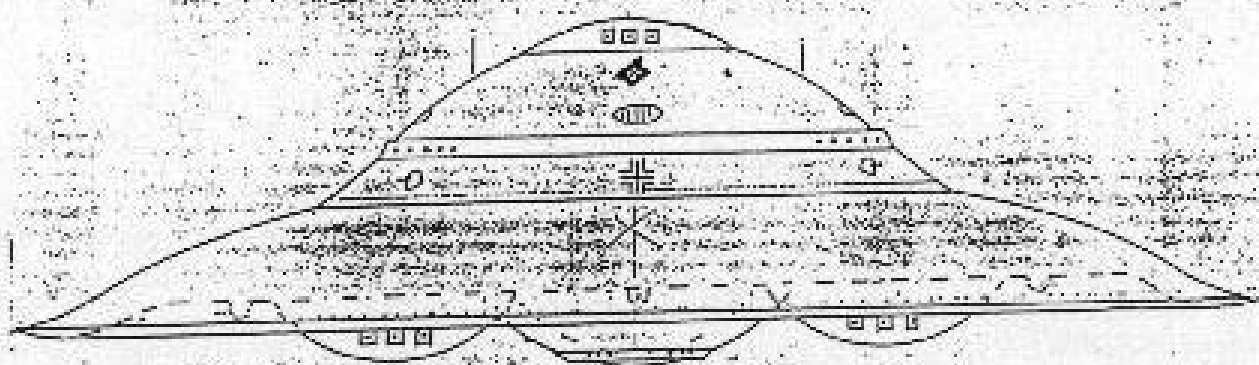
PHOTOS - ART BY JIM NICHOLS

The VRIL-Gesellschaft (VRIL Society) does not exactly fit our theme, which has a more political bias, but it is certainly one of the most interesting secret societies that ever existed. Therefore, it just has to be mentioned here. In Germany, there is not a single book or any other material to be found that would mention an organisation of this name; the Allies successfully removed everything. But as you will see, not all the material has actually disappeared.

And I am very pleased that I can reveal this here, because you will see that "non-German" circles of power have an interest in keeping these events of the German people hidden.

In 1919, Karl Haushofer founded a second order, the "BRUDER DES LICHTS" (Brothers of Light), which was later renamed "Vril-Gesellschaft". This order was joined by the new Templar Order "DIE HERREN VOM STEIN Schwarzen" (DHvSS, The Lords of the Black Stone), which emerged in 1917 from the Teutonic Order, and the "SCHWARZE RITTER" (Black Knights) of Thule and the SS elite "SCHWARZE SONNE" (Black Sun).

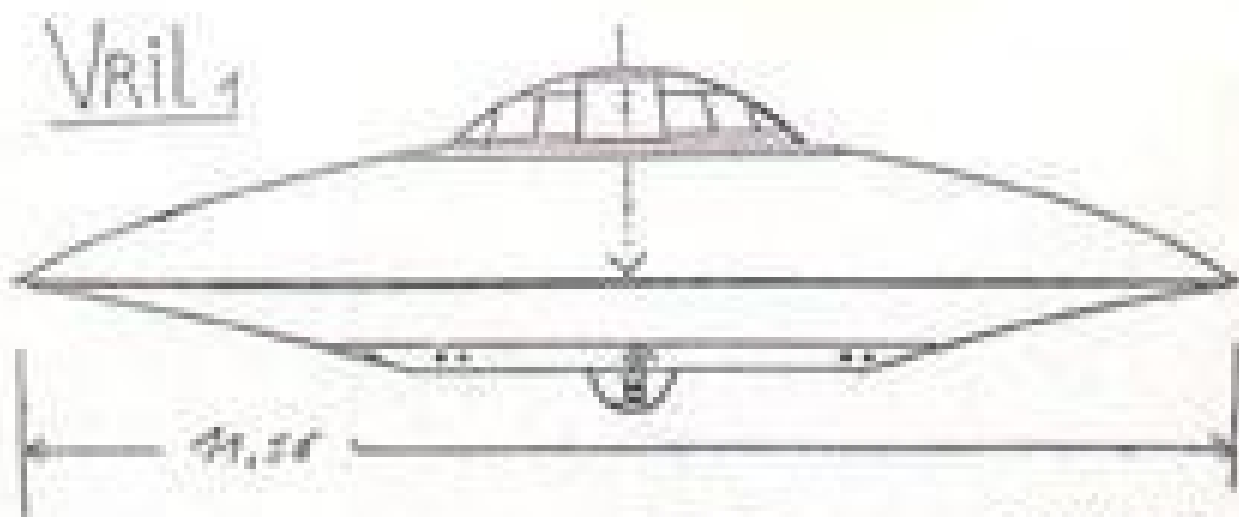
To compare the THULE and VRIL-Gesellschaften, it is easier to say that the Thule-Gesellschaft dealt with material and political interests, while the Vril-Gesellschaft was more oriented towards the other side. However, they shared many concepts, such as Atlantis, Thule, the basic connection between the Teutons and Mesopotamia, but also ancient sacred sites such as the "Externsteine" (outer stones) or the Hausberg in Stronegg were areas of common research.



71,00

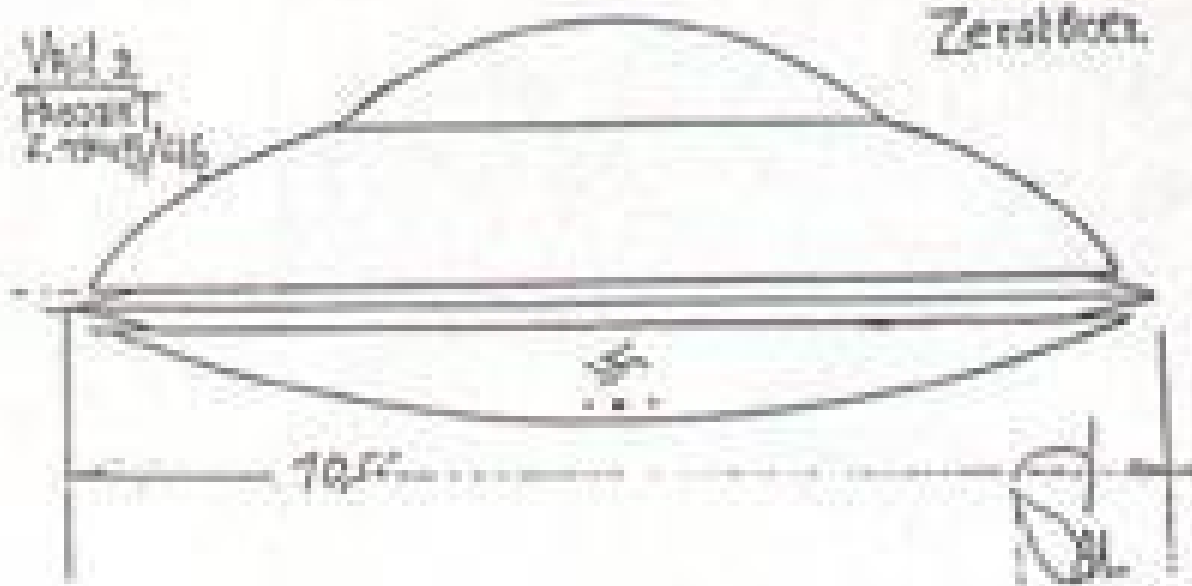
SCHWERER BEWAFFNETER FLUGZEUGZERSTÖRER „RAUMBO III“

Durchmesser: 71 Meter

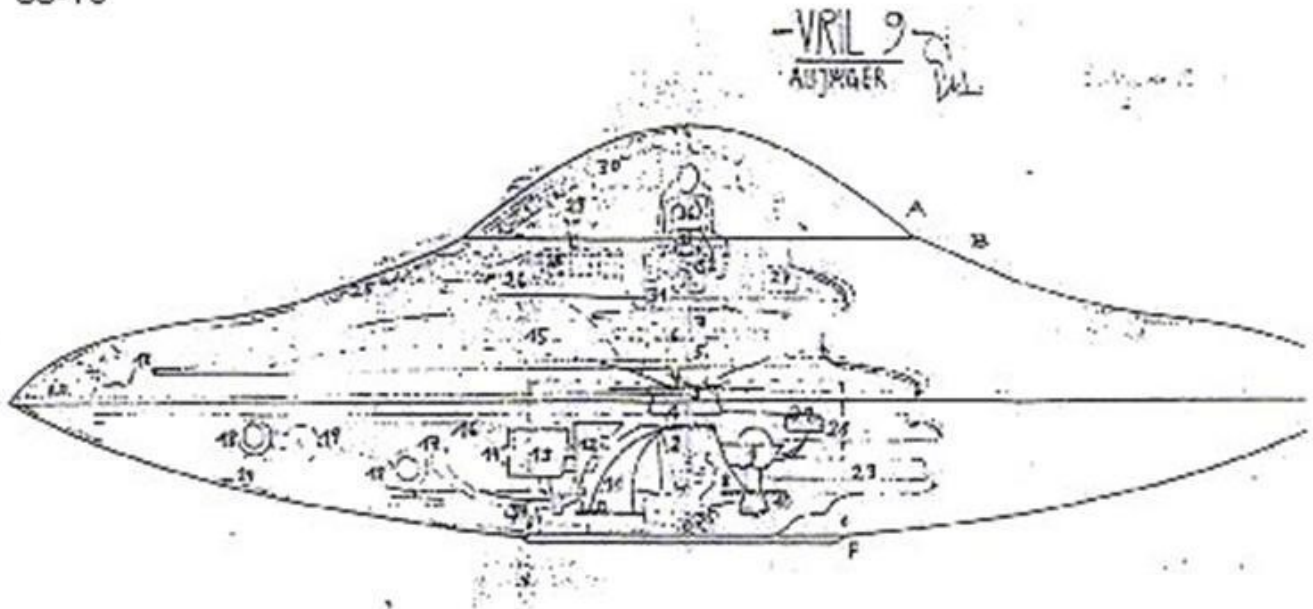


Vril₂
PROJEKT
I. 1943/46

Zerstörer



SS-V9



Cosmic communication through mediums:

In December 1919, a small circle of people from Thule, Vril, and DHvSS gathered in a specially rented forest lodge near Berchtesgaden (Germany). They were accompanied by Maria Orsic and another medium known only as Sigrun. Maria had received telepathic transmissions in a secret Templar script – a language unknown to her – containing technical data for the construction of a flying machine. According to Vril documents, these telepathic messages came from the Aldebaran solar system, which is sixty-eight light years away in the constellation Taurus.

I would like to present here a brief summary of the messages the Vril mediums received over the years and which served as the basis for all further actions by the Vril-Gesellschaft:

"The Aldebaran solar system has a sun around which two inhabited planets revolve, forming the 'SUMERAN' empire. The population of the Aldebaran system is divided into a superior race of 'people of God' (Aryans) and several other human races that had developed through negative mutation from the 'people of God' due to climate change on the planets. The mutated races apparently are at a lower stage of spiritual development. The more the races mixed, the lower the spiritual development of these peoples sank, which led to the situation that, when the sun began to expand, *Aldebaran* could no longer maintain the space travel technology of their ancestors and could not leave the planets by their own means. The inferior races, totally dependent on the superior race, had to be evacuated and were brought to other habitable planets. Despite the

ancestors and could not leave the planets by their own means. The inferior races, totally dependent on the superior race, had to be evacuated and were brought to other habitable planets. Despite their differences, all races respect each other and do not interfere with each other, neither the people called God nor the inferior races.

Each respected that the others had only made their own developments (in contrast to what happens on Earth).

About 500 million years ago, "People of God's Light" began to colonise other planets like Earth, after the expansion of the Aldebaran sun and the resulting heat made the original planets uninhabitable. It is said that in our system they first colonised the planet *Mallona* (also called Maldek, Marduk or - by the Russians - Phaeton) which existed in the area of today's asteroid belt, and then between Mars and Jupiter. Mars was nearby.

The evidence for a highly developed race on Mars is provided by the well-known face on Mars and the pyramid city that was photographed by the Mars *Viking* probe in 1976. It is assumed that the superior race of Sumeran-Aldebaran then also came to Earth for a first visit, witnessed by the petrified imprint of a shoe found to be about 500 million years old, and crushed under the heel a trilobite, a crustacean that lived briefly on Earth and became extinct about 400 million years ago.

The Vril people believed that later, when Earth slowly became habitable, the Aldebaran race landed in Mesopotamia and formed the master caste of the Sumerians, who were described as righteous, white people of God. The Vril telepaths also discovered that the Sumerian language was not only identical to that of the Aldebarans, but also that it seemed unintelligible German and that the frequency of German and Sumerian-Aldebaranian were practically identical.

We cannot know whether these statements about Aldebaran were based on facts, but the construction plans and technical details that the Vril telepaths received—wherever they came from—were so accurate that they led men to the most fantastic idea ever conceived: the construction of a "Jenseitsflugmaschine," a "machine for flying to the other side"!

The concept of an "alternative science" emerged (today we would say "alternative forms of energy"). But they only began work on the project three years later.

During this initial phase of "alternative science" or "Schumann" at the Technical University of Munich, a member of both Thule and Vril gave a speech, part of which is reproduced here:

"In everything we recognise two principles that determine events: light and darkness, good and evil, creation and destruction of electricity - as we know more and less. It is always like this: either one or the other."

These two principles: the creative and the destructive - also determine our technical means
...

Everything destructive is of satanic origin, everything creative is divine ... All technology based on explosion or combustion must be called satanic. The coming new era will be an era of new technology, divine and positive! ..." (From the secret SS files).

At the same time, scientist **Viktor Schauberger** worked on a similar project. Johannes Kepler, whose ideas Schauberger followed, had knowledge of the secret teachings of Pythagoras that had been adopted and kept secret by the Knights Templar. It was the knowledge of implosion (in this case, the use of the potential of the inner worlds in the outer world). Hitler knew – as did the people of Thule and Vril – that the divine principle has always been constructive. Technology, however, is based on explosion and is therefore destructive to the divine principle. Thus, they wanted to create a technology based on implosion. Schauberger's theory of oscillation (principle of tone sequence, monochord) incorporates the knowledge of implosion. Simply put:

IMPLOSION instead of EXPLOSION!

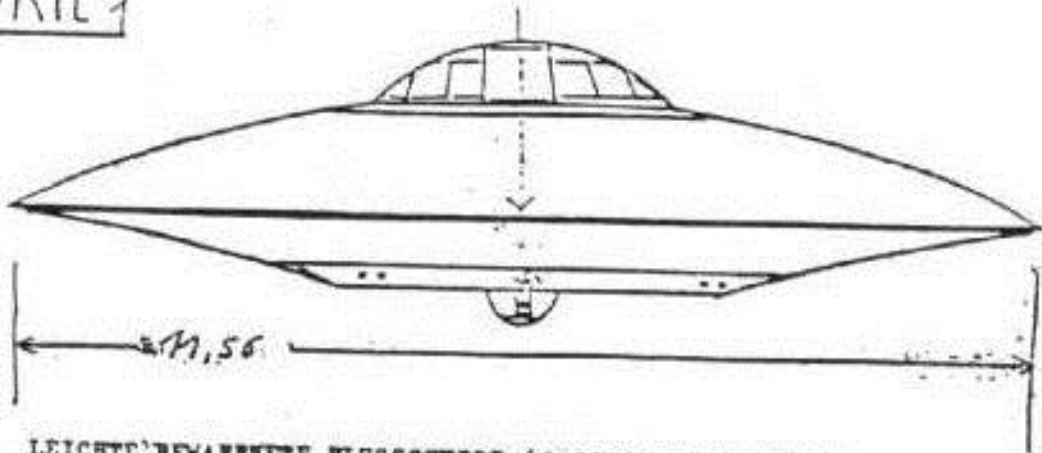
Following the energy paths of the monochord and implosion technology, one arrives at the realm of antimatter and thus the cancellation of gravity.

In the form of saucer-shaped flying machines.

In the summer of 1922, the first flying saucer-shaped machine was built, whose drive was based on implosion (the "other side flying machine"). It had a disc eight metres in diameter with a second disc with a diameter of six and a half metres above it and a third disc seven metres in diameter below it. These three discs had a hole in the centre measuring 1.8 metres across, in which the unit, which was 2.4 metres high, was mounted. The lower part of the central body was cone-shaped, and a pendulum reaching the cellar was suspended from it, which served for stabilisation. When activated, the upper and lower discs rotated in opposite directions to create a rotating electromagnetic field.

The performance of this first flying disc is unknown. However, experiments were carried out with it for two years before it was dismantled and probably stored at Messerschmidt's works in Augsburg. In the books of various German industrial companies under the code name "JFM" (for Jenseitsflugmaschine) there are entries showing payments for the financing of this work. Certainly, the DRWE VRIL (formally called the "Schumann SM-Levigator") emerged from this machine.

Vril 1



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

Durchmesser: 11,50 Meter
 Antrieb: Schuman-Lavitator (gepanzert)
 Steuerung: Mag-Feld-Impulser 3a
 Geschwindigkeit: 2900 Kilometer p. Stunde (bisher), bis zu ca. 12000 mögl.
 Reichweite (in Flugdauer): 5 1/2 Stunden ((Flug-Aufladung mittels K3 von
 Haunebu aus, wird erprobt))
 Bewaffnung: 1 8cm KSK, fernsteuerbar, unten, + 2 x MK 108 u. 2 x MG 17
 Außenpanzerung: Doppel-Viktalen
 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.

Vril 1 September 44

diam. 11.5 m

Drive: Schuman levitator (anti-gravity equipment)

Steering/control: mag-feld-impulser Speed: 2900-

12,000 km/h

Capacity: 5.5 hours in air

 Haunebu 1 from Dec. 1944,

diameter 25 m

Drive: Thule 7b tachyomator (anti-gravity equipment)

Steering: mag-feld-impulser

Speed: 4800-17,000 km/h

Capacity: 18 hours in air Crew:

8 people

Haunebu II From 43-44

diameter 26.3 m

Drive: Thule 7b tachyomator (anti-gravity
equipment) Steering control: mag-feld-impulser

Speed: 6000-21000 km/h

Capacity: 55 hours in air

Crew: 9 people

Haunebu III From times in-

45 diam.71 m

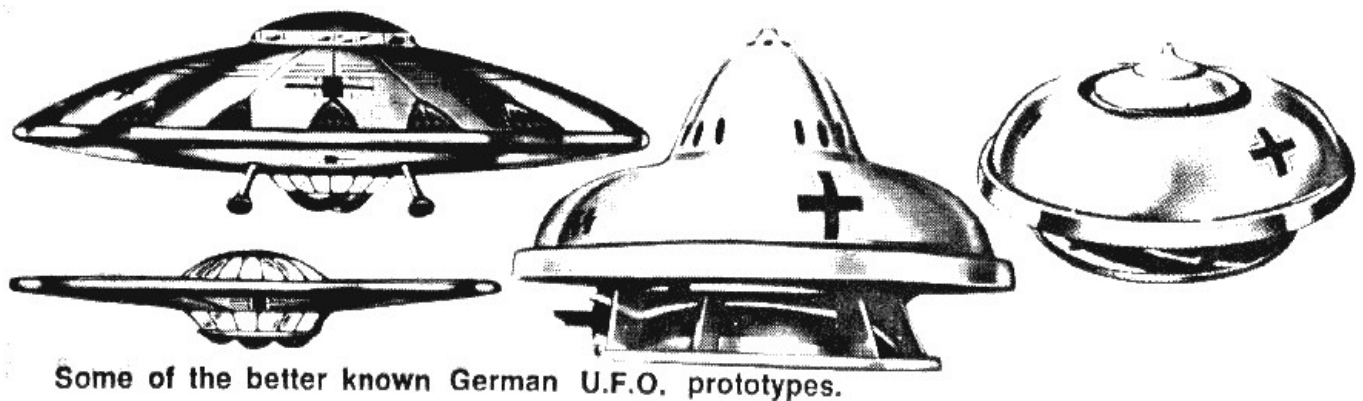
Drive: Thule 7b tachyomator and Schuman levitators (anti-gravity equipment)

Steering: mag-feld-impulser

Speed: 7000-40000 km/h

Capacity: 8 weeks in the air

Crew: 32 people



In principle, the "flying machine from the other side" must create an extremely strong field around itself that extends slightly into its surroundings, which would thus close off the space, including the machine, into a microcosm that is completely independent of Earth's space. At maximum strength, this field would be independent of all surrounding universal forces - such as gravity, electromagnetism, radiation and matter of any kind - and could therefore manoeuvre within the gravitational or any other field at will, without the forces of acceleration being effective or perceptible.

In June 1934, Viktor Schauberger was invited by Hitler and the highest representatives of the Thule and Vril societies and worked with them from then on.

After initial failure, the first German UFO also appeared in June 1934. Under the leadership of Dr. W. O. Schumann, the first experimental flying machine, the RFZ 1 (Rundflugzeug 1), was developed at the *Arado* aircraft factory in Brandenburg. On its maiden flight, it rose vertically to a height of about 60 metres, then swayed and danced in the air for a few minutes. The *Arado 196* guidance system was completely useless. The pilot, Waiz Lothar, only managed to somehow bring it back to the ground, jump out and run away before it started acting like a spinning top, turned upside down and literally tore itself to pieces. That was the end of the RFZ 1, but the beginning of the Vril flying machines.

Before the end of 1934, the RFZ 2 was ready, with a Vril unit and a "magnetic field impulse steering unit". It had a diameter of five metres and the following flying characteristics: With increasing speed, the visible contours became blurred and the craft displayed the colours typical of UFOs: depending on the setting, red, orange, yellow, green, white, blue or purple. It worked - and was to fulfil a remarkable destiny in 1941 during the "Battle of Britain", when it was used as a reconnaissance craft for transatlantic flights, because the standard German fighter ME 109 had insufficient range for these flights.

By the end of 1941, it was photographed over the South Atlantic on its way to the German cruiser *Atlantis* in Antarctic waters. However, it could not be used as a fighter. Its thrust direction only allowed it to change direction by 90°, 45° or 22.5°, which is exactly the standard right-angle flight pattern associated with and typical of UFOs today!

After the success of the RFZ 2 as a small reconnaissance craft, the VrilGesellschaft had its own test area in Brandenburg. By the end of 1942, the lightly armed "VRIL-1-Jäger" (VRIL-1 fighter) was transported by air. It measured 11.5 metres in diameter, was made for one person, had a "Schumann-Levigator" drive and a "magnetic field steering unit". It reached speeds of 2,900 to

12,000 km/h, could change direction at a right angle at full speed without affecting the pilot, could fly in any weather and had a spatial capacity of 100%. *Seventeen VRIL-1s were built and the same versions had two seats and glass domes.*

During this time, a separate project was also being worked on, the V-7. Several discs were built under this code, but with conventional jet engines. ANDREAS EPP had designed a combination of levitation disc and jet propulsion, the RFZ 7. The Schriever-Habermohl and Miethe-Belluzo groups worked with him. The RFZ 7 had a diameter of forty-two metres and crashed on landing in Spitzbergen. A second craft was later photographed outside Prague. According to Andreas Epp, this craft was to be armed with nuclear warheads to attack New York.

In July 1941, Schriever and Habermohl built a round, jet-powered vertical take-off craft, but it had serious shortcomings. They went on to develop a "flying electro-gravitational gyro" with a "tachyon drive" that proved more successful. Then Schriever, Habermohl and Belluzo built the RFZ 7 T, which was fully functional. However, the V-7 flying discs were mere toys compared to the Vril and Haunebu discs.

Within the SS there was a group studying alternative energies, the SS-E-IV (Black Sun Development Group IV), whose main task was to make Germany independent of foreign oil. The SS-E-IV developed the existing Vril discs and Captain Hans Coler's tachyon converter, the "DRIVE THULE", which was later called the "TACHYONATOR THULE".

44 Geheime Kommandosache

44

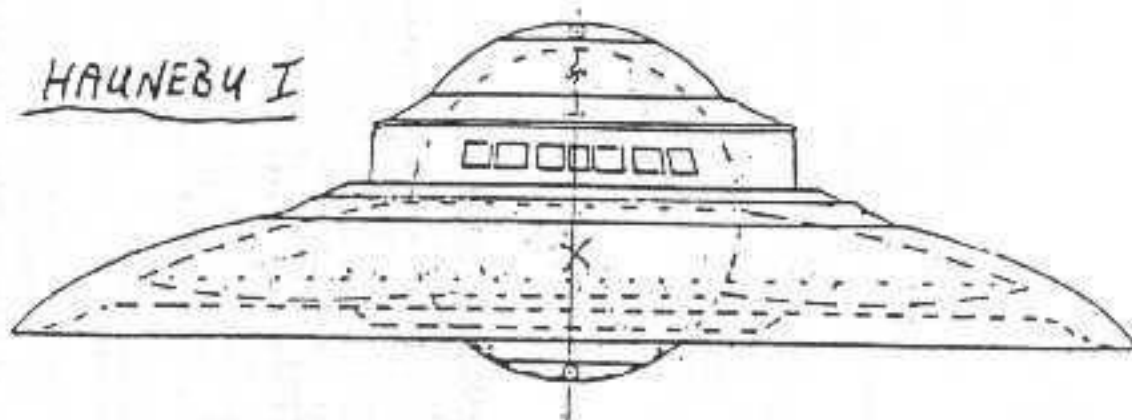
Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

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	(Schumann)

Zuspehlung:

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

HAUNEBU I



MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU I“

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

Bemerkung: Die ES-E-IV hält Konzentration auf bereits im Versuch stehende „Haunebu II“ für sinnvoller als an beiden Typen parallel weiterzuarbeiten. „Haunebu II“ verspricht entscheidende Verbesserungen in nahezu allen Punkten. Höhere Herstellungskosten scheinen gerechtfertigt - besonders mit Blick auf Führer-Sonderbefehl, Flugkreisel betreffend.

In August 1939, the first RFZ 5 took off. It was a gyroscopically stabilised flying machine with the strange name "HAUNEBU I". It was twenty-five metres in diameter and carried a crew of eight. At first, it reached a speed of 4,800 km/h, then up to 17,000 km/h. It was equipped with two 6-centimetre KSKs ("Kraftstrahlkanonen", ray energy weapons) in rotating turrets and four 106 machine guns. It had a space capacity of 60%.

By the end of 1942, the Haunebu II was ready. Its diameter varied between 26 and 30 metres and its height between nine and eleven metres. It carried between twenty-nine people, had a Thule Tachyonator unit and reached a speed of 6,000 km/h close to the ground. It could fly in space and had a flight range of fifty-five hours.

At that time, there were already plans for a large-capacity vessel, the VRIL 7, with a diameter of 120 metres. Shortly afterwards, the Haunebu III, the final version of all the discs, was ready, with a diameter of 71 metres. It was filmed in flight. It could carry thirty-two men, remain in the air for eight weeks and reach speeds of at least 7,000 km/h (according to documents from the SS secret archives, up to 40,000 km/h).

Virgil Armstrong, a former CIA member and Green Beret, writes about German flying machines during World War II that could take off and land vertically and fly at right angles. They were measured at 3,000 km/h and had a laser weapon (probably the so-called KSK ray gun) that could pierce four-inch armour.

Professor J. Hurtak, UFO logist and author of "The Keys of Enoch", writes that the Germans were in the process of building what the Allies called "the wonder weapon system". Hurtak has protocols describing two events:

1. the construction of a city in space and Peenemünde
2. the enlistment and transport to the US of Germany's best technicians and scientists.

He also mentions the thorough examination of the so-called "Foo Fighters". The CIA and the British secret service already knew in 1942 about the construction and use of these flying objects, but they were out of their depth, in their assessment. *Foo Fighters* was actually the Allies' name for all German flying machines. There were probably two inventions that really corresponded to the term *Foo Fighters: the Flying Turtle and the soap bubble*, two completely different objects that the Allies mistook for one.

The TARTARUGA FLIGHT was developed by SS-E-IV in Vienna-Neustadt. Its outer shape resembled a turtle shell. They were unmanned probes that could cause disturbances in the enemy's electrical ignition systems. They carried advanced "Klystronrohren" (clystron tubes) that the SS called death rays. The ignition regulator did not work perfectly at first, but after follow-up versions, UFO logists will confirm that the ignition failure and power cut to the equipment is a typical sign that a UFO is nearby.

Wendelle C. Stevens, a US Air Force pilot during World War II, describes the Foo Fighters as sometimes grey-green, sometimes red-orange, approaching

their aircraft at about five metres and then stayed there. They could not be shaken off or shot down and often caused squadrons to turn back or land.

The soap bubbles that were also called *foo fighters* were something completely different, however. They were simple balloons containing metal spirals that disrupted enemy radar. Their success was probably very limited, disregarding the psychological effect.

In early 1943, plans were made to build a cigar-shaped mother ship at the Zeppelin factory. The ANDROMEDA DEVICE, with a length of 139 metres, was to carry several saucer-shaped craft in its body for long-distance flights (interstellar flights).

On Christmas Day 1943, an important meeting of the VRIL-GESELLSCHAFT took place in the seaside resort of Kolberg. The two mediums Maria Ortic and Sigrun were present. The main item on the agenda was the ALDEBARAN PROJECT. The mediums had received precise information about habitable planets around the sun, and a trip there was being planned. On 22 January 1944, a meeting between Hitler, Himmler, Kunkel (from the Vril Society) and Dr. Schumann discussed this project. The plan was to send seven large VRIL vessels through a channel independent of the speed of light to Aldebaran. According to Ratthofer, a first test flight in the dimensional channel took place in the winter of 1944. It narrowly avoided disaster, as photographs show the Vril 7 after the flight looking "as if it had flown for a hundred years." The outer skin looked old and was damaged in several places.

On 14 February 1944, the supersonic helicopter – built by Schriever and Habermohl under the 7 V project – which was equipped with twelve BMW 028 turbo units, was flown by pilot Joachim Roehlike in Peenemünde. The vertical climb rate was 800 metres per minute, reaching a height of 24,200 metres and horizontal flight at a speed of 2,200 km/h. It could also be powered by unconventional energy sources. However, the helicopter never saw action, as Peenemünde was bombed in 1944 and the subsequent move to Prague did not work out either, because the Americans and Russians occupied Prague before the flying machines were ready again.

In the secret archives of the British and American SS, discovered during the occupation of Germany in early 1945, photos of the Haunebu II and Vril I craft, as well as the Andromeda device, were found. Due to President Truman's decision in March 1946, the US war fleet command gave permission to collect material from the Germans' high-tech experiments. Under Operation Paperclip, German scientists who had been working in secret were brought to the US, including Viktor Schauberger and Wernher von Braun.



A brief summary of the events that were destined to be mass-produced:

The first project was led by Prof. Dr. W. O. Schumann from the Technical University of Munich. Under his guidance, seventeen disc-shaped flying machines with a diameter of 11.5 m were built, the so-called **VRIL-1-Jäger** (Vril-1 fighters), which made 84 test flights. At least one VRIL-7 and one VRIL-7 large-capacity craft apparently took off from Brandenburg – after the entire test area had been blown up – for Aldebaran with some of the Vril scientists and members of the Vril lodgings.

The second project was carried out by the SS-W development group. By early 1945, they had built three different sizes of bell-shaped space gyroscopes:

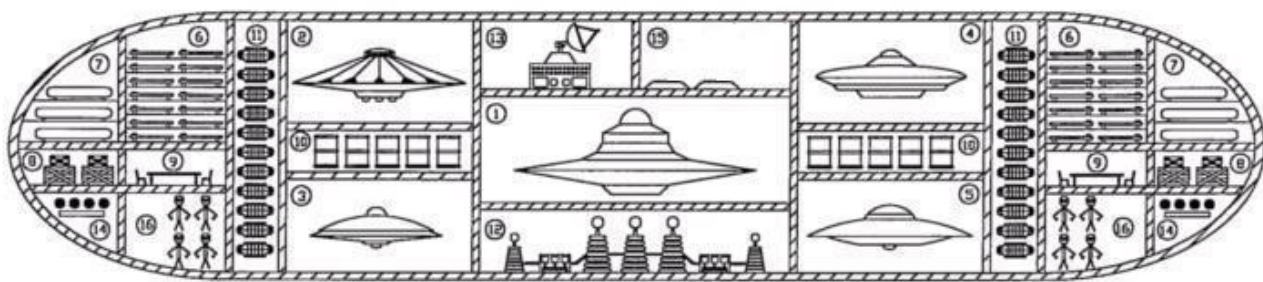
The **Haunebu I**, 25 metres in diameter, two machines built that made 52 test flights (speed approx. 4,800 km/h).

The **Haunebu II**, 32 metres in diameter, seven machines built, which made 106 test flights (speed approx. 6,000 km/h). The Haunebu II was already planned for series production. Proposals were invited from Dornier and aircraft manufacturer Junkers, and at the end of March 1945 the decision was made in favour of Dornier. The official name for the heavy craft was to be DO-STRA (Dornier STRAtosphärisches Fluggerät).

The **Haunebu III**, 71 metres in diameter, was the only machine built and made at least 19 test flights (speed approx. 7,000 km/h).

THE ANDROMEDA MACHINE

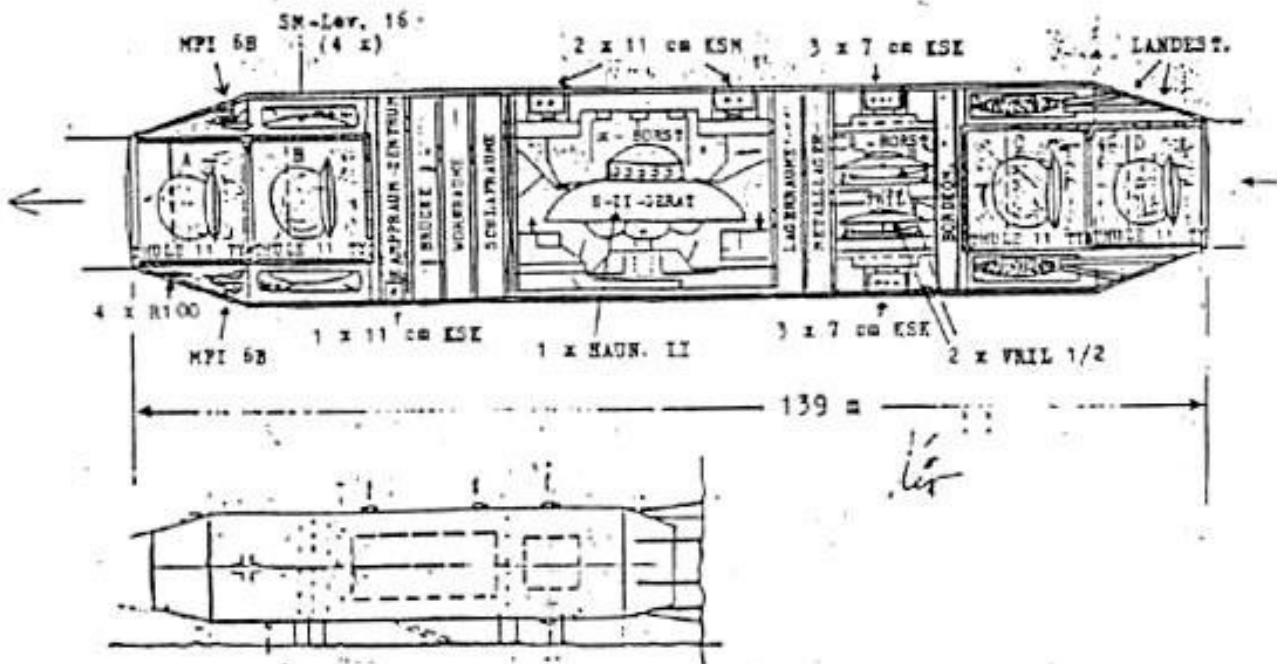
THE "ANDROMEDA MACHINE" PICTURED BELOW, MEASURED 300 METERS ACROSS, AND WAS CAPABLE OF CARRYING A CREW OF 200. THE FIRST TEST FLIGHT WAS MADE ON DECEMBER 8, 1942. DUE TO THE SIZE OF THE "CIGAR SHAPED CRAFT", THE ANDROMEDA MACHINE WAS STORED IN A MODIFIED ZEPPLIN HANGER, NEAR BERLIN. THE DEVICE CARRIED ENOUGH FOOD AND WATER FOR TRIPS LASTING UP TO THREE YEARS. THE INTERIOR COMPARTMENTS HELD 2 SCOUT SAUCERS, 2 ATTACK SHIPS, AND ONE 200 FT. DIAMETER BATTLE SAUCER. THE PROPULSION SYSTEM CONSISTED OF 3 ROWS OF "COLER CONVERTERS", THAT INTERACTED WITH 50 ELECTRO-MAGNETIC INDUCERS. A STATIC ELECTRIC CHARGE WAS THEN DIRECTED TO THE ON-BOARD TESLA COILS, WHICH GENERATED A NEAR 100% ZERO-POINT ENERGY CONVERSION. THE CRAFT WAS USED TO LOCATE NEW TERRITORY FOR THE THIRD REICH, IN CASE THINGS WENT WRONG FOR THE NAZI REGIME. A TOTAL OF 11 TRIPS WERE MADE TO MARS BETWEEN 1942 AND 1945, INCLUDING 21 TRIPS TO GALAXIES OVER 3 LIGHT YEARS FROM EARTH. THE EXTRATERRESTRIAL BIOLOGICAL ENTITIES BROUGHT BACK FROM THESE MISSIONS, WERE EVENTUALLY STORED AT AREA 51 IN THE NEVADA DESERT.



- | | | |
|---------------------|--|-------------------------------------|
| ① FLUGALHAUFFEN |  | ⑨ BRIEFING ROOM |
| ② SCHOONFRYDER | | ⑩ LIQUID MERCURY TANKS |
| ③ GOOGALSTIEN | | ⑪ ELECTRO-MAGNETIC INDUCERS |
| ④ KLIMENSCHTACH | | ⑫ DRIVE UNIT/TESLA COILS |
| ⑤ SCHRAUSENHAU | | ⑬ RADAR ROOM |
| ⑥ SLEEPING QUARTERS | | ⑭ INTER-PLANETARY SAMPLE STORAGE |
| ⑦ WATER SUPPLY | | ⑮ WEAPONS SUPPLY |
| ⑧ FOOD SUPPLY | | ⑯ EXTRA-TERRESTRIAL DEBRIEFING ROOM |

ANDROMEDA-GERÄT

E-V, 2. Dez. 44



BEWAFFNETES TRÄGER- UND LANDESTRICKERBAUSCHIFF "ANDROMEDA-GERÄT"

Länge : 139 Meter

Durchmesser : 30 Meter (in der Mitte, errechnet)

Antrieb : 4 x Thule-Rechyonatoren 11, 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 m. 2 x 2 x 11cm KSK,
1 x Drehturm m. 1 x 1 x 11cm KSK,
2 x Drehtürme m. 2 x 3 x 7cm KSK,
4 x R100

Außenpanzerung : Unbekannt, vermutlich Dreieckst-Fiktalen wie bei Hamnebu-III

Besatzung : 130 Mann (errechnete Durchschnittszahl)

Lebensfähigkeit : 100 %

Stillschwebefähigkeit : Unbekannt, vermutlich 25 Minuten wie bei Hamnebu-III

Allgemeines Flugvermögen : Unbekannt, vermutlich wie bei Hamnebu-III
wetterunabhängig bei Tag und Nacht

Gründentastliche Eiswassertauglichkeit : Unbekannt, doch vermutlich war 1945/46 geplant.

Reiboots : α - Horat = 1 x Hamnebu-II, β - Horat = 2 x Vrill-1 + 2 x Vrill-2

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

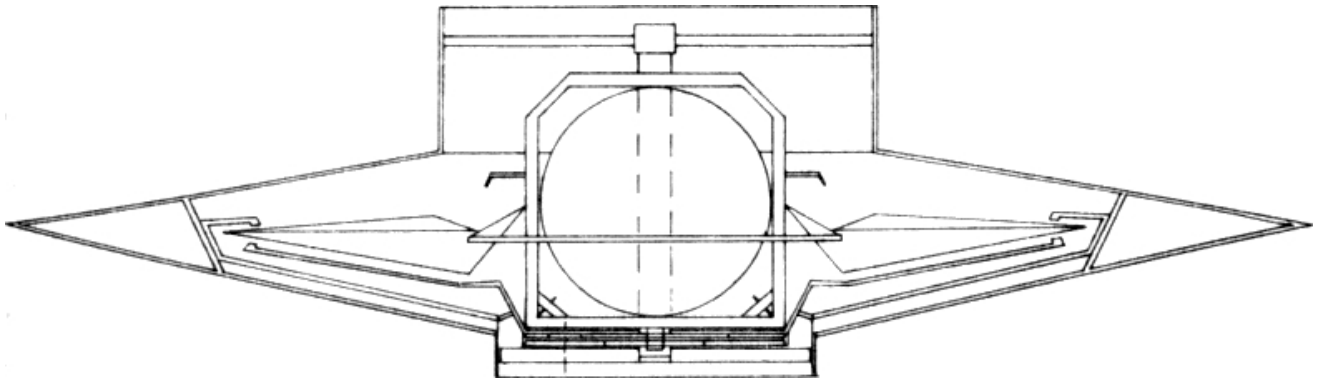
The **ANDROMEDA DEVICE** existed on the drawing board, was 139 m long and had hangars for one Haunebu II, two Vrill I and two Vrill II.

There are documents showing that the VRIL 7 large-capacity vessels began in secret, still attached to the ground, their missions after being completed and tested in flight by the end of 1944:

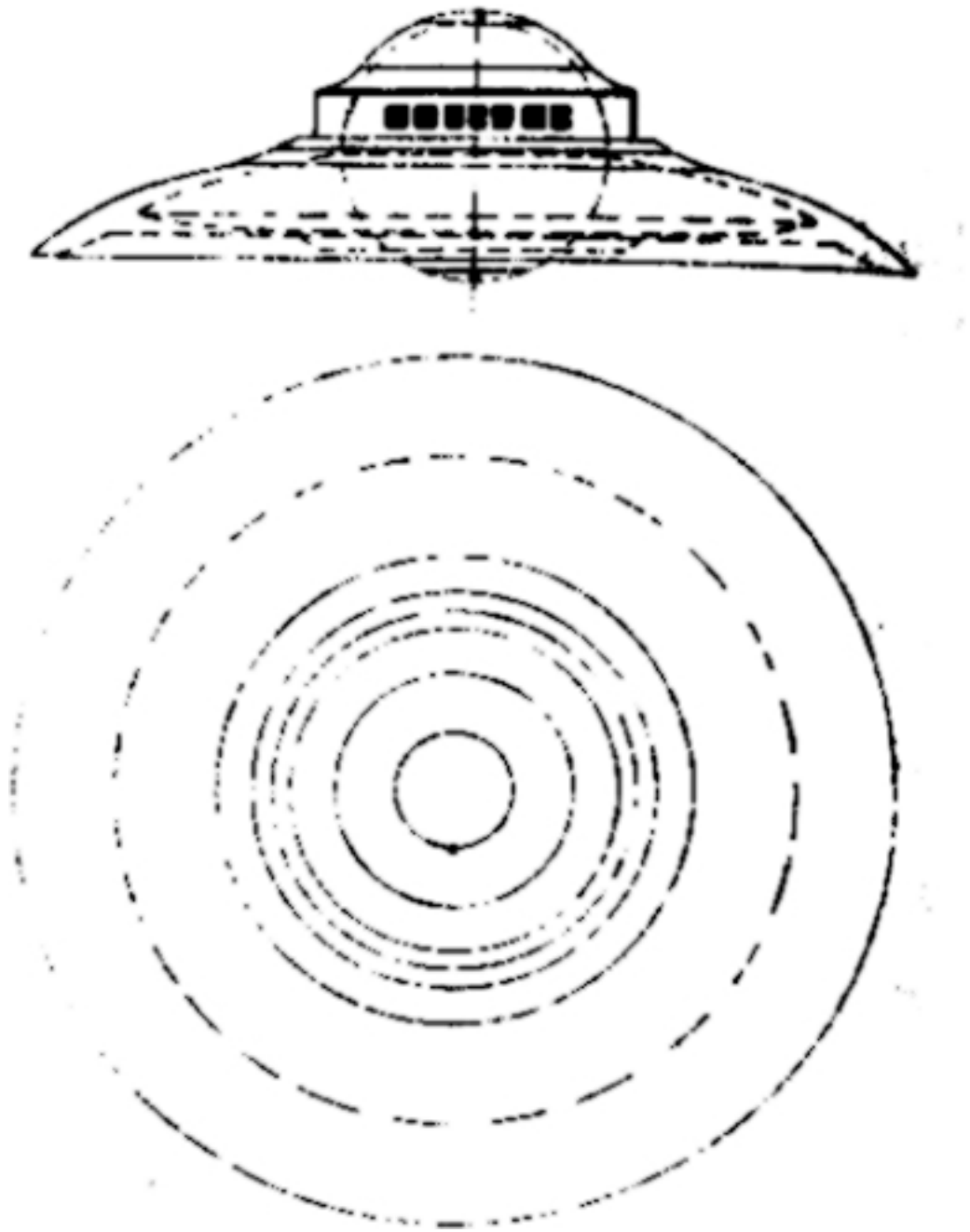
1. The landing at Mondsee in Salzkammergut, Austria, with dives to test the hull's pressure resistance.
2. Probably in March and April 1945, VRIL 7 was stationed at the "Alpenfestung" Alpine Fortress for security and strategic reasons, from where it flew to Spain to pick up important people who had safely escaped from there to South America and "NEUSCHWABENLAND" (see explanation below) to the secret German bases built during the war.



3. Immediately afterwards, VRIL 7 is said to have begun a secret flight to Japan, about which, however, nothing more is known.



flaunebu (aapøanT)



The THULE Society

Excerpt from the book

Secret Societies by Jan van Helsing (pseudonym)

From page 167:

In 1917, the occultist Baron Rudolf von Sebottendorf, Gurdjeff's disciple Karl Haushofer, ace pilot LOTHAR WAIZ, GERNOT PRELADO of the secret "Societas Templi Marcioni" (The Heirs of the Templars) and MARIA ORSIC, a transcendental medium from Zagreb, met in Vienna. All of them had already studied extensively the "Golden Dawn", its teachings, rituals and, especially, its knowledge of secret Asian lodges. Sebottendorf and Haushofer were experienced travellers in India and Tibet and were greatly influenced by the teachings and myths of those places. During the First World War, Karl Haushofer had made contact with one of the most influential secret societies in Asia, the Tibetan Yellow Hats (DGE-lugs-pa). This sect was formed in 1409 by the Buddhist reformer Tsong-kha-pa. Haushofer was initiated and swore to commit suicide if his *mission* failed. Contacts between Haushofer and the Yellow Hats led in the 1920s to the formation of Tibetan colonies in Germany.

The four young men hoped that during these meetings in Vienna they would learn something about the secret texts revealing the **Knights Templar** and also about the secret brotherhood DIE HERREN VOM Schwarzen STEIN ("The Lords of the Black Stone"). Prelate Gernot was from the "Heirs of the Templars", who to my knowledge are the only true Templar society. They are the descendants of the Templars of 1307, who passed on their secrets from father to son - until today. Gernot Prelate apparently told them about the advent of a new era - the transition from the Age of Pisces to the Age of Aquarius.

They discussed that our solar year - according to the twelve revolutions of the moon - was divided into twelve months and therefore the revolution of our sun around the Great Central Sun (the **Black Sun** of ancient myths) was also divided into twelve parts. Together with the precession of the Earth's cone-shaped movement due to the tilt of its axis, this determines the length of the world age. Such a "cosmic month" is then 2,155 years, the "cosmic year" 25,860 years long. According to the Templars, the next change is not just an ordinary change of age, but also the end of a cosmic year and the beginning of a new one.

Upon reaching 25,860 years, the Earth is changing from the age of weakness (Pisces) to the age of strong radiation (Aquarius). Indo-Aryan definition calls this the end of Kali Yuga, the age of sin. All age changes have led to political, religious, social and also geological transformations of great impact. The time of change from the old to the new era is called Mesopotamian teachings of the three "double steps of Marduk", lasting 168 years, at the midpoint of which the Ilu ray, the divine ray, is expected to reach Earth.

The Templars made careful calculations and concluded that February was the date 4,1962 when the ray would hit Earth. This gave the midpoint of the 168-year phase change and the years 1934 and 1990 as other important dates.

The main part of the discussions dealt with the background of a section of the New Testament, Matthew 21:43. For did not Jesus say to the Jews:

"Therefore I tell you that the kingdom of God will be taken away from you and given to a people who will produce its fruit."

The complete original text, which is kept in the archives of the "Societas Ternph Marcioni", says it even more clearly. But the question is: Where in the text does Jesus actually mention "People"? He speaks to Teutons serving in the Roman legion and tells them that it is his people whom he has chosen. This was what Sebottendorf and his friends wanted to know for sure: That the Teutonic, i.e. the German people, had been commissioned to form the kingdom of light on Earth – in the "Land of the Midnight Mountain" (Germany). The place where the lightning bolt would strike the Earth was given as the Untersberg near Salzburg.

At the end of September 1917, Sebottendorf met with members of the "Lords of the Black Stone" on the Untersberg to receive the power of the "Black-Purple Stone," after which the secret society was named.

The "Lords of the Black Stone", which formed from the Marcionite Templar societies in 1221 and were led by Hubertus Koch, had set themselves the goal of fighting evil and building the kingdom of Christ of light. This dark energy they were fighting was revealed in the Old Testament through Moses and other means as God, beginning with the words of YHWH = Yahweh - Lord to Abraham: "I am Almighty God!"

(This was one of the Lyransk/pleiadiske authoritative leaders who had developed spiritual powers and became known as Ishwish'er. Which means god or kings of wisdom. They are also referred to as JHWH, and traces of them can be found in the Jewish Bible. Now, in the Hebrew part of the Bible, this word appears almost 7000 times. Their spiritual power allowed them to live for thousands of years, and they ruled over countless civilisations. The people of that time with brutal power. The people on Earth were still largely instinct-driven and, like "herd animals," led by strong leaders. R.Ø.anm.)

In Hebrew: "Ani ha El Shaddai", translated: I am El Shaddai - the "outcast Archangel (El Shaddai) - Sheitan or Satan" (see the original translation of Genesis 17:1, for example, in: The Bible, New International Version).

Sebottendorf clearly recognised: Shaddai, the God of the Old Testament, is the destroyer, the antagonist of God. His followers therefore sought to destroy the Earth, nature and humanity. And the followers were the believers in the Law of Moses, the Hebrews. (Remember the principles of the Talmud!)

In the Gospel of John, 8:39-45, Jesus states this directly. There, he addresses the Jews:

'Abraham is our father,' they (the Jews) replied.

"If you were Abraham's children," said Jesus, "then you should do the things Abraham did. How is it that you are determined to kill me, a man who has told you the truth that I heard from God? Abraham did not do such things. You are doing the things your father does."

"We are not illegitimate children," they protested. "We have only God as our Father."

Jesus said to them, "If God were your Father, you would love me, because I came from God and am here. I did not come on my own, but he sent me. Why do you not understand what I say? Because you are unable to hear what I say. You belong to your father, the devil, and you want to carry out your father's desires. He was a murderer from the beginning, and does not stand in the truth, because there is no truth in him. When he speaks a lie, he speaks his native language, because he is a liar and the father of lies. But because I tell you the truth, you do not believe me" (this is certain according to the information about this material brought complete! Pleiadian contact team - who informed Meier that the ancestors of the "Jews" were procreated by the Pleiadian scientist Semjasa - who was one of the subleaders of the powergreed ARUS - and this group was given preferential treatment and guarded - also the reason why the "Jews" are more intelligent than the average earth man)

Even today, many people naively ask: But why then did Hitler go against the Jews? I hope the last few lines have shown you. In the eyes of the THULE-GESELLSCHAFT, from which later emerged the DAP (German Workers' Party), the NSDAP (National Socialist German Party), the SS (Schutzstaffel), the Jewish people who had been practised by the Old Testament god Yahweh "to raise chaos on Earth" were the reason why the world was always caught up in war and discord.

The people of Thule knew about the Jewish banking systems, that is, Rothschild and his allies, and the "Protocols of the Elders of Zion," and felt that it was their task to fight against the Jewish people, but especially their banking and housing system, according to the Sahaja Apocalypse, and to raise the kingdom of light on Earth.

Author's comment:

As you can see, these people were just as incapable of solving the cause as their Lord Jesus had told them how to do - to change the world with love for creation, for themselves and for their neighbour (and that neighbour can also be of another race or religion). But they renounced self-responsibility and gave it to a *guilty party*, a SATAN. Their hatred made them so blind that they never realised that they were using the same weapons as the satanic god Jahveh they wanted to fight. They must have known, however, that peace cannot be achieved through war.

A circle formed around Baron Rudolf von Sebottendorf, who through the "Teutonic Order" in 1918 in Bad Aibling became the "Thule Society". The themes they tried to link to politics were scientific magic, astrology, occultism, and knowledge of the Templars, as well as "Golden Dawn" practices such as Tantra, Yoga, and Eastern meditation.

After Isais' revelation, the Thule Society believed in Salvador Vindo (in German: Heiland = Holy Spirit), the "Third Sargon," who would bring glory and a new Aryan culture to Germany. Dietrich Bröndler ("before Hitler came") and ER Carmin ("Guru Hitler") named the main members as follows:

1. Baron Rudolf von Sebottendorf, Grand Master of the Order
2. Guido von List, Master of the Order
3. Jörg Lanz von Liebenfels, Master of the Order
4. Adolf Hitler, "Führer," German Chancellor, SS Superior
5. ~Rudolf Hess, Deputy Führer, and SS Obergruppenführer
6. Hermann Göring, Reich Marshal and SS Obergruppenführer
7. Heinrich Himmler, Reichsführer SS and Reich Minister
8. Alfred Rosenberg, Reich Minister and NS Reichsleiter
9. Hans Franck, Dr. Dr. hc, NS-Reichsleiter and Governor General of Poland
10. Julius Streicher, SA-Obergruppenführer and Gauleiter of Franconia
11. Karl Haushofer, Prof Dr., retired Major General.
12. Gottfried Feder, Dr., Secretary of State (retired)
13. Dietrich Eckart, editor-in-chief of the "Völkischer Beobachter"
14. Bernhard Stempfle, confessor and confidant of Hitler
15. Theo Morell, Hitler's personal physician
16. Franz Gurtner, Munich police president
17. Rudolf Steiner, founder of anthroposophical doctrine
18. W. O. Schumann, Prof. Dr. at the Technical University of Munich
19. Trebisch-Lincoln occultist, and traveller to the Himalayas
20. Westrap Countess

and many others

Later, the Thule Society split into two factions: the esoteric (from the Greek: esoterós = the inner), which included Rudolf Steiner, and the exoteric (from the Greek: exoterós = the outer), which was later led by Hitler. The Thule Society, at its core, was peaceful in nature, in addition to knowing about the Illuminati and El Shaddai. It was Hitler who became more radical. When Hitler took over the NSDAP, he banned the Thule and Vril Gesellschaften after they had helped him to power. At the end of the war, he came

contact again, especially the Vril-Gesellschaft, because of their advanced technology and special contacts.

Some of the most important teachings influencing the Thule Society were the Aryo-Germanic religion (Wihinei) by the philosopher Guido von List, the Glacial Cosmology by Hans Hörbiger, and an inclination towards anti-Christianity in the early Old Testament Marcionites. The inner circle had in any case vowed to fight World Judaism and Freemasonry and their lodges.

Some authors claim that there was also an ideology completely different from that of the Thule Society. I would like to share this with you, even though it cannot be verified one hundred percent. The reader can judge for themselves.



A brief history of "THULE"

"ULTIMA THULE" was apparently the capital of the first continent inhabited by Aryans. It was called Hyperborea and was older than Lemuna and Atlantis (see [link for more information](#) here) (continents with advanced cultures that were submerged). The Scandinavians have a tale of "Ultima Thule", the wonderful land in the far north, where the sun never sets and the ancestors of the Aryan race live.

Hyperborea was located in the North Sea and sank during an ice age. It is believed that the Hyperboreans came from the Aldebaran solar system, which is the main star in the constellation Taurus, and that they were about four metres tall, white, blond and blue-eyed. They did not know war and were vegetarians (Hitler was also a vegetarian). According to the alleged texts, the Thule were technically very advanced and flew "Vril-ya", flying machines that we now call UFOs.

These flying discs were capable of levitation, extreme speeds and the manoeuvres known today as UFOs due to two counter-rotating magnetic fields, and they used the power called Vril as energy potential or fuel (Vril = ether, Od, Prana, Chi, Ki, the cosmic force, Orgon ..., but also from the academic "VRI-IL" = as the highest deity= god-like), i.e. they draw energy from the Earth's magnetic field (free energy), like Captain Hans Coler's "tachyon converter".

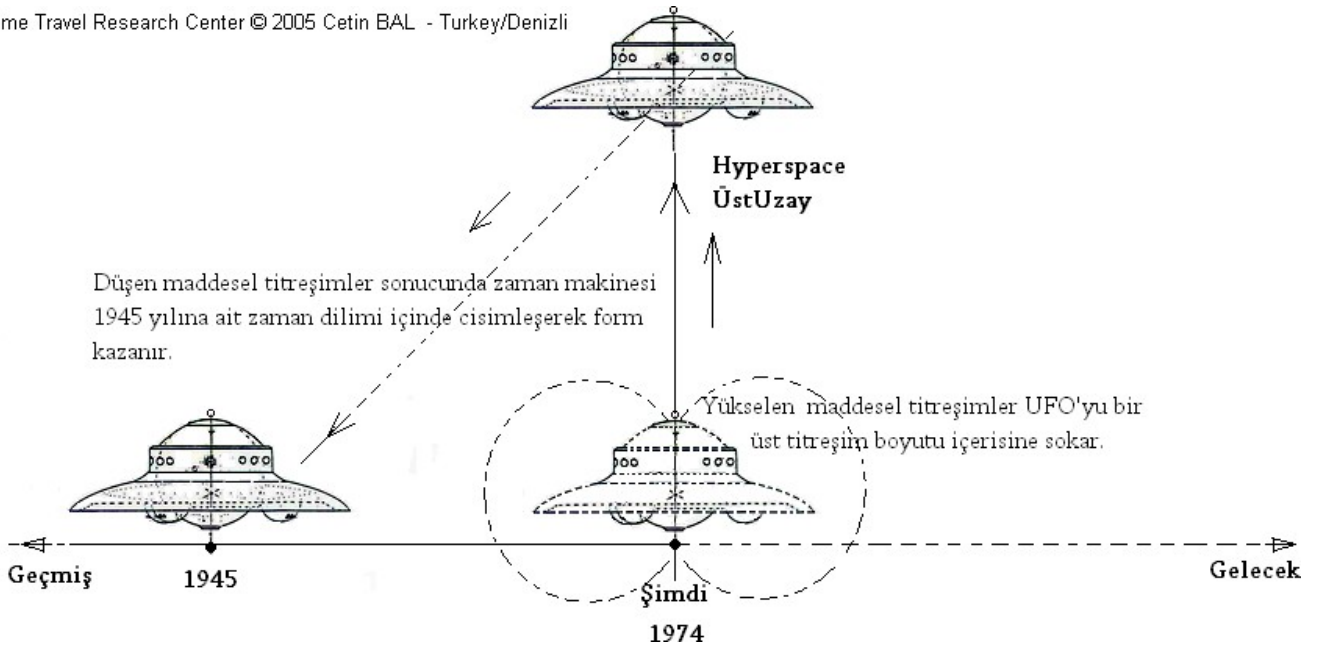
When Hyperborea began to sink, the Hyperboreans are said to have dug (grave / Borre) with huge machines - gigantic tunnels in the Earth's crust and settled in the Himalayan region. The underground kingdom is called Agharta and its capital Shamballah. The Persians call this land "Aryana," the land of origin of the Aryans.

Here we should mention that Karl Haushofer claimed that Thule was actually Atlantis and Unlike all other researchers in Tibet and India, he said that the survivors of Thule-Atlantis were divided into two groups, one good and one evil. Those who named themselves after their oracle *Agharti* were the good ones and settled in the Himalayan region, *while* the evil ones were the *Shamballah*, who wanted to subjugate humanity and went to the West. He argued that the struggle between the people of Agharta and Shamballah had been going on for thousands of years and that in the Third Reich, the Thule Gesellschaft as Agartha's representative continued it against the representatives of Shamballah, the Freemasons and the Zionists. This may have been their mission.

The leader of this underground region, he said, was Rigden Iyepo, the king of the world, with his representative on the surface of the Earth, the Dalai Lama. Haushofer was convinced that the land beneath the Himalayas was the cradle of the Aryan race, which he claimed to have confirmed during his travels in Tibet and India.

The symbol of Thule was the clockwise swastika. Tibetan lamas and the Dalai Lama himself have personally witnessed that the people of Agartha are still alive today. The underground land that is anchored in almost all Eastern traditions has spread over the millennia beneath the entire surface of the Earth, with huge centres beneath the Sahara Desert, the Mato Grosso and Santa Catarina mountains in Brazil, Yucatan in Mexico, Mount Shasta in California, England, Egypt, Czechoslovakia...

It seems that Hitler especially sought to discover the entrances to the underground world of *Agartha* and to make contact with the descendants of the Aryan "people of God" from Aldebaran-Hyperborea. In the myths and traditions of the underground world, it is often said that the surface of the world was still suffering from a terrible world war (World War III), which, despite being ended by earthquakes, other natural disasters and a *pole shift*, resulted in the deaths of two-thirds of humanity.



After this "last war," the various races from the interior of the Earth would reunite with the survivors on the surface, and the thousand-year GOLDEN AGE (Age of Aquarius) would begin. Hitler wanted to build an exterior "Agartha" or "Aryana" with the Aryan race, and Germany was to be its home. During the existence of the "Third Reich," two large expeditions were sent by the SS to the Himalayas to find the entrances. Other expeditions searched in the Andes, the Mato Grosso do Norte mountains and the Santa Catarina mountains in southern Brazil, in Czechoslovakia and in parts of England.

Some authors claim that the people of Thule believed that, regardless of the underground tunnel and city system, the earth was hollow, with two large openings at the poles. Natural laws were cited: "As above, so below." Since the body, blood or cells of eggs, a comet or an atom all have a nucleus and a hollow space surrounding it that is bounded by a "corona radiata," an envelope, and the "real life" is taking place in the nucleus, it was deduced that the Earth was constructed according to the same principles. Druses confirmed this, as they were hollow and the "life", the minerals and crystals, were inside. (Also the Tibetan Rampa described some journeys in tunnels that end inside the Earth - but these were sealed from the inside - see link [here](#) and [here](#)).

Therefore, the Earth also had to be hollow - apparently in agreement with the opinions of Tibetan Lamas, including the Dalai Lama - and had a core, the *central sun* (also called "Schwarze Sonne", the Black Sun), which gave the interior the same climate and permanent sunlight, corresponding in the microcosm to the central sun of the galaxy in the macrocosm.

They maintain that real life on our planet takes place underground – the master race lives inside and the mutants on the surface – and that this is also the reason why you will not find any form of life on other planets in our solar system, because their inhabitants live underground. The main entrances are at the North and South Poles, through which the central sun shines and produces the aurora borealis. Inside the land mass was more water than land. Polar explorer Olaf Jansen and others said that the water inside was fresh, which could explain why the ice in the Arctic and Antarctic is

made of fresh water, not salt water. It is interesting to note that this view of the world's make-up is shared and supported by polar explorers Peary, Amundsen, Nansen and Kane, and last but not least, Admiral E. Byrd. They all had the same strange experiences that contradict existing *scientific* theory:

All confirmed that, after 76 degrees latitude, the winds became warmer, birds flew north over the ice, animals such as foxes also headed north, and they found coloured snow which, when thawed, left coloured pollen or volcanic ash. The question arises: where does the pollen or volcanic ash near the North Pole come from, as not a single volcano is marked on any of the accessible maps? In addition, some of the explorers found themselves in seas of fresh water, and all say that at various times during their voyages they had seen two suns. Mammoths were found whose meat was still fresh and whose stomachs contained fresh grass.

If you are interested in the hollow Earth and the experiences of different explorers, some titles are listed under the heading "Reading" at the end of this book.

The "Hollow Earth" theory has remained just that, a theory, for the general public, although some authors and explorers claim to have seen it and even—like Admiral E. Byrd—to have taken several photographs. It cannot be denied that all Arctic explorers have had extraordinary experiences that cannot yet be explained, which points to something strange happening there. But the theory that the Earth had a molten core has also remained just a theory. The fact is that man-made underground systems of tunnels and caves do exist. They can be found in almost every country in the world and the largely still existing light source (a greenish glow that becomes brighter the further one enters the tunnels), the smooth walls and the unknown machines that were found in Boynton Canyon in Sedona, Arizona, are evidence of an advanced technical culture that existed millions of years ago. Relevant literature is listed at the back.

The myths of a "Hollow Earth" were enough for the people of Thule to embark on a serious study of the phenomenon. Therefore, there was at least one expedition to Antarctica during World War II. (Details to follow).

To show that the story of the Aryan Hyperboreans was not entirely invented, I would like to mention two examples: When the Spanish under Pizarro arrived in South America in 1532, the natives called them "*vicarochas*" (White Lords). According to their legends, there had been a race of very tall white men who centuries earlier had descended in "flying discs" from the sky. They had ruled for a long time in some of the cities and when they disappeared they had promised to return. When the Spaniards arrived, the natives thought they were the *vicarochas* returning and, therefore, at first willingly gave them their gold.

Similar occurrences took place when the first white travellers arrived in Tibet and other regions of the Himalayas. They were examined (gransket) with amazement by the Tibetans and asked why they had come *down* (to the foot of the mountains) instead of departing from *above* as usual.

It is a pity that most Germans have never heard about these things, since the ideology of Nazi Germany was based on the theme of El Shaddai and the resulting persecution of Jews, the Apocalypse of Isaiah, the knowledge of the Templars and, possibly, on the tales just told. All their actions, including World War II, were based on this legislation. There are two possibilities for dealing with this:

1 You think that all the leaders of the "Third Reich" were mentally disturbed and addicted to drugs, and you simply ignore all of this, or

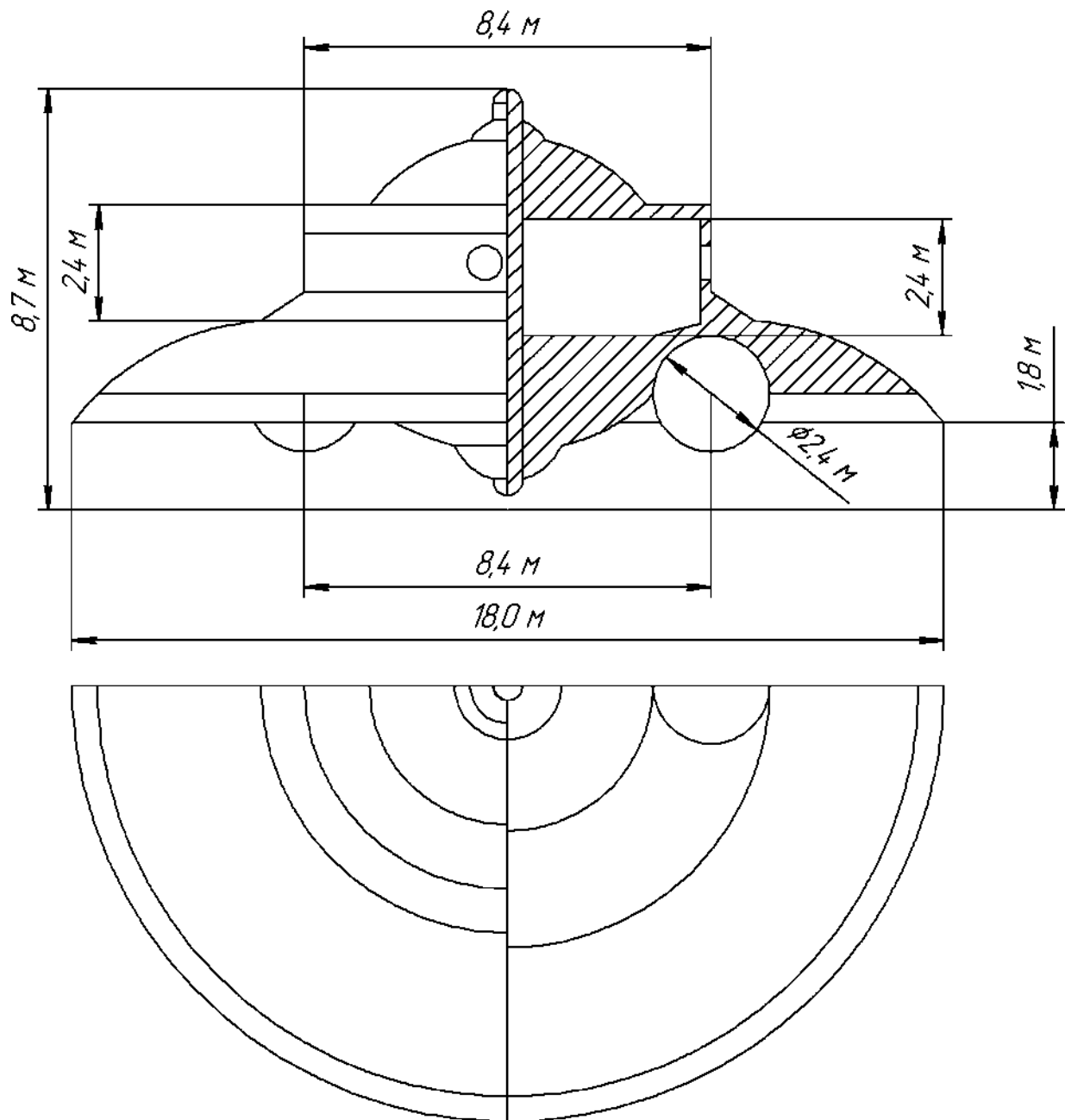
2. You try to find out if maybe some of it is true after all.

But to find literature on this subject, you should not look in the so-called "free" section in Germany, as the Allies cleaned it out very thoroughly after the war!

Republished Viktor Schauburger A & B (1940-1945)

Viktor Schauburger, an Austrian forest engineer who observed the effects of nature – especially water – met Adolf Hitler in 1934 to discuss the fundamental principles of agriculture, forestry and water engineering. While Hitler was impressed by Schauburger's radical ideas for the use of hydraulic energy in new and dynamic ways, he was also unhappy that Schauburger was unwilling to participate in work for the Third Reich. Subsequently, and unfortunately for Schauburger, this meant that once Austria was annexed in 1938 and war broke out in 1939, the SS would come looking for him and his ideas based on his patents for an "air turbine" and "procedure for lifting liquids and gases" from 1935 and the "hot-cold" machine built for Siemens in 1937 but destroyed in an unauthorised test.





In 1940, Schauburger began construction of the Repulsin engine. (e) disc-shaped, in Vienna, with the help of the Kertl company. He patented his idea on 4 March 1940 in Austria under patent number 146141. But soon after, he was reported by the Vienna Engineers' Association to the SS, who placed Schauburger in a mental hospital in Mauer-Ohling. Schauburger was then forced to work with Messerschmitt on cooling systems and vortex liquids for Heinkel in relation to requests for water for aircraft engines. At this point, Heinkel received reports about the early **Repulsin A**. In Mauthausen, under orders from Heinrich Himmler himself, Schauburger was to conduct research and development for the Third Reich's war effort. He was given about 20-30 engineer prisoners to continue his research on what was called "superior atomic energy." For

Schauburger was granted special exemptions from the SS, both for himself and his fellow engineers.

The construction and refinement of the Repulsin disc-shaped motor continued until one of the first test models was ready for a laboratory test, which ended in disaster. T h e model was 2.4 metres in diameter, with a small high-speed electric motor. After the initial start-up, the **Repulsin** was set in motion violently and rose vertically, quickly hitting the ceiling of the laboratory and breaking into pieces. The SS were not satisfied and even threatened Schauburger's life, suspecting deliberate sabotage. Replacement models were built, but in 1943 a more refined design, the **Repulsin** model B, was built with the aim of developing this engine for a strange SS bio-submarine that Schauburger called "Forelle" (Trout), due to its configuration resembling a fish with an open mouth!

Repulsin models operate as follows:

When the main electric motor is started, the ***Coanda effect begins to create an aerodynamic pressure differential between the outer and inner surfaces of the primary hull.*** At higher speeds, the vortex chamber becomes a type of high-powered electrostatic generator due to the high-speed air particles acting as an electric charge carrier. **Repulsin A will begin t o glow due to the strong ionisation effect of the air.** We now have all the ingredients for a continuous and strong Aether flow along the main axis from the top to the bottom of the vessel. The ***radial air pressure required to lift 1 kg with the Coanda effect is approximately 1.4 kg/cm².***



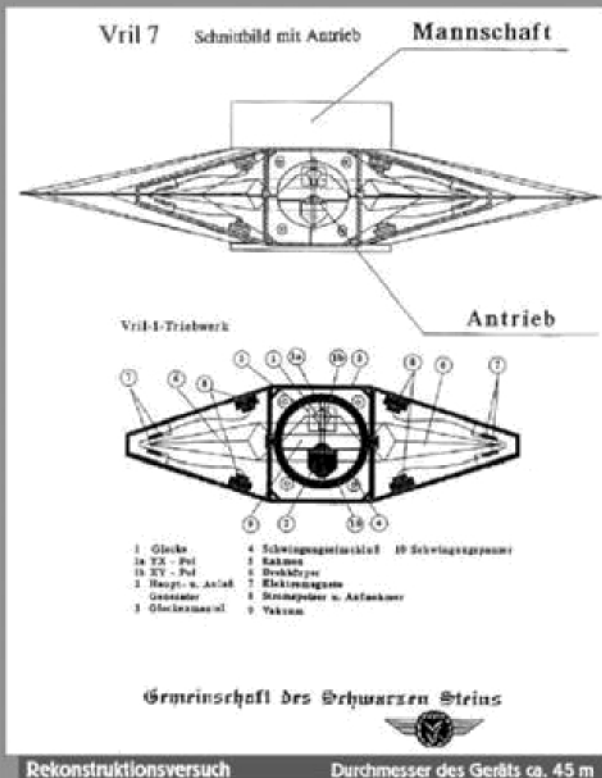
In the B Repulsin, the vortex turbine has been ***improved to increase the "Implosion Effect" and thus the lifting force.*** In the B Repulsin, the upper membrane is fixed and the lower one rotates at high speed. At the edge of the rim there are special blades in a boomerang configuration. There are 120 blades that are spaced 3 degrees around the rim. T h e **reinforced vortex turbine significantly increases t h e "implosion" effect in the vortex chamber.** This contributes to its ability to generate a stronger thrust than the centrifugal turbine used in Repulsin A. Through **the suction of *the screw impeller (which rotates from the outside to the inside along a cycloid curve, spiralling),*** the same type of force is generated that creates twisters, cyclones and typhoons through the effect of any suction or implosion.

Work on the B Repulsin continued in 1944 at the Rosenhügel Technical College of Engineering in Vienna. Schauburger was finally released back to Leonstein, Austria, in the same year. It seems that the SS had discarded the idea of applying Schauburger's engine to a submarine when the benefits would greatly improve their work on the secret Flugkreisel that had been taken over from Rudolf Schriever back in 1941. **By 1943 t h e machine had flown, but proved unstable.** The leader of the

The replacement team was led by Dr. Richard Miethe, who proposed several replacements for the Flugkreisel with various power plants, most of which relied on jets or rocket power, until it was discovered that ***Schauburger had developed a type of turbine engine that would create an upward axial airflow so powerful that the upward drag force would accelerate the entire machine higher and higher into the air with a pressure equal to 10,000 hp simply moving "air"***. The turbine was considered a priority for the development of manned flight by the SS. It is speculated that Miethe's final design, built in Breslau and **flown in 1944, was an enlarged version of the Repulsin manned craft.**

Schauburger, meanwhile, had his remaining disc-shaped engines confiscated by the Russians and Americans at the end of the war. While AVRO Canada approached Schauburger to develop the disc, along with a team led by Dr. Richard Miethe, Schauburger declined and instead devoted the rest of his life to peaceful uses of his vortex technology, working on various civilian projects that included generators and water and air purification systems. In the late 1950s, Schauburger visited the US and was again pressured to work on military disc projects. The ***pressure was even greater due to the fact that the original Schauburger Repulsin engines had fallen into Russian hands and the US suspected that Schauburger's technology would appear as a nuclear-armed aircraft over US territory.*** Schauburger refused to participate again, but had his designs forcibly signed over to a powerful US consortium. He returned to Austria and died five months later after being robbed of everything he owned. A tragic end to the life of the man known to all as the "Water Wizard". Praise: Rob Arndt.

Antriebstechnische Werkstätten / Arado, VR ("Vril") 7, Brandenburg 1944



Von allen mitunter besprochenen diskusförmigen deutschen Fluggeräten aus der Zeit des Zweiten Weltkriegs dürfte VR 7 am ehesten dasjenige Gerät gewesen sein, das bis zur Einsatzreife fertiggestellt und auch noch mit neuartiger Bewaffnung bestückt wurde.



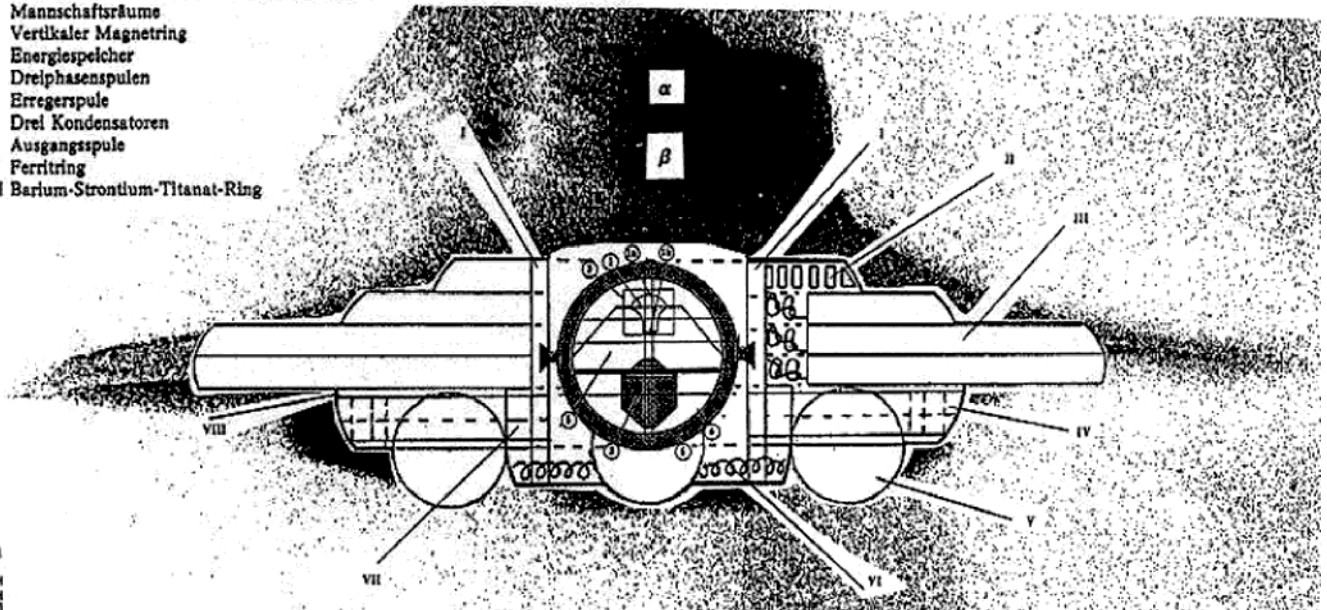
Das Antriebsverfahren dieser Geräte ist nach wie vor unergründet, obwohl es tatsächlich funktioniert zu haben scheint. Sicher bekannt ist lediglich, das die Ausnutzung von "Schwingungsaffinität" eine maßgebende Rolle spielte. Es handelte sich also wohl nicht nur um eine reine Elektrogravitationstechnologie.

"VRI L-ODIN"

Yusiafachs PlaaztJoe (0usrzclait0 +bæ Bbktnazavlts

aadlz gøø tjtj øpæggg

- α) Kommando- und Steuerraum des Raumschiffes
- β) Mannschaftsräume
- I Vertikaler Magnetring
- II Energiespeicher
- III Dreiphasenspulen
- IV Erregerspule
- V Drei Kondensatoren
- VI Ausgangsspule
- VII Ferritring
- VIII Barium-Strontium-Titanat-Ring



MÖGLICHKEIT B

- 1 Glocke 4 Schwingungseinschluß
- 1a YX - Pol 5 Vakuum
- 1b XY - Pol 6 Schwingungsspanner
- 2 Haupt- u. Anlaß Generator
- 3 Glockenmantel

So, what exactly happened to these flying machines after the war?

That is really a difficult question to answer. It cannot be ruled out that a small number of these craft/discs may have been built. The various photographs of UFOs that emerged after 1945 with the typical characteristics of these German constructions suggest as much. Some say that some of them had been sunk in the Austrian Mondsee, others claim that they were taken to South America or taken there in parts. It is certain, however, that if the craft did not reach South America, the plans that had been approved for new ones to be built and flown there were, for the most part, used in 1983 in "Project Phoenix," the follow-up to the 1943 "Philadelphia Experiment." This was a teleportation, materialisation and time travel experiment by the US Navy that was more successful than you could ever imagine in your wildest dreams. There is enough material for another book, but it does not fit very well into our subject here. It all makes sense.



As early as 1938, a German expedition to Antarctica was carried out with the aircraft carrier Schwabenland (Swabia). 600,000 km² of ice-free area with lakes and mountains were declared German territory, the "Neuschwabenland" (New Swabia). Entire fleets of submarines from the 21 and 23 series were subsequently sent to Neuschwabenland. *Today, around a hundred German submarines are still missing, some equipped with Walter's snorkel, a device that allowed them to stay*

submerged for several weeks, and it can be assumed that they fled to Neuschwabenland with the flying discs dismantled or at least the construction plans. Once again, it must be assumed that since the test flights had been very successful, some discs called flyers flew directly there at the end of the war.

There is the question raised as to why, in 1947, Admiral E. Byrd led an invasion of Antarctica, why he had 4,000 soldiers, a warship, a fully equipped aircraft carrier and a functioning supply system under his command if it was merely an expedition? He had been there for eight months for the exercise, but had to stop after eight weeks and suffered heavy losses of aircraft that have not been disclosed to this day. ***What*** happened? Later, Admiral Byrd told the press: "***It is the bitter reality that in the event of a new war, we must expect attacks from aircraft capable of flying from pole to pole.***" He added that there was an advanced civilisation there that used their excellent technologies in conjunction with the SS. Is this report true? Who can really answer that question?



Norbert-Jurgen Ratthofer writes about the whereabouts of the Haunebu developments in his book "**Zeitmaschinen**" (**Time Machines**): *"The Haunebu I, II and III and VRIL space gyroscopes that flew in flying saucers had disappeared after May 1945 ... It is*

It is very interesting to note in this context that, after its test flight XIX, the German Haunebu III is said to have taken off on 21 April 1945 from Neuschwabenland, a vast territory officially belonging to Germany in East Antarctica, on an expedition to Mars, about which nothing else is known. A year later, in 1946, many sightings that suddenly occurred in Scandinavia of shining objects of unknown and definitely artificial origin caused a great stir among the Allies in the East and West. Once again a year later, in 1947, and well into the Fifties, a growing number of bright unknown flying objects, undoubtedly directed by intelligent beings, UFOs mainly round or disc-shaped, sometimes bell-shaped, sometimes cigar-shaped, appeared over North America. Today, we simply refer to flying saucers as UFOs. It is also true that today, mentioning that you have seen a real UFO is almost an act of mockery and casts serious doubt on the credibility of the person.



Good photographic material proves that flying saucers have been sighted many times since 1945. In a significant percentage of cases in which personal contact with people from so-called UFOs was made, they were especially beautiful Aryan types, blond and blue-eyed, and they spoke either German or another language with a German accent (

Reference: the Adamski case of 1952, the Cedric Allingham case of 1954 and the Howard Menger case of 1956). It is also said that colour photographs taken by a night watchman in West Germany in the 1970s exist. A flying saucer landed and took off again, bearing the cross of a knight and a swastika on its fuselage.



The flying machines are well documented in photographs and films. There is a 60-minute documentary **entitled "UFO - Secrets of the Third Reich"**. The American Vladimir Terziski gave a three-hour speech at the 1991 September UFO conference in Phoenix, Arizona, where he showed

slides of German ships, construction plans and German underground bases. Also of interest are the book by Italian Air Force commander Renato Vesco and Rudolf Luser's book "Die Deutschen Waffen und des Geheimwaffen Zweiten Weltkrieges und ihre Weiterentwicklung" (German Weapons and Secret Weapons of World War II and Their Development), JF Lehmanns Verlag, Munich 1971. In addition, we have previous articles by author Rob Arndt. Makes you wonder, doesn't it?

For the reader: "Ultima Thule" was apparently the capital of the first continent inhabited by Aryans. The Scandinavians have a tale of "Ultima Thule", the wonderful land in the far north, where the sun never sets and the ancestors of the Aryan race live. Hyperborea was located in the North Sea and sank during an ice age. According to the alleged texts, the Thule were technically very advanced and flew "Vril-ya", flying machines that we now call UFOs. **These flying discs were capable of levitation, extreme speeds and the manoeuvres known today from UFOs due to two counter-rotating magnetic fields, and they used the power called Vril as energy potential or fuel (Vril= ether, Od, Prana, Chi, Ki, cosmic force, Orgon..., but also from the academic "VRI-IL" = as the highest deity= *god-like*), that is, *they take energy from the Earth's magnetic field (free energy)* and so the story continues... or not?!** (Click [to continue](#))

Why have only a few people heard about these things, or about the evolution of Nikola Tesla and Viktor Schauburger, including free energy machines, antigravity energy transfer without cables, and weather change through the targeted use of "standing waves"? What consequences would knowledge about forms of free energy and the use of flying discs, which use only a magnetic field as an energy source, have?

Especially if every citizen had access to it, for their cars, for example? No more "Fill 'er up!" No pollutants, no environmental pollution. No more nuclear power stations, people could no longer be kept locked within the borders of a country, and we would all have more free time because we wouldn't have to work to pay for petrol, heating and electricity (at that point we could think about many things, perhaps about the meaning of life). And ***these forms of energy exist! They have existed for at least ninety years and have been kept secret all this time. Why were they kept secret?***

I leave it to the reader to discover the truth, if there is any, from this document. I think that the information about **Viktor Schauburger** during

the Second World War was simply fascinating. Roughly speaking, a picture is worth a thousand words, and boy oh boy, these pictures resemble Repulsine Schauburger! The rest, take it for what it's worth... an interesting read, although there are no documented scientific facts that can be verified.

Some of this information makes us curious to know what the hell is really flying around out there... Are they UFOs that we have reports of seeing, even today, remnants of this top-secret technology? If so, then why are they only seen on rare occasions? One would think that if any country had this incredible technology at its disposal, it would be implemented for the benefit of humanity.

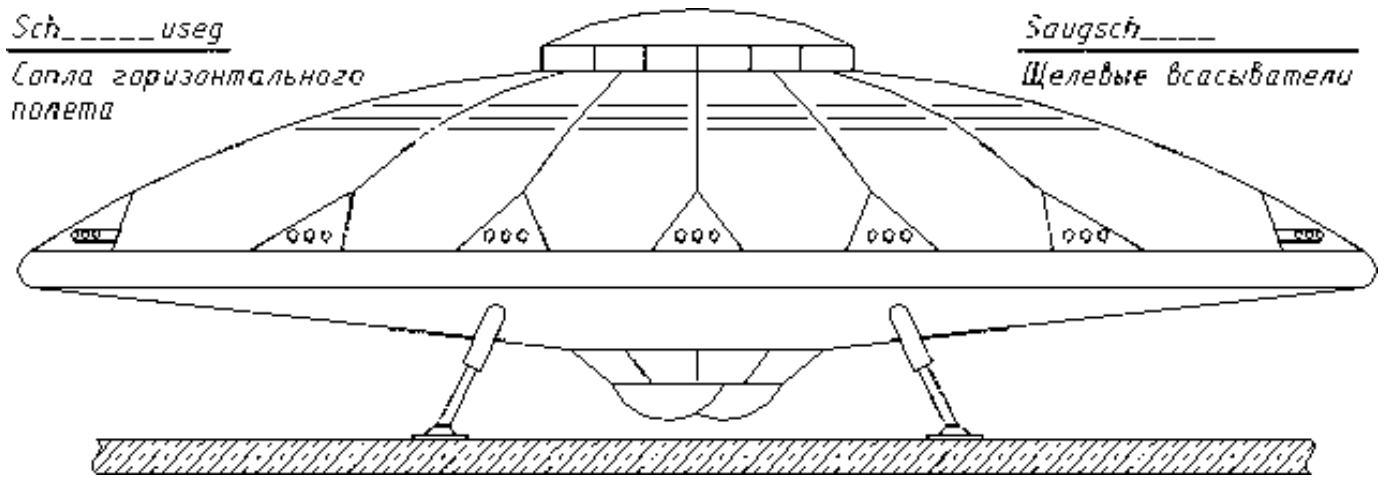
Even from a purely business perspective, or from the perspective of greed, the entity that possesses this technology would revolutionise transport as we know it. **Just ramblings from a very tired brain... time to go to sleep and dream about UFOs and alien abductions, hopefully from a race of young, beautiful, sensual, sex-hungry blonde women. LOL. Hey! A guy's allowed to dream, right? I just had to end with a joke, didn't I...**

German Haunebu II in action.



RFZ / Haunebu

Under the leadership of Dr. WO Schumann, the first experimental flying machine, the "RFZ 1" or "Haunebu," was developed at the Arado aircraft factory in Brandenburg. On its maiden flight, it rose vertically to a height of about 60 metres, then swayed and danced in the air for a few minutes. The pilot, Lothar Waiz, only managed to bring it back to the ground, jump out and run away before it began to spin like a top, turned upside down and literally tore itself apart. In 1934, another prototype was ready, the "RFZ 2", this time with a magnetic field impulse steering unit. It had a diameter of five metres and, as its speed increased, its visible contours became blurred and the aircraft displayed the colours red, orange, green, yellow, white, blue or purple, depending on the configuration of the unit. This craft made its remarkable debut during the Battle of Britain in 1941, when it was used as a transatlantic reconnaissance craft because standard German fighters had little range. It cannot be used as a fighter craft as its thrust direction only allows changes in direction in degrees of 90, 45 and 22.5.



TULE AND VRIL

In 1919, the secret society Haushoffer was founded in Germany by the founder of the *Thule* Society, which was the place where many German leaders met. He was a figure who greatly influenced Hitler's plans. It is to this individual that we owe the choice of the swastika as the ultimate symbol of Nazism. He chose a swastika placed behind a gleaming sword arranged vertically:

The name "*Thule*" was chosen from the legendary memory (and existing paragraph) of the Kingdom of *Thule*, which is simply another name to designate the legendary Atlantis. It was thought that in the Gobi Desert there had been an advanced civilisation, destroyed by a great catastrophe. Its inhabitants had been forced to emigrate to Northern Europe and others to the Caucasus. The inhabitants of this destroyed civilisation were the race of early humanity, or the first pure Aryans. Their return was an ideal to return to their origins and carry out the corresponding conquests to revive this civilisation, the initial Aryan trunk. Their beliefs led them to have knowledge of and close contact with Hindu colonies and, above all, with certain Tibetan circles that had a vision very close to their principles. *THULE*, which spread throughout the country. The central society was located in Munich. A large number of members of the society itself raised clear opposition to the Socialist Republic of Bavaria. They founded a political party and in 1921 appointed a political spokesman who was Adolf Hitler, a young man known for his occult beliefs.

The following paragraph written by Trevor Ravenscroft in his book "*The Spear of Destiny*" caught my attention. Years later, it was quoted by British Prime Minister Winston Churchill, who said that "... at the age of twenty, Hitler was already a disciple of occultism and mysticism, attempting to reach higher states of consciousness through drugs ...

Hitler's plan to found a thousand-year empire was inspired by members of the *THULE* society. The political ambitions of this society gave rise to small independent groups, one of which was the "*Sisters of Light*" society, known internally as



At the end of 1919, a select group composed of members of the *THULE* and *VRIL* societies held a meeting in an old farmhouse. The leading voice was Dr. Shuman, whose speciality was alternative energies. The meeting was presided over by María Ostiz, and another medium, the 18-year-old Sira, was also present. María Ostiz showed some texts that she said she had received from spirits from Aldebaran.

One was written in Sumerian (ancient Egyptian) and the other was in the secret code of the Knights Templar.

Both texts were translated and were plans for the development of advanced technology that would allow humans to reach the stars.

Situation of Aldebaran

Germanic and Templar mythology of Tule and Viril

From that moment on, the members of the society - *VRIL*, SE - devoted themselves to the realisation of one of the ideas that the human mind could never have conceived -
. Movement by levitation.

After the National Socialist Party came to power, occult societies went underground. The *THULE* society created a secret organisation within the SS called

The *VRIL* society continued its scientific research, because it seems to be what it was, and in mid-1934 it built its first experimental circular aircraft powered by antigravity energy, the "*RFZ-1*". Those responsible for its construction were a professor and a flight engineer named Shuman.

In June 1934, *Victor Schauburger* was invited by Hitler and other members of *VRIL* to work in that secret organisation to develop a flying machine that could exceed the limits of the solar system.

Victor Schauburger, together with *Dr. Schumann*, mentioned above, finished building a new disc-shaped device at the end of 1934. They called it *RFZ 2*, and its operating principle was similar to what they had already tested, but improved. Using a *VRIL* motor (known as *SSM-L*, or *Schumann SM-Levigator*), the machine, which was 5 metres in diameter, generated an electromagnetic field that caused it to move easily, changing colours each time its speed fluctuated. With a greatly improved movement system and, for the first time, a magnetic propulsion steering system, it was about five metres in diameter and possessed one of the peculiar characteristics of UFOs: Optical disappearance from its surroundings due to its acceleration and colour variation depending on its power level: red, orange, yellow, green, blue, violet or white. Despite their technical sophistication, the circular ships attracted very little attention from the politicians of the time.

The Black Sun society saw the results obtained by the *VRIL* society and began manufacturing its own circular ship. At the end of 1938, having combined several technologies, including the engines built by the *VRIL* society, they manufactured a small circular ship propelled by the "*RFZ-4*".

In 1939, the *Black Sun* society had already built another circular ship, the "*RFZ-5*", the first large space ship, 26 metres in diameter and 9 metres high, named - *Haunebu I* -. The first flight of this spacecraft took place under strict security measures in August 1939.

Haunebu I SS plan and test RFZ Haunebu

In July 1942, there was talk of a circular, vertically ascending spacecraft powered by a reaction engine, and at the end of the month, practical tests were carried out in the Baltic Sea. In the test flight, it reached an altitude of 23,800 metres and in its second ascent, it reached 24,200 metres.

In the winter of 1942, a new circular aircraft crossed the *VRIL* company's test field, which was named "*VRIL-1*".

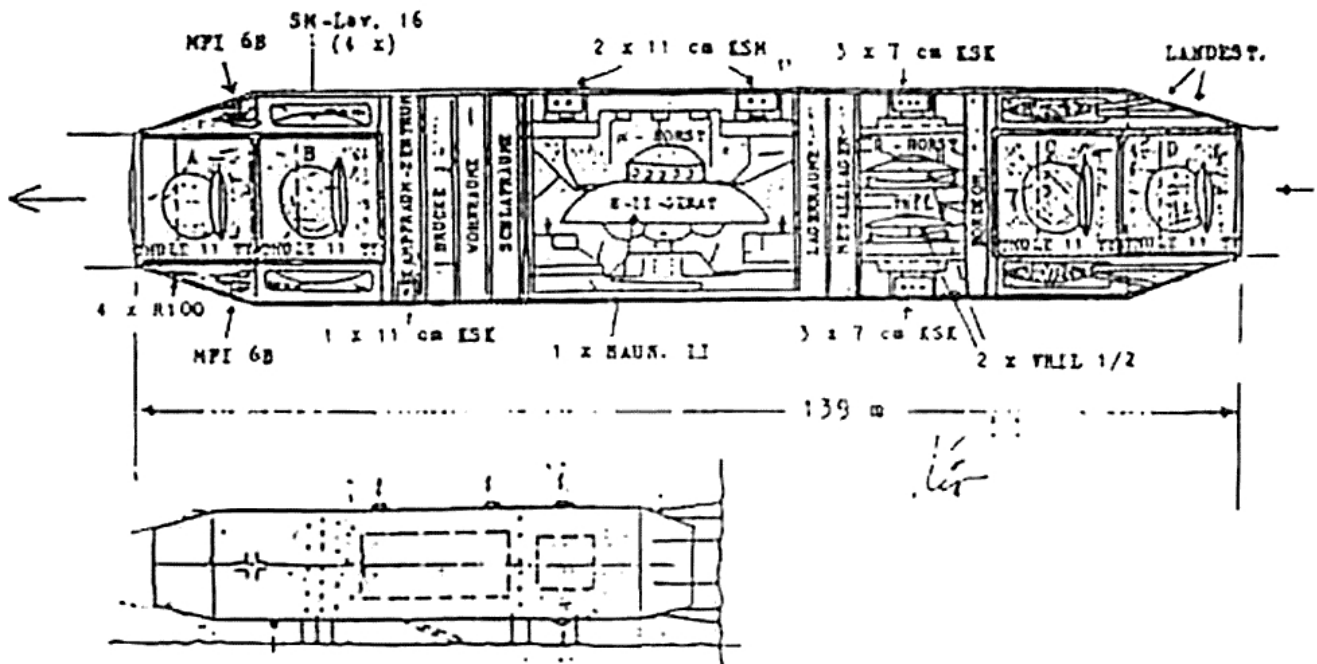
With a single crew member and a diameter of metres, it was equipped with two *CMK 108* calibre 300 cannons and two *MG 17* machine guns. At the same time, this ship was being tested. Attempts were made to make supernatural contact and plans were already in place to build a much larger ship, the "*VRIL-7*".

RFZ Haunebu and Vril models and prototypes

At the end of 1942, the *SS* research department began working on a more sophisticated version of *the Haunebu I*. The *Haunebu II* was 31 metres in diameter and 11 metres high. Its flight speed was supposed to be 6,000 kilometres per hour within the Earth's atmosphere, and it was believed that it could travel through outer space. The *SS* had even more daring aircraft. They had designed a 120-metre-diameter ship called the *Haunebu III*, and even designed a giant space station called the "*Andromeda Machine*," which weighed 100 tonnes and was 139 metres long. It seems that weight was not a problem for them in putting it into orbit.

ANDROMEDA-GERÄT

X-V, 2. Dez. 44



BEWAFFNETER TRÄGER- UND LANDSTRECKENRAUMSCHIFF "ANDROMEDA-GERÄT"

Länge : 139 Meter

Durchmesser : 30 Meter (in der Mitte, vergrößert)

Antrieb : 4 x Thule-Rachpropatoren 11, 4 x Schumann-Lavitaloren 16
(gepanzert)

From Reichs-German secret SS archives

Plans and prototypes

ANDROMEDA Device > RFZ

HAUNEBU

> HAUNEBU II (DoStra) >

HAUNEBU III

On 3 and 4 January 1944, Adolf Hitler met with members of the *VRIL* society to discuss the great *VRIL* project, the launch of an enormous spaceship through a dimensional channel, known in scientific jargon as a "*wormhole*", a free space travelling at the speed of light towards the universe...

Free Space Project Plan "Wormhole" to Aldebaran Prototypes



THE "THULE ENGINE"

In competition with the Vril engine—but certainly in a friendly competition with an exchange of experiences—the "esoteric" SS formation "Schwarze Sonne" (later SS-E-IV and SS-EV) was created by the Thule people. They also developed an unconventional propulsion unit: the "Thule engine" - later to be renamed the "Thule Tachyonator".

Initially, however, this development was certainly not intended to compete with the Vril engines. Rather, the goal was to create a raw material-independent energy source for Germany. Germany was largely dependent on crude oil from abroad. The extraction of petrol from lignite was already a step towards independence from oil, but it was not yet enough. Incidentally, it was based on the ideological idea of a "divine power source." Many of these ideas seem highly relevant today!

Despite all other difficulties and the enemy's overwhelming numerical superiority, it can be said that Germany lost the war, especially on the "raw materials front".

Economic considerations also led to the development of the Thule engine. If the production of flying saucers had been a priority, they would probably have been available as early as 1943. The "Haunebu 1" was already flying in 1941. If the information is correct, this large circular aircraft was lost during a reconnaissance flight over the Irish Sea.

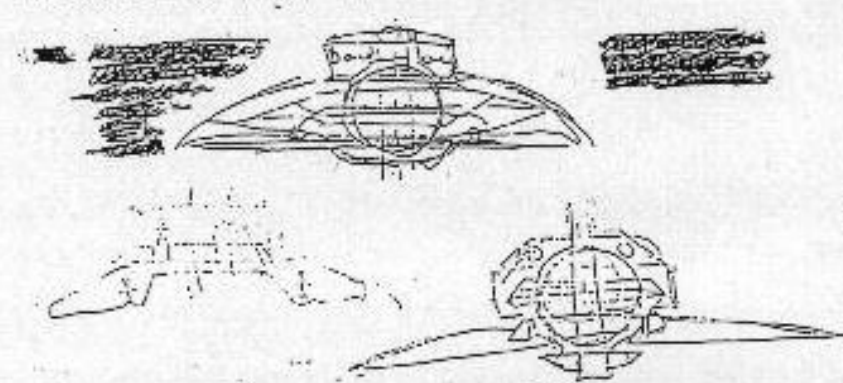
However, the main focus of the SS-E-IV is likely to have remained on the flying saucers themselves rather than the energy source for a long time.

So it was only relatively late that the "Black Sun" began to focus on the construction of flying discs – probably only when man had to search for the very last possibilities.

Referring to the above
VERY SECRET

THIS POWER IS VERY GREAT. IF WATER CIRCULATION IS LIMITED BY, IT MUST BE LIMITED AND SO MUST BE THE AND SO MUST BE THE. THE POWER IS VERY GREAT BY THIS IT IS NOT LIMITED BY ANYTHING.

- Lieutenant (Boat Pilot)
- Chief Engineer

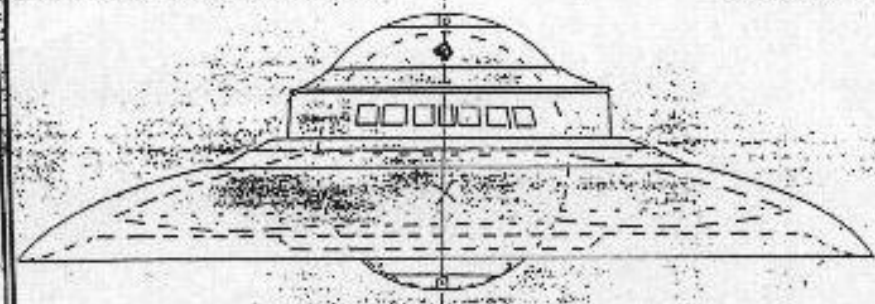


Wir haben
in der
Lage
das
DO ist
gerade
tritt
haben
gerade
gerade
gerade
ist.

D.I.C.(U.S.)
operation results

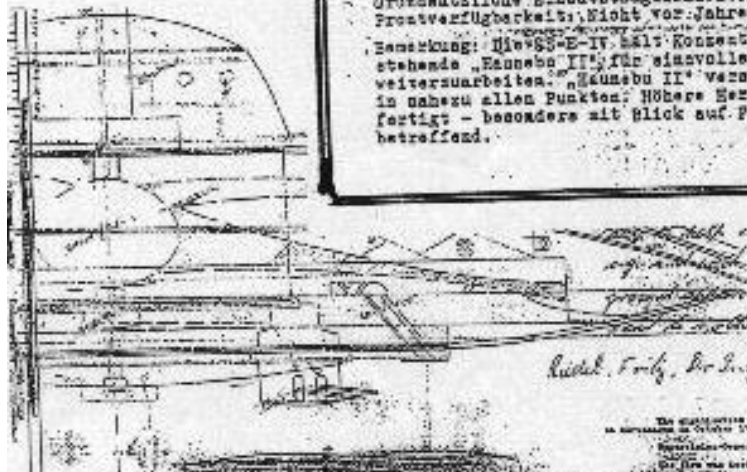
DEUTSCHES ORIGINAL-PAPIER

"HAUNEBU 1"



MITTELSCHWERER BEWAFNETER FLUGKREISER, TYPE "HAUNEBU I"

Durchmesser: 25 Meter
Antrieb: 7-Blatt-Propeller
Steuerung: 2 x 1000 kg
Geschwindigkeit: 4200 km/h (rechnerisch bis 17000)
Reichweite in Flugzeit: 18 Stunden
Bewaffnung: 2 x 500 kg in Drehlafette und 1 x 100 kg, starr nach vorn
Ausspannung: 2 x 1000 kg
Besatzung: 8 Mann
Weltallfähigkeit: 16000 m
Stillhaltefähigkeit: 6 Minuten
Allgemeine Flugfähigkeit: Tag wie Nacht
Grundsätzliche Einsatzmöglichkeit: 60 %
Frontverfügbarkeit: Nicht vor Jahresende 44
Bemerkung: Die SS-E-IV hat Konzentration auf bereits im Versuch stehende "Haunebu II" für einseitiger als an beiden Typen parallel weiterarbeiten. "Haunebu II" verspricht entscheidende Verbesserungen in nahezu allen Punkten. Höhere Herstellungskosten scheinen gerechtfertigt - besonders mit Blick auf Führer-Bomberbefehl, Flugkreisler betreffend.



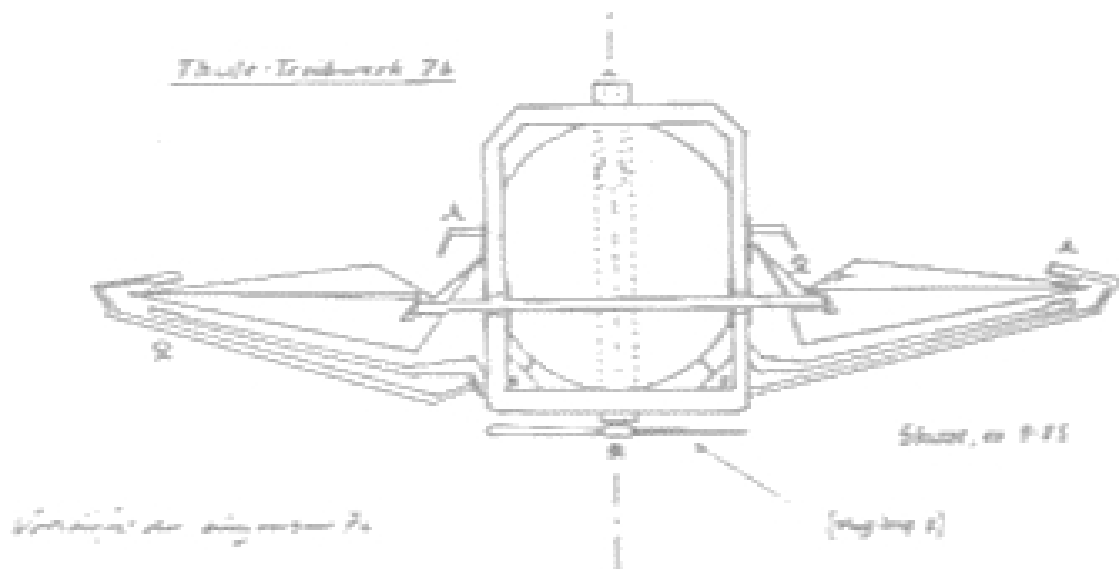
Die Briten verfügten frühzeitig - nämlich schon ab 1941 über Informationen (durch Verrat oder Spionage), die sie offenbar zunächst nicht ernstnahmen.

RFZ 2

In June 1934, VICTOR SCHAUBERGER was invited by Hitler and other members of the VRIL society to work with them to develop a flying machine that could fly and go beyond the limits of the solar system. In his book *"The Spear of Destiny"*, Trevor Ravenscroft describes "... at the age of twenty, Hitler was already a devotee of the occult and the mysterious, seeking to attain higher states of consciousness through drugs ..."; In those days, Hitler's secret society created a special group designated SS "SCHWARZE SONNE" (Black Sun), from which emissaries were sent to Tibet on a regular basis, whose primary objective was to learn meditation techniques for communicating with extraterrestrial entities. This fact was confirmed when Soviet soldiers found the bodies of six Tibetan monks in Berlin on 25 April 1945, in a small circle.

VICTOR SCHAUBERGER, together with Dr SCHUMANN, mentioned above, succeeded in late 1934 in building a new disc-shaped object, which they called RFZ 2. Its operating principle was identical to those previously tested, but improved.

Using a VRIL propeller (also known as L-MES, i.e. Schumann SM-Levigator), the machine, with a diameter of 5 metres, generated an electromagnetic field that moved easily, changing colour each time its speed fluctuated.



A sketch of the Vril engine test device, without the fairing. (The size comparison is correct here.)



Haunebu II 1944



Haunebu III, DMR. Over 70 m, on the right at the edge of the picture a jet fighter, half-right behind in the hangar a flying wing



Selected Haunebu III in test flight, accompanied by several flying wings



Computer-assisted illustration Haunebu III

The Andromeda Machine

At the end of the war, the SS built the Andromeda Machine, a UFO space station.

It uses the Vril Gravitation System.

UFOs and suppressed German technology

A detailed exposition on suppressed German technology including: **Climate Control, time travel, anti-gravity, Virus Creation, UFOs, and**

Alien collaborations. After watching a video of this Rare, you will know that

...

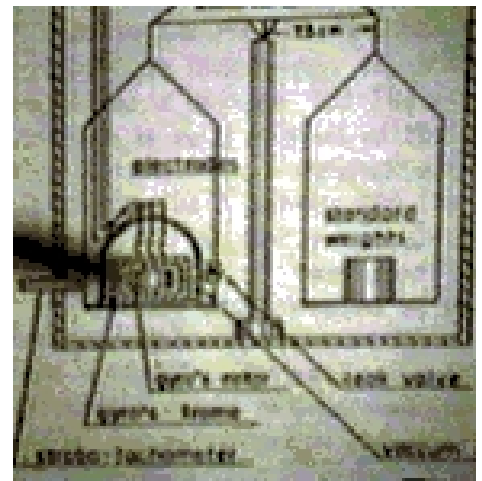
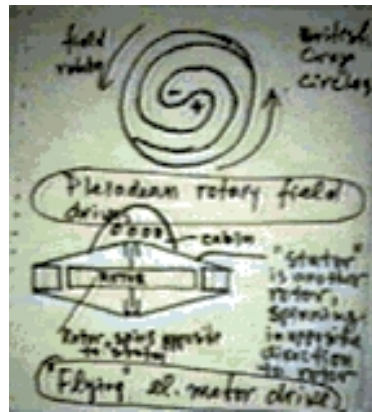
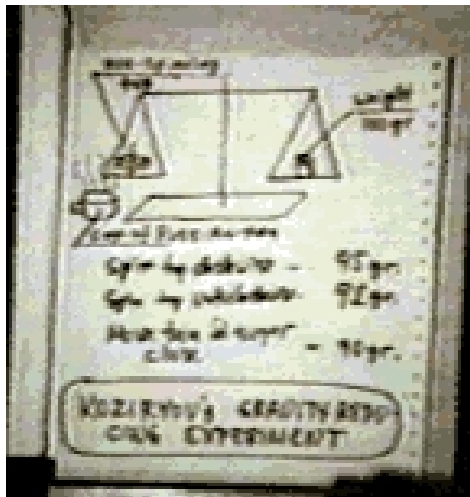
... We are not alone!



Part 1

According to **Billy Meier**, there are **1,600,000 races encountered in Pleiadian travels**. They (the Pleiadians) have 1,600 anti-gravity technologies, and there are more than 700,000 x (10 to the power of 10) galaxies that exist according to contactee Billy Meier (which is 7,000,000,000,000,000 galaxies!). There are 7.5 billion inhabited planets.

When the tabloids expose something, then you know it's important. The reason is that tabloids are known for "exaggerating the truth," and so they can basically print anything.

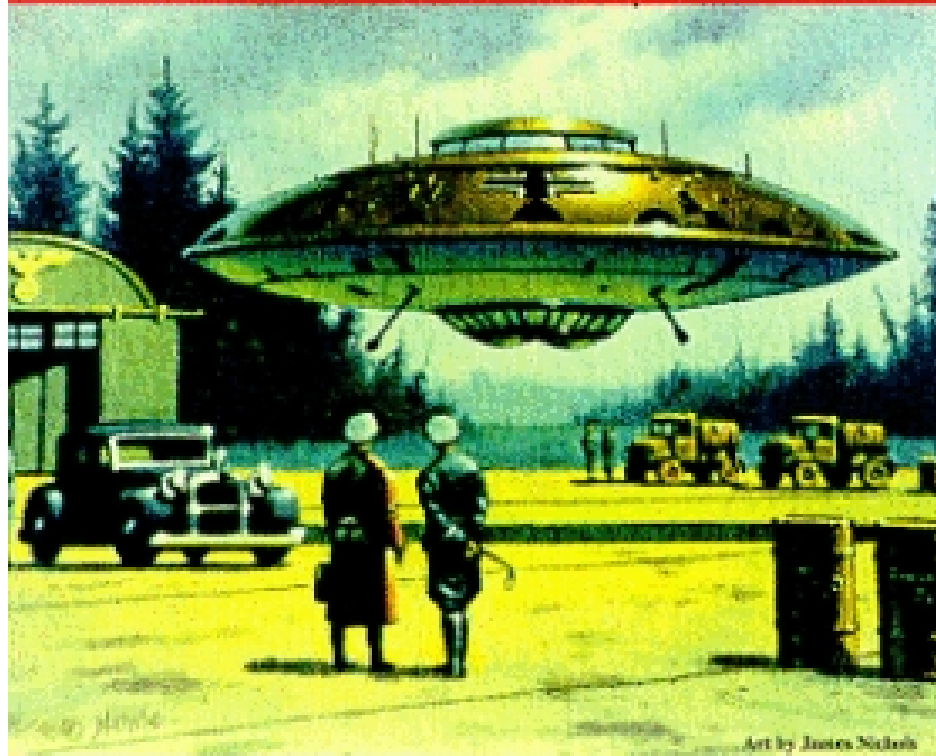


What the tabloids say will not affect the regulation of our country's 'controllers'. So *when they say something, it may well be true, but written in a way that is acceptable to comic book humour societies.*

The Government has been experimenting with **time control**, **time travel**, and **anti-gravity** for many years. ***Alien visits are commonplace.*** Just because you don't see them, it doesn't mean they aren't there - it simply means you don't see them! They are very selective in who they choose to show themselves to.

NAZI UFOS

& the ILLUMINATI CONSPIRACY



as told by **VLADIMIR TERZISKI**

WARNING

This video contains weird science! Some of the stories related may be fact, speculation or just tall tales. Underground Video® will not be responsible for any headaches, moments of brilliance, uncontrollable laughter, shock, disgust, emotional glitches, or loss of sanity (temporary or permanent) this video may cause.

View at your own risk!

UFO

Geheimnisse des dritten Reichs



PolyGram Video



Organizații secrete,
Cine conduce lumea,

Carte 3-a

Un autor interzis

Nazi UFOs and the Illuminati Secret Reich Archive 3

See dozens of saucer-shaped German war aircraft and hidden files, photos of German Panzer tank towers and disc-shaped flying vehicles with cannons mounted on their bellies! Nazi-Japanese Mars flight, free energy, anti-gravity, and the secret international organisation known only as the Illuminati. Discover their diabolical plan to control the world.

How did these UFOs defy gravity? **The secrets of flying machines have been suggested from ancient anti-gravity writings.** All land vehicles have only one symmetry in common - the wheel. The wheel, together with the tower, occurs often in nature. The hair on the head is a result of the head chakras. Non-physical energy causes hair to grow in a circular pattern. This can also be seen in circles.

Foo engines More banned books Victor Schaubereger - **Free Energy** genius
Nicola Tesla. Spinning discs
Floating bowling ball **Alien visits** Antigravity Magnetic to electric Hydrogen
engines **UFO** energy **to the moon** Thermos jet saucers Interplanetary
crafts Mothership Cigar Photo of black hole
and aliens...

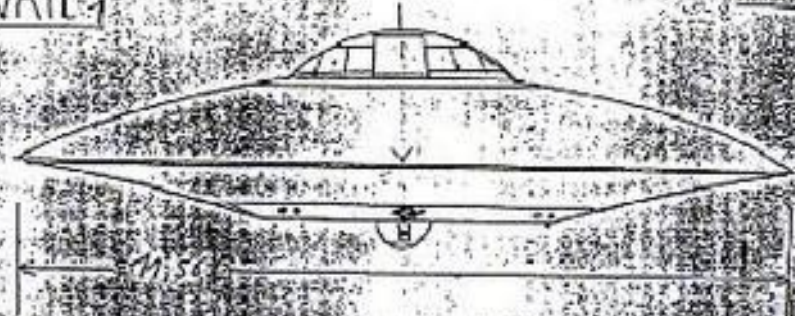
VRIL-1

VRIL-2

VRIL-9

VRIL-1

ANHANG



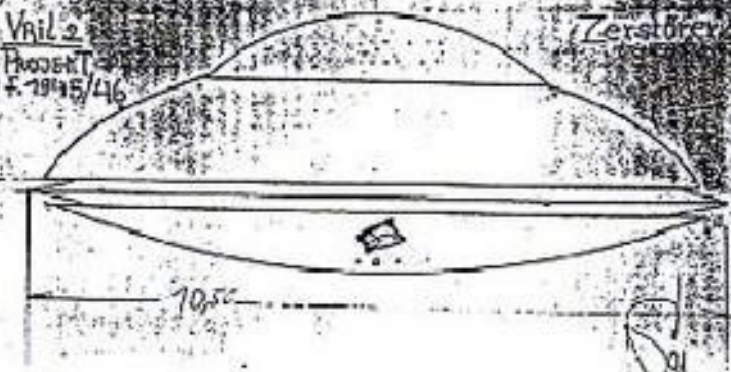
LEICHTE UNWAFFENETE FLUGSCHREIBE (JÄGER), TYPE "VRIL"

(Schmann-Gruppe)
 Durchmesser: 50 Meter
 Antrieb: Schmann-Lavitator (gepatentiert)
 Steuerung: Fern-Steuerung
 Geschwindigkeit: 2900 Kilometer p. Stunde (bisher) - bis zu ca. 12000 mögl.
 Reichweite (in Flugdauer): 5 1/2 Stunden ((Flug-Aufladung mittels KS von
 Himmelskranz wird erprobt))
 Bewaffnung: 1 x 88 mm KSK, Fernsteuerbar, unten, + 2 x MG 208 u. 2 x MG 17
 Außenscheinwerger: 1 x 1000 Watt
 Besatzung: 1 (Je nach Einsatzort) bis 3 Mann
 Weltallfähigkeit: 100 %
 Stillschwebefähigkeit: 12 Minuten
 Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht
 Grundsätzliche Einsatzreife: ca. Sept. 1944, ev. früher

VRIL-2

PROJEKT
 1. 1945/46

(Zerstörer)



Secrets of the Third Reich

Part II

"He had one already out of the drawing board and flying, and it was capable of 1,200 miles per hour. Vertical take-off, 90° turns, just like a helicopter, and, of course, it was far superior to anything the Allied powers had at that time. Secondly, he knew that he had another craft about to be created and going it was capable of doing 2500 kilometres per hour, which was double the original. Not only did it have the characteristics of the original craft, but it also had a laser weapon on board that was capable of penetrating four inches of armour. Needless to say, it really scared the Allied forces into making a redemptive attempt against it and bringing it... into a state of capitulation." (6)

Bulgarian physicist Vladimir Terziski also wrote the following about these Nazi UFOs. "According to Renato Vesco... Germany was sharing many of its advances in weaponry with its Italian allies during the war. At the Fiat experimental unit on Lake Garda La, a facility that was aptly named after Air Marshal Hermann Goering, the Italians were experimenting with numerous advanced weapons, rockets and aircraft, created in Germany. Similarly, the Germans maintained close contact with the Japanese military establishment and supplied it with many advanced weapons. For example, I discovered a photo of a copy of the manned version of the V-1 - the Reichenberg - produced in Japan by Mitsubishi. The world's best fighter, the twin-engine Dornier-335, was duplicated, the Kawashima "..

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 independently verified and therefore may well be portrayed as fiction rather than fact. That said, much of the following information flows with the themes most explored in the following chapters of this book.

Claims have also been made that Nazi occult societies were involved in the development of such unconventional craft technology. One of these, the 'Vril Society', was allegedly 'channelling' messages from an alien civilisation in the Aldebaran solar system and planned to develop a craft that could make physical contact with the civilisation there. This may or may not be true, but there was certainly a high level of occult activity in mid-19th century Europe, and organisations undoubtedly existed then with unconventional beliefs as they do today.

Whatever the truth of this, by 1934 the Vril Society had apparently developed its first UFO aircraft, known as the Vril 1, which was propelled by an anti-gravity effect. (This was the same year that Viktor Schauberger discussed his flying saucer ideas with Hitler).

Society then supposedly began to develop this art, and later—again supposedly—produced the RFC-2. This craft was apparently 16 metres long and equipped 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.

However, the RFC-2 was largely ignored, with only the SS showing an interest in the work of the Vril Society. An internal SS organisation then set up its own SSE-4 department to develop new alternative technologies to ensure that Germany would no longer have to be dependent on external energy sources and began work on its own version of the RFC or Vril.

By 1939, the SS had produced the RFC-5, which is called the Haunebu 1. In August 1939, the machine made its maiden flight and proved its viability, being

more than 65 centimetres in diameter and offer considerable storage space. By the end of 1940, the RFC-2 (Haunebu II) 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 little corroborating and historically verifiable information to support these claims, however the design of the Haunebu II should be noted for future reference.

VRIL SOCIETY

or "NO PROPERTY ALL COMES FROM ABOVE"

Probably ... it is the most interesting secret company that ever existed.

... You will determine directly with your own eyes that circles of power of a "non-German" nature are interested in it, this happening before the German people kept it secret.

Karl Haushofer created a second medal, which "Brothers of Light" used before 1919, which was later renamed the "Vril Society". This also united the Teutonic Templar medal "The Black Stone" (DHVSS) and the "Black Knights" of Thule and the SS elite "Black Sun" from 1917 onwards.



To draw a comparison with the Thule society, one can simply point to the difference between the two societies: the Thule society was dedicated to material and political matters, while the Vril society was essentially otherworldly in its orientation. However, numerous connecting elements between the Vril and Thule societies remained, for example, Atlantis, Thule, the "island of the blessed" from Gilgamesh, were the Urverbindung between Germania and Mesopotamia, and ancient Heiligtümer such as the outer stones or the mountain house Stronegg were common research topics (83).

In December 1919, he met an inner circle of Thule, DHVSS and Vril people in a forest house in the RAM, which was also rented by Berchtesgaden. Among them was Maria Orsitsch, who was even more distant from the circle and only admitted to being Sigrun. Maria had received technical data for the construction of a flying machine in a Templar secret script, which was completely unknown to her.

The telepathic messages came from the Vril writings of the Aldebaran solar system, which can be found 68 light years away from us in the constellation Taurus. Here I would like to present a brief summary of the messages that the Vril telepaths received over the years and which formed the basis for all new actions of the Vril society:

The Aldebaran solar system is therefore 68 light years away from Earth and its sun is inhabited by two circles of planets, which form the kingdom of "SUMERAN". The humanity of the Aldebaran solar system is itself a noble people of "light human gods" (Arier) and different other human races that have split off, which must have developed through negative mutations of these "people of God" due to climate changes on the individual planets.

These races are colourful mutants and have a lower mental development stage. The more racial mixing took place, the more the mental development of these peoples declined, with the result that when the sun began to expand, they were no longer able to receive the space travel technology from their ancestors and leave the planets themselves. Thus, the lower races, which were completely dependent on the knight race, must have been evacuated with spaceships and taken to other habitable planets.

Despite these racial differences, however, the different races must be absolutely respected and not interfered with in other habitats, nor should people of other races be called God, even if they are different. Each simply respected that the others had made their own development (in contrast to Earth). The noble race of the "light of God" people is said to have begun about 500 million years ago, after the expansion of the sun

Aldebaran and the resulting increasing heat made the planets uninhabitable, so they colonised other Earth-like planets. This means that they colonised the planet Mallona (also known as DEK, Marduk or the Russian Phaeton) in our solar system first, which at that time existed in the place of today's asteroid belt between Mars and Jupiter. After Mars, whose highly developed inhabitants built large cities

pyramids and the well-known face of Mars, which were rediscovered in 1976 by the Mars Viking probe.

And a principle that the gentlemanly people of Sumer from Aldebaran also arrived at this time for the first time on earth, where about 500 million years old petrified shoe prints with crushed trilobites can be found, at a time when the earth was 400 million years old and the Urkrebs had become extinct.

The Vril people were of the opinion that the Aldebaraner race had landed later, when the Earth slowly became habitable in Mesopotamia and the ruling caste of the SUMERERS, who, as shining white people, were designated as gods, had formed. The other side of the Vril telepaths came to the conclusion that Sumerian is identical not only to the language of the Aldebaraners, but also to the fact that Aldebaranisch sounds like incomprehensible German and also the frequency of speech of both languages, German and Sumerian, is almost the same.

Whether these statements about Aldebaran are true is unclear, but the structural drawings and technical data received by the VrilTelepathen – where this data always came from – were so accurate that they led to one of the most fantastic ideas ever conceived by humans: the construction of a "flying machine from another world". He developed the concept of "other science" (today we would say "alternative forms of energy") to a high degree. But it took more than three years before the project was tackled.

In this early phase of "other technology" or "other science," Dr. W. Schumann, a member of Thule and Vril, gave a lecture in Munich, from which a few sentences are to be quoted here: "We know that two principles, light and darkness, property and evil work, determine everything and every event, and . destroy - as well as with the advantages of electricity and less I know It always means: Either - or "These two principles - concretely designated as work and destruction - also determine our technical means ... " Everything is of satanic origin - all of divine origin development ... Every principle of explosion or even burning on which technology is based can therefore be called satanic technology.

The age of youth will once again become an age of youth, technology, positive divine power... (source: Realm-German SSGeheimarchiv)! At the same time, scientist Viktor Schauburger worked on a similar project. Johannes Kepler, whose teachings Schauburger used, was in possession of the secret teachings of the Pythagoreans, whose knowledge was kept secret and taken over by **the Knights Templar**. It was the knowledge surrounding "**implosion**" (implosion in this case = using the potential of the inner worlds in the outer world).

He knew that Hitler, as well as the Thule and VrilLeute, that the principle of construction is always building, i.e. technology that is based on explosion and is therefore destructive is against the principle of building. Therefore, someone wanted to create a technology that was based on **implosion**. Schauburger's oscillation teachings (overtone line principle = mono cable) connect to the knowledge surrounding implosion. Simplified, one could say: **IMPLOSION instead of explosion** at the base of the energy flows of the mono cable

and implosion technology, one can achieve **antimatter** and thus **the dissolution of the force of gravity!**

In the summer of 1922, the first flying saucer was built based on his implosion technology (the otherworldly flying machine). It consisted of a disc with a diameter of eight metres, on which a parallel disc with a diameter of six and a half metres was mounted, and between them an additional disc with a diameter of seven metres.

These three discs were broken through the centre by a 1.80 m measuring hole, in which the 2.40 m high power supply unit was installed.

Below the centre body, it ran into a conical point, from which a pendulum delivered to the hold provided for the stabilisation of the equipment. When activated, the lower and upper discs turned in opposite directions in order to develop a first electromagnetic rotation field. The first flight of this disc and its achievements are unknown.

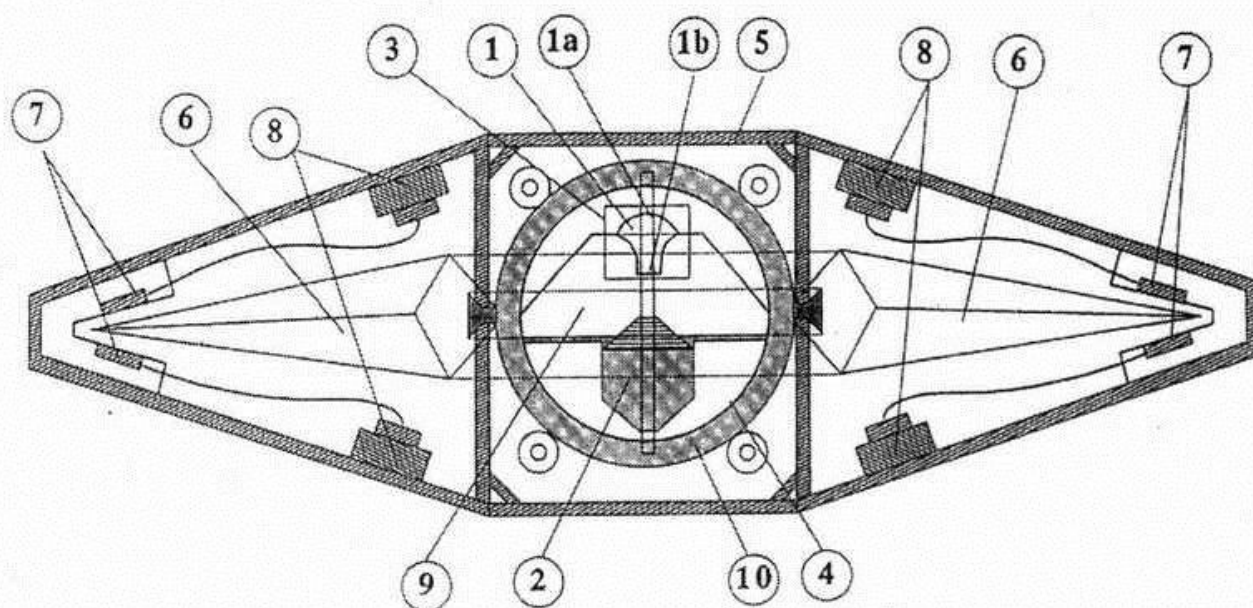
In any case, it was tested for two long years before being dismantled again and probably stored at Messerschmidt Augsburg. Financial support for this project, which was formally listed as "Schumann SM Levitator" under the code "JFM" in the accounts of various German industrial companies, ensured that the otherworldly flying machine was safely removed from the **Vril engine**.

In principle, the otherworldly flying machine should see more of its immediate surroundings, an extremely strong field generator, which, together with the machine and its users, encloses the IT sector in a microcosm that is completely independent of the cosmos outside. This field would be completely independent, with maximum field intensity from all universal forces and influences – such as, for example, electromagnetism and radiation, as well as objects of any kind – surrounding it, and could move within every gravitational and other field at will, without any acceleration forces becoming effective or perceptible in it.

In June 1934, Viktor von Schauburger was invited by Hitler and the highest representatives of the Vril and Thule societies and cooperated with them from then on. The birth of the first so-called German UFOs came about, however, after these failed the first time in June 1934. Under the direction of Dr. W. O. Schumann, the first experimental flying car, the RFZ 1, was developed at the Arado aircraft factory in Brandenburg. During its maiden flight, it rose perpendicularly to a height of approx. 60 m, but then began to fall and dance in the air for several minutes. The tail unit connected to the controls proved to be completely ineffective. With problems and in an emergency, pilot Lothar Waiz managed to bring the RFZ 1 back to the ground, jump out and away from the controls before it began to behave like a gyroscope, then tilted and was completely destroyed.

That was the end of the RFZ 1, but the beginning of the Vril missiles.

Vril-1-Triebwerk



- | | | |
|--------------------------------|-----------------------------|----------------------|
| 1 Glocke | 4 Schwingungseinschluß | 10 Schwingungspanzer |
| 1a YX - Pol | 5 Rahmen | |
| 1b XY - Pol | 6 Drehkörper | |
| 2 Haupt- u. Anlaß
Generator | 7 Elektromagnete | |
| 3 Glockenmantel | 8 Stromspeiser u. Aufnehmer | |
| | 9 Vakuum | |

Even earlier, at the end of 1934, the RFZ 2 was completed, which had a Vril and a **"magnetic impulse control"** unit. It was 5 metres in diameter and had the following flight characteristics: optical blurring of contours at increasing speed and, typical of UFOs, coloured lights on a red, orange, yellow, green, white, blue or violet background. It worked like this – and must have had another remarkable destination ahead of it in 1941.

It was used during the "Battle of Britain" phase of the war, when the standard German ME 109 fighters for clearing-up flights over transatlantic liners proved unsuitable as long-range reconnaissance aircraft due to their short range. At the end of 1941, it was photographed over the South Atlantic while on its way to assist the cruiser Atlantis in Antarctic waters. The reason it could not be used as a fighter was because the RFZ could only implement two due to its impulse control changes of only 90°, 45° and 22.5°.

Unbelievably, some will think - but it is precisely these right-angle flight changes that are absolutely typical of UFO flight behaviour.

After the success of the small RFZ 2 as a long-range reconnaissance aircraft, the Vril Society had its own test field in Brandenburg. At the end of 1942, the easily armed flying disc "VRIL-1-Jaeger" took to the air. It was 11.5 m in diameter, a single-seater, had a "Schumann levitation drive" and a "magnetic field impulse control". It reached speeds of 2,900 to 12,000 km/h, could perform complete

at right angles without the pilots being affected by them, was time-independent and had a universe capability of 100%.

Several two-seater variants equipped with a glass dome were also built in 17 units. In the same way as his own project, V-7 was developed. Under this designation, several flying discs were built, but with conventional jet propulsion. Based on the ANDREAS EPP, the RFZ 7, a combination of a levitating flying disc with jet propulsion, was developed. The development teams were led by Schriever Habermohl and Miethe Belluzo. The RFZ 7 had a diameter of 42 metres, but crashed during landing in Spitzbergen. Later, however, a copy of the RFZ 7 was photographed outside Prague. According to Andreas Epp's statement, it was to be equipped with atomic warheads and used to bomb New York.

In July 1941, Habermohl built a round, perpendicular jet-powered aircraft, which suffered from severe shortcomings. However, a further development, an "electric gravity gyroplane" with a "tachyon drive", was more successful. It was then that the RFZ 7 T, built by Habermohl and Belluzo, followed suit and was also fully functional. However, the V-7 flying discs were described as toy-like in comparison to the Vril and Haunebu discs.

In the SS, there was a group concerned with alternative energy production, the SS-E-IV= RESEARCH CENTRE IV **dom** do **BLACK**, whose main goal was to make Germany independent of foreign oil. Hans Coler developed the "THULE engine" based on existing mechanisms and Captain Vril's Tachyonenkonverter, which was later named TACHYONATOR THULE.

In August 1939, the first RFZ 5s took off. It was a moderately heavy flying gyroscope with the strange name "**HAUNEBU 1**". It had a crew of eight men, measured 25 metres in diameter, initially reached a speed of 4,800 km/h and later up to 17,000 km/h. It was equipped with two KSK 6 cm (jet force cannons) in rotating turrets and four MK 106 and had a space capacity of 60%.

By the end of 1942, the "**HAUNEBU II**" had also been developed. **Its** diameter varied between 26 and 32 metres and its height between 9 and 1 metre. It could carry a crew of between 9 and 20 people. It was powered by a Thule Tachyonator and reached a speed of 6,000 km/h at perigee. It was suitable for space travel and had a flight range of 55 hours.

Plans for the **VRIL-7-Grossraumschiff** with a diameter of 120 metres already existed, which was to transport entire crews at that time.

Shortly afterwards, "**HAUNEBU III**" was built, the absolute masterpiece of all flying saucers, with a diameter of 71 metres, which was also filmed. It could carry a crew of 32 men, had a flight duration of more than 8 weeks and reached a speed of at least 7,000 km/h (according to documents from the SS Geheimarchiven, up to 40,000 km/h).

Virgil Armstrong, former CIA and Green Beret member, describes German missiles during World War II that could land vertically and take off at right angles. They were measured at speeds of up to 3,000 km/h and had a laser weapon, a cannon (supposedly the so-called KSK jet cannon), which could break through 4-inch armour.

Professor JJ Hurtak, ufologist and author of "The Keys of Enoch", describes that the Germans were busy building something that the Allies designated as a "miracle weapon system". Hurtak has minutes in his possession that describe two circumstances:

1. the structure of the "Peenemuende" city space and
2. the recruitment of the best technicians and scientists in Germany. The most precise research was also mentioned, known as "**Foo Fighters**" (feuerkugel). The construction and use of such flying objects were already well known to the CIA and the British secret service around 1942, but were not correctly assessed.

Foo fighter was actually the name given by the Allies to all German aircraft that glowed. In particular, however, there were probably two inventions that fell under the term Foo Fighters: the **flying turtle** and the **Seifenblase**, two completely different things that were nevertheless classified by the Allies as belonging together.



The "**flying turtle**" was developed from the SS-E-IV in Vienna's New Town. Its shape was reminiscent of a turtle tank. They were unmanned flying probes designed to cause disturbances in the electrical ignition systems of hostile armed forces. They were equipped with the most advanced klystron tubes, which were called the "death jets" of the SS. The effective ignition disconnection did not work, however, at first, even though it had worked so perfectly before. Later, it was possible to confirm the advances of this technology and UFO experts confirmed that the "ignition disconnection" is an electrical system with characteristics typical of UFOs.

Wendell C Stevens, US Air Force pilot during World War II, describes Foo Fighters as orange-red, which approached up to 5m to the aircraft and remained there, sometimes appearing grey-green. They could not be shaken off, shot down or forced to turn or land. This was completely different from what the Foo Fighters were often described as. These were simple balloons with thin metal spirals attached to them to disrupt the radar of enemy aircraft. The success of this idea may have been limited to a one-time psychological effect.

At the beginning of 1943, a cigar-shaped mother ship was also planned to be built at the Zeppelin shipyards, the so-called "Roma, because of its equipment" (139 m long). It was intended to transport several saucer-shaped ships for long-distance (interstellar) flights.

Around Christmas 1943, there was an important meeting of the **Vril** Society in the North Sea resort of Kolberg. Maria and Sigrun were also present. The main topic of this meeting was the "**ALDEBARAN COMPANY**". The medium had begun to receive precise data about the inhabited planets in the **Aldebaran** solar system, and a journey there was being prepared.

On 2 January 1944, a discussion took place between Hitler, Himmler, Kuenkel (VrilGesellschaft) and Dr. Schumann (Vril society), in which the **VRIL PROJECT** was mentioned. They wanted to penetrate Aldebaran with the Vril-7-Grossraumschiff at a speed independent of the dimensional channel.

According to Ratthofers' statement, the first test flight through the dimensional channel took place in the winter of 1944. This flight was allegedly a disaster, because photos show the Vril-7 after this flight, in which it looked "as if it had been 100 years on the road". The cell shell was heavily worn and damaged in several places.

On 14 February 1944, the supersonic helicopter, which was equipped with 12 BMW 028 turbo engines designed as part of the V-7 project by von Schriever and Habermohl, was test flown by pilot Joachim Roehlike to Peenemuende. The vertical climb rate

was 800 metres in the first minute, reaching a height of 24,200 metres, and in horizontal flight a speed of 2,200 km/h. This could also be achieved with unorthodox energy sources. However, it was not used for long, since Peenemuende was bombed in 1944 and the misalignment brought nothing more. Because the flying discs were operational before that, the Americans and Russians occupied Prague.

During the occupation of Germany in early 1945, the British and Americans discovered, among other things, photos of the IL Haunebu and Vril types I, as well as the Roma, in the SS Geheimbildarchiven (Secret Picture Archives).

Vril (1934/1945)



President Truman's resolution of March 1946 led to the US Flottenkriegskomitee giving permission to collect German material for experiments, including high technology. According to Operation "**CLIP TIE-PAPEL**," a German scientist working in secret was taken to the US. Among them were Viktor Schauberger and OMS AGO DE BROWN. Here again is a brief summary of the events that were to be produced in series:

The project was first started in Munich by the active Professor Dr. Ing. W 0. Schumann, who, at the beginning of 1945, allegedly had 17 disc-shaped 11.5-metre space discs, which must have amounted to a total of 84 test flights, the so-called "**VRIL-1-Jaeger**". At least one VRIL-7 and one VRIL-7-Grossraumschiff with the name "**ODIN**", which was to be launched in April 1945 with a

part of the Vril scientists and Vril lodge members from Brandenburg - after the separation of the entire test area - to Aldebaran.

The second project was under the SS research centre IV, which from 1945 onwards built three large, differently shaped bell-shaped gyroscope-type flying machines for the start: The **HAUNEBU 1**, 25 m in diameter, of which two copies were built and which had ascended for a total of 52 test flights (approx. 4,800 km/h).

Seven copies of the **Haunebu II**, with a diameter of up to 32 m, were built and tested in a total of 106 flights (approx. 6,000 km/h). The Haunebu II type was actually already intended for series production. An agreement between the Dornier and Junkers aircraft companies is said to have been reached at the end of March 1945 in favour of Dornier. The official designation of the heavy flying gyroscopes was to be DO-STRA (= Dornier stratosphere aircraft).

The **HAUNEBU III** with a diameter of 71 m was built only once and made at least 19 flights (approx. 7,000 km/h). And in the form of "non-planar" aircraft, there was a 139 m long mothership with hangars for one Haunebu II, two Vril 1 and two Vril II. In addition, there are documents that the VRIL-7-GROSSRAUMSCHIFF was completed at the end of 1944 and that flight tests for the first one, still limited to the ground, had already begun in secret:

1. Landing with the moon lake on the camera salt property, with dive tests for flight cell pressure force instruction,
2. From March to April 1945, the Vril 7 was probably parked at the "Alpine Fortress", from where it took off from Spain to fly over and land here, fleeing important German personalities who had certainly fled here to South America and "**New Swabia**" (explanation below) in secret German bases set up during the war for security and strategic reasons.
3. immediately after Vril-7 was to be launched on a secret flight to Japan, about which, however, nothing is now admitted. What happened to the flying ships after the war? The fact that it came to the production of a small series of the IL Haunebu can not be completely ruled out. The various UFO photos that emerged after 1945 with the completely typical appearance of these German constructions suggest this possibility. Some say that some of them were sunk in the Austrian Upper Moon Lake, others say they were taken to South America or brought there in individual parts.

It is certain that, even if the missiles did not actually reach South America, at least the designs for a new structural base were built and exist, since an important part of this technology was used in the 1983 "**Phoenix experiment**", which was the result of the 1943 "**Philadelphia experiment**". (This refers to teleportation, materialisation and time travel experiments by the US Navy, which were more successful than could have been imagined in the wildest dreams. There is not enough material on this subject to fill a new book, but it fits directly into our topic. See

bibliography) In 1938, an **expedition to Antarctica** was carried out by the German country of Swabia with the aircraft carrier.

600,000 square kilometres were declared German territory, **the "NEW COUNTRY Swabia"**. An ice-free area with mountains and lakes. Entire fleets of Type 21 and 23 submarines were later on their way to the new country of Swabia. More than 100 German submarines are still missing today. They were equipped with Walter snorkels, among other things, which allowed them to remain underwater for several weeks, and it is assumed that they fled with the flight discs or at least with the structural drawings for the new Swabian country.

It must be strongly accepted once again, since the test flights were successful and the aforementioned discs flew directly there at the end of the war. This acceptance may seem bold to some, but there are strong references to the fact that it could have been so.

The question arises why the Allies under **Admiral E. Byrd** carried out an **invasion of Antarctica** in 1947. Why did Byrd have barely 4,000 soldiers available, one warship, one fully equipped aircraft carrier, including a complete utility system, if it was only supposed to be an expedition? He had eight months at his disposal, but after eight weeks and a high number of aircraft losses, which were never publicly specified, he had to break off the mission. What happened? Admiral Byrd explained to the press afterwards, "It is a bitter reality that in the event of a renewed war, attacks from insects would have to be reckoned with, those from a pole, on the other hand, can be ruled out."

He also mentioned that there was an advanced civilisation there, which had used its outstanding technologies together with the SS (84). Norbert Juergen Ratthofer writes about their whereabouts after the Haunebu developments in his book "Time Machines" as follows: "The Haunebu I, II and III gyro-spacecraft and the Vril I space discs remained, but disappeared without a trace from May 1945 onwards. The Haunebu I, II and III gyroscope space flights and the Vril I space discs remained, however, disappeared without a trace from May 1945 onwards ...

In this context, it is particularly interesting that the German-Haunebu III kingdom was to be established after its nineteenth test flight on 20 April 1945, followed by the creation of a "new Swabian state", a huge German kingdom in eastern Antarctica, for a space expedition to Mars, about whose departure, however, nothing is known...

A year later, in 1946, numerous bright objects of unknown origin and clearly artificial origin were sighted, which then suddenly caused considerable excitement among the Allies in the east and west of Scandinavia. Once again, a year later, in 1947, cigar-shaped "unidentified flying objects" appeared, briefly referred to as UFOs, first in North America in the 1950s, then in ever-increasing numbers, undoubtedly intelligent beings piloting glowing flying objects, most of them roughly disc-shaped, occasionally also bell-shaped.

One continues to write that these "UFOs" did not generally resemble the German developments. On this point, I am of a different opinion. Well-documented photographic material proves that especially the Haunebu II version was sighted very frequently since 1945. If you, like me, have spent a decade around the world

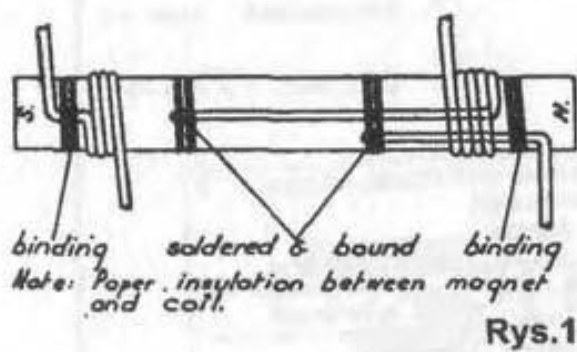
professional UFO fighter, you too will have encountered an unusually high percentage of cases in which you came into personal contact with the passengers of the UFOs in question, particularly beautiful copies of the "Arier" species, blond and naive, and these spoke either fluent German or another language with a German accent (for insiders, here the case of Adam AI was 1952, which mentions Cedric Allingham 1954 and the case of Howard Menger 1956).

One also says that the colour photos of a. Tripulada landed and started again Flugdiskus exists, which asked the cross a bar, as well as a swastika up-painted, which was resumed in the seventies by a night guard for West Germany Throughout the film missiles uniformly specified excellent photographic material and there are, for example, the documentation of 60 minutes of "UFO secrets of the 3. Rich" (MGA Austria / Royal Atlantis Film GmbH). Similarly, the material from the American Vladimir Terziski, who gave a three-hour lecture with photos of German spacecraft, structural plans and German underground bases for the UFO conference in Phoenix, Arizona, in September 1991.

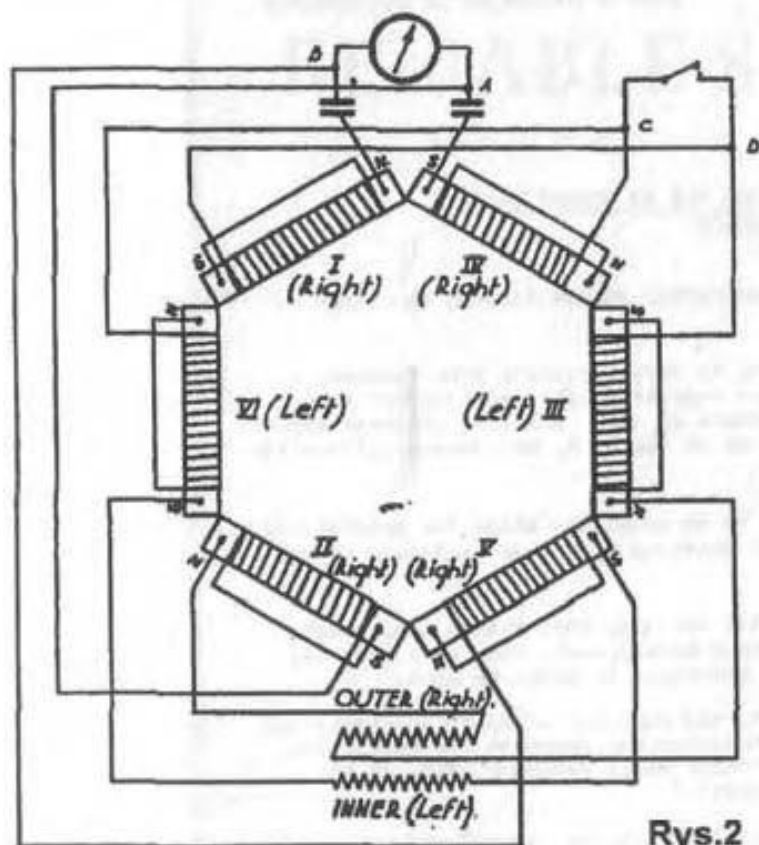
The material, which is interesting, was also collected by Italian Air Force Commander Renato Vesco in his book and by Rudolf Luser in his book: German Weapons and Secret Weapons of World War II and Their Advancement, JF Lehmanns Verlag, Munich 1971.

Do you now understand why the topic of UFOs is dismissed in the media, especially in Germany, when Humbug is dismissed? After this German plan, it is clear that the media and the message controlled by **the Illuminati** through the Anglo-American Zionist lobby will spare no expense to prevent German citizens from investigating this area.

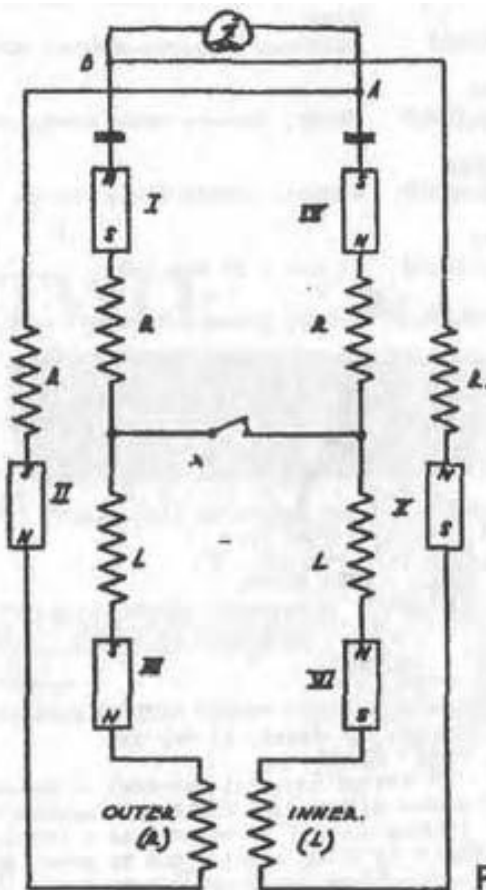
[... Designed by German naval engineer and inventor Hans Coler (or Kohler). Entitled The Invention of Hans Coler, concerning an alleged new power source, "BIOS Final Report No. 1043, Article No. 31, Summer 1946, this report consisted of tests and conclusions on two strange circuits carried out at the University of Berlin between the World Wars, under the auspices of none other than Dr. Schumann, discoverer of the Schumann resonance of the earth.⁴⁷ A mere glance will explain why the device attracted the immediate attention of the German Navy, which classified it as a possible source of calm and unlimited energy for propelling submarines.



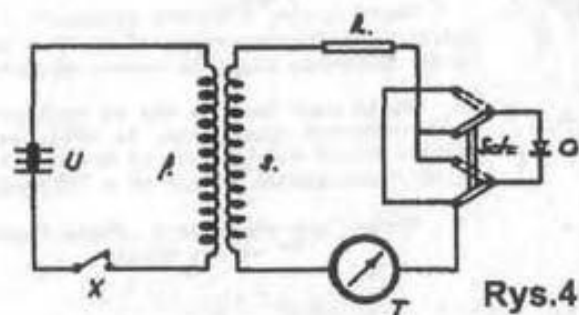
Rys.1



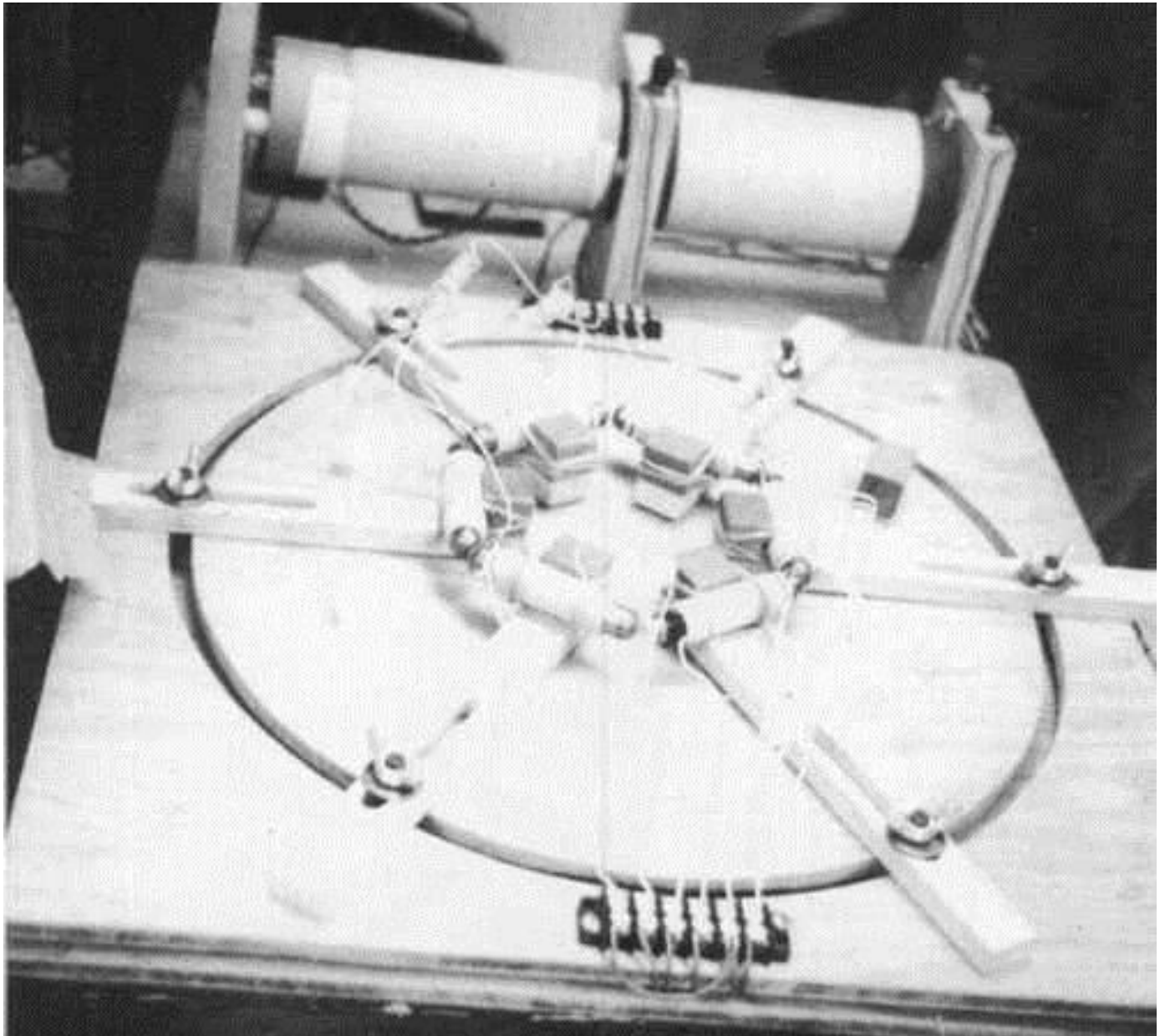
Rys.2



Rys.3



Rys.4



It should be noted that this hexagonal construction of coils and magnets and two "rotating" sub-circuits has absolutely no power source. However, for the mystified Coler and Dr. Schumann, it

47 The report is reproduced by the Integrity Research Institute, 1422 K Street NW, Suite 204, Washington, DC 20005.

nevertheless managed to produce, or rather transduce, power seemingly from nothing.

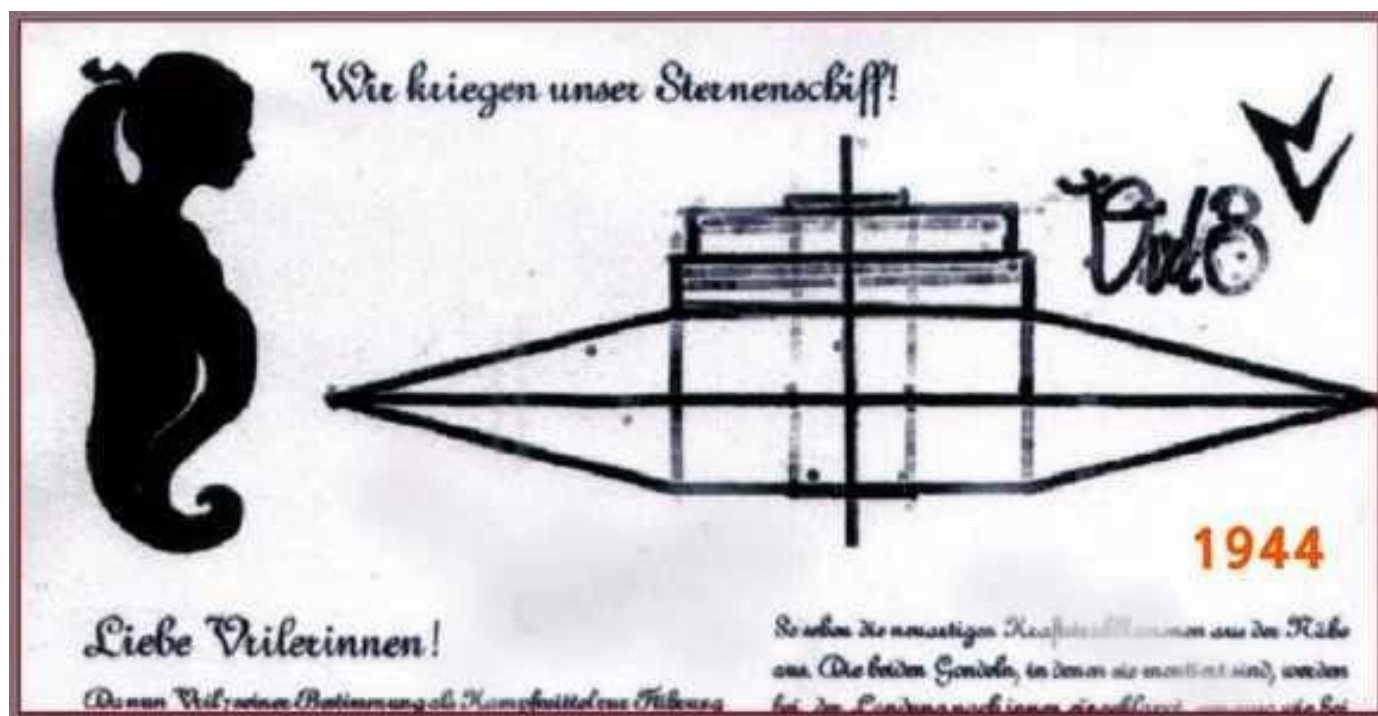
Little is known about how much the Germans took from this device, or for that matter, how far England got with it, given that for two and a half decades after the war they had to work with it until it was declassified. What is unusual is that Dr. Schumann was involved in secret German research on "batteries" as late as 1943, and was later brought to the United States as part of Operation Paperclip. It was this same Dr. Schumann who had noted in 1926 that Hans Coler's device exhibited "no fault, fraud or deception on the part of its inventor." 48 Such "free energy" devices

seemed to have come to the attention of the Third Reich leadership very early on - witness the meeting between Hitler, Planck and Schauburger - and more especially to the attention of the SS. Devices involving pulsed Tesla coils, suspiciously similar to Tesla's own "Transformer Magnifying Impulse" were built.

One such device, the so-called Schappeller Karl Device, has come under scrutiny, as it bears similarities to another device found by Nick Cook and described in his hunt for the Zero Point. This strange device is described by Henry Stevens as follows:

The Schappeller device is actually made up of two separate units, the rotor and the stator. The stator is built like this: its surface is round or ball-shaped, made up of two steel half-shells. These half-shells contain the internal structure and are watertight. Attached to each "pole" of each half-shell is an iron bar magnet, most of whose internal structure is hidden. This means that most of the magnet is inside the steel sphere, facing each other. There is a space between the two bar magnets in the centre of the sphere.

Insulation, a ceramic material, is placed inside the steel sphere leaving a hollow central area. Inside this hollow area and around the space between the magnets are wound two internal coils. These originate at the magnetic bar poles and each terminate in the centre of the sphere, with a connection leading out of the sphere to the rotor. These coils are composed of a hollow copper tube filled with a special and secret substance called "electret". When leaving the sphere, the filled electret copper tubes are replaced by a conventional copper wire.



The question arises here, where did Thule and Vril get the knowledge to build these missiles from the secret German companies? Similarly, the knowledge for the

Genetic engineering, in which the Germans were once again ahead of other nations by several lengths?

According to statements by Herbert G. Dorsey and other researchers, alongside the structural designs of the Vril Society, telepathic contact with extraterrestrials and the intact recovery of a non-terrestrial disc that fell in the Black Forest in 1936 were a great help to the Germans. However, there is no evidence for this, nor are there any surviving eyewitnesses.

But that's fine for America. Because at the same time, the Americans had to announce a series of failures that could not be kept completely secret. But we'll come back to that later. Back to the political events. In addition to supporting Hitler's Ith G. Farben, he turned his trusted partner, Standard Oil (Rockefeller), against the Nazis. Or, for example, he developed Ford's motor company with military equipment for the American army, while at the same time producing military vehicles for Nazi Germany. Fords and Opels (the daughter of the motor general, which is controlled by JP Morgan) were the two largest car manufacturers in Hitler's Germany. No matter how the war would turn out, these multinationals had already won from the start. Many companies worked according to this principle in World War II. Why don't we read anything about these things in school books or encyclopaedias? Particularly in Germany, where apparent freedom of the press prevails and the truth is taught? This is one of the reasons why the Rockefeller Foundation spent 139,000 US dollars in 1946 on an official version of World War II for the public, in order to cover up the entire structure of the Nazi regime by the US banker, as well as the occult-mystical Nazi background. One of the main donors of the funds was Rockefeller. One of the main donors of the funds was Rockefeller's own Standard Oil Corp (85).

Nazi Flight Records Part II

Milton Keynes, England, is not the kind of place where we expect to get new information about real-life flying saucers. But after our recent report on a saucer-shaped aircraft in Canada, top-secret American flying saucer projects, and Germany's development of craft like this during World War II, a Flagra researcher received a letter from viewer D. Robin Stowell.

A typesetter by profession, Stowell alerted us to the book, Brighter Than A Thousand Suns. An official history of the race to build the first atomic bomb. Stowell typeset the original manuscript nearly forty years ago. And he never forgot this brief reference to a disc that could have Nazi outmanoeuvred any Allied aircraft.

Four decades after publication, Stowell found a copy of the reference book and confirmed that he had remembered it for a long time.

The note describes German saucers that were forty-five metres in diameter, capable of reaching speeds in excess of Mach One and climbing to an altitude of nearly eight kilometres. Some experts believe that these Nazi discs could have been responsible for the legendary Foo Fighter sightings later in Europe during World War II. But if so, it still does not explain the Foo Fighters seen over the Pacific during the same period.

There were a number of brilliant German scientists and engineers working on flying disc craft, many of whom used traditional rocket/jet propulsion techniques... but some methods were apparently used long before anything known at the time. Or now, for that matter.

Dr. Richard Miethe, whose group allegedly built disc craft in Breslau, came to Canada after the war and worked on disc projects with the Roe AV Company on a joint

American-Canadian project that 'officially' produced only 'discs'. A rather non-functional 'hovercraft' type. Most researchers today consider nothing Roe's 'discs' to be anything other than a misnomer. What was Miethe really working on?

Another highly advanced group was led by Dr. Viktor Schauberger, who worked in Austria at the Kertl factory in Vienna. Schauberger's incredible craft supposedly utilised a hurricane-like vortex that produced magnetic effects said to cause levitation. Two Schauberger models, both made of copper, were said to have been built, with one of them successfully test flown. The story goes that it flew so well, in fact, that it impacted the ceiling inside the hangar and was destroyed.

The SS, which was apparently overseeing this and all German Pires research, reportedly stopped conducting further experiments after the accident, fired Schauberger, and took all his work and magic to some other location for further development. After the war, Schauberger was lured to the US by a CIA front company and allegedly forced to sign a contract in English (he only knew German) giving the company all rights and titles to his inventions, concepts and designs. He was then returned to Austria... and died five days later.

As stated earlier, many of the German Pires vessels were based on well-known, if exotic, technology. Our source for the extraordinary design below was thoroughly interviewed over an extended period of time and is known to have impeccable integrity. We have seen some of the hundreds of wartime documents from his time with the Horten brothers, including personal correspondence from them to him.

When asked how he was able to obtain the design of the disc craft below, he would only say, "Sneaky... sneaky. No one was ever to know anything about this... I had to start the design from a friend who was very close to the project." He said he would never compromise his friend by revealing his identity. Haunebu1

(1939)



Probably a model from the Haunebu series. The Nazis built their first Haunebu in 1939

Hitler's Secrets Flying Saucers Comments

Editorial:

Description

That the Allies actually won World War II, writer and aerospace engineer Wm Lyne offers compelling evidence that Adolf Hitler had at least seven body doubles and was able to escape from his Berlin death bunker, "fleeing with other Nazis to South America to start a Fourth Reich."

Oh, the true story of flying saucers is a big lie, full of deception and government misinformation, created to hide a basic truth... That most UFOs are man-made craft based on German World War II anti-gravity technology as developed by Nikola Tesla! Werner von Braun, a top German scientist, was present in New Mexico as early as 1937, and the "Roswell Crash" may have been a hoax staged to hide the truth about our government's involvement in alternative methods of propulsion, including free energy.

Secrecy and deception and flying

Former Disney animator Paul Scarzo is the producer, director and host of a series of DVDs and videos produced under the motto "Parallel 33," which deal with fascinating topics such as UFOs, government conspiracies and occult wisdom and symbolism. For this special DVD, Scarzo conducts an absorbing interview with author and researcher William R. Lyne, who spins one tale after another about the secret truth behind the modern flying saucer phenomenon and its deep origins within Nazi Germany.

Lyne has said from the outset that he believes the UFO phenomenon is very real, but also entirely man-made. He avoids any belief in the more widely known "extraterrestrial hypothesis," which posits that the flyers are the vehicles of aliens from outer space or some other mystical dimension. Lyne has written several books that outline this same non-extraterrestrial scenario, including "Pentagon Aliens" and "Occult Physics."

But what Lyne focuses on for most of the interview is the nature of secrecy and deception, especially in terms of Nazi warmongering and dreams of conquest, as well as the collaboration of our own CIA with the clandestine but still operational German military colossus in the years following World War II. Lyne was himself a member of the Army Air Force and had contacts within the U.S. intelligence community, many of whom passed on secret information about technological advances in the development of saucer-shaped aircraft and the use of the alien explanation as a clever smokescreen. Lyne further claims that the UFO community as it exists today is entirely a creation of the CIA, arguing that they are a tightly knit group that continually interviews and investigates only each other in a kind of incestuous attempt to perpetually deceive UFO believers and believers alike.

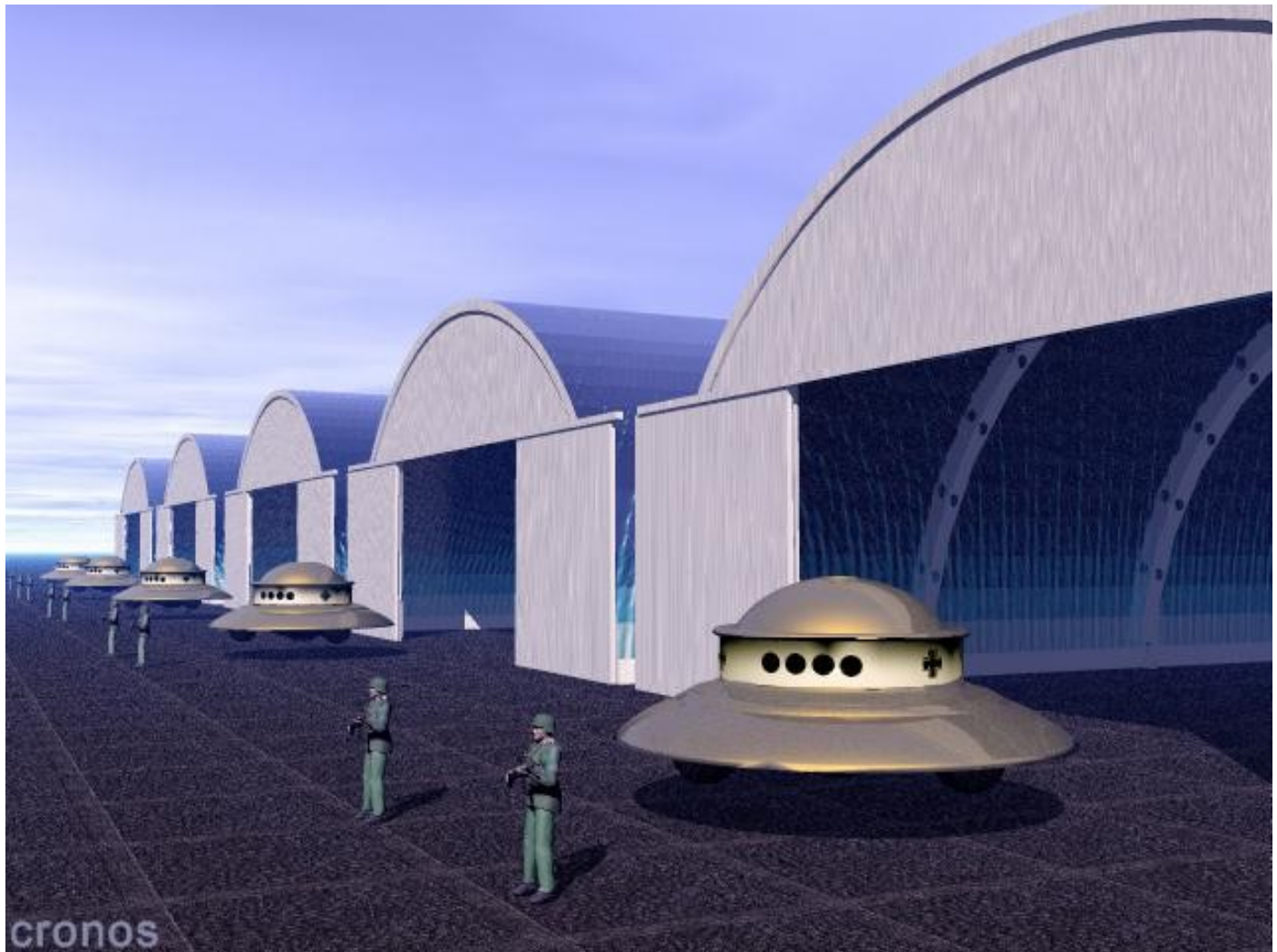
Lyne goes on to declare that there are no CIA agents embedded directly within the news media doing the bidding of their dark masters as they leak portions of classified documents, combined with other forms of disinformation, using elements of a buy-and-pay "friendly media" to spread the kind of lies and half-truths useful for deceiving the public about where we are technologically and hiding the future fascism that awaits us. pay-for-friendly media to spread the kind of lies and half-truths useful for deceiving the public about where we are technologically and hiding the future fascism that awaits us when the conspiracy finally comes out into the open.

Much of what can be seen as typical paranoid ranting, but ah, the stories Lyne tells as he makes his points. Captivating anecdotes pour forth one after another, including his encounter with someone he believed to be Hitler still alive when

Lyne was an art student in San Antonio in the 1960s. As Lyne explains, Hitler actually escaped death in Berlin at the end of the war, and the bodies found in the bunker were lookalikes and misidentifications of other Nazi officers. Lyne also claims that the Nazis were developing their own nuclear technology and even issued morale-boosting postcards to German troops showing an atomic bomb exploding over New York. Whether the stories are factual or not, it's worth the price of the DVD just to hear the tales. A clear opinion should be formed as to their veracity, but they appeal to the imagination in any case.

As for Paul Scarzo, the mentor of the DVD "The 33rd Parallel" and the video series, he has fallen on hard times recently. After losing his job at Disney Studios, he began to suffer from paranoia and depression, even having nightmares of being attacked by armies of rats. According to a recent article in "The Conspiracy Journal," this is a common affliction suffered by former Disney employees, something called "Mickey Mouse Syndrome." In Scarzo's case, he ended up threatening to shoot his girlfriend and himself and was taken into custody at the Los Angeles County Jail after a confrontation with the police. Scarzo has reportedly gone underground since being released, and his whereabouts remain unknown as of this writing.

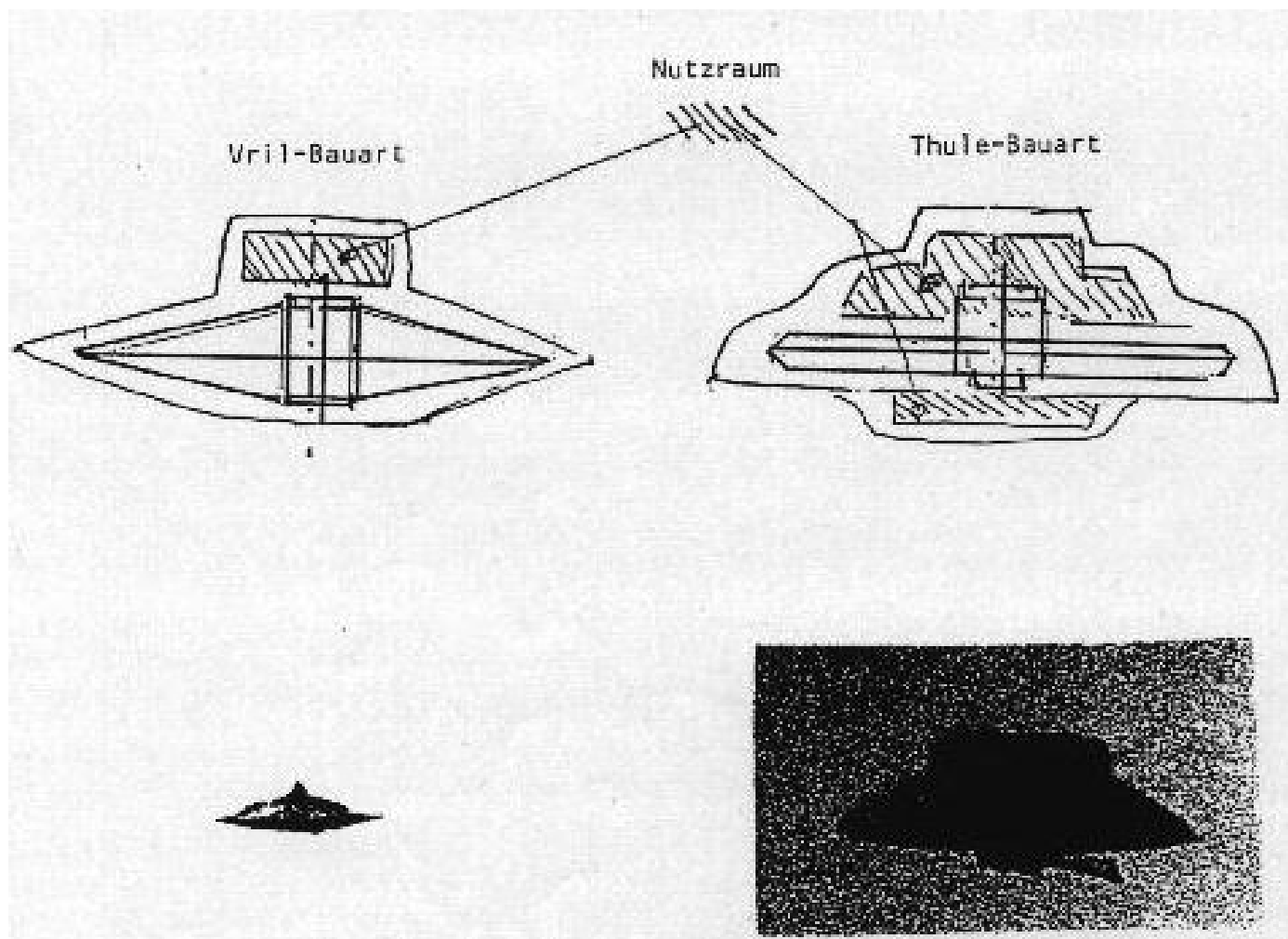
So the mystery only gets deeper and more compelling as time goes on. With "Hitler's Secret Flyers," you get not only a wonderful smorgasbord of espionage and conspiracy folklore, as William Lyne says, but also a glimpse into a human drama that unfolds on an even more personal level, of a different kind. Will Scarzo ever show his face again? Is he a victim of the very conspiracies he fought to expose? This DVD will make you care about the answers to those and so many other vital questions.



THULE-TRIEBWERK, "NAZIS" AND "-STRA"

Quite the opposite of the Vril Society, the flying machines inspired by the Thule Circle with the "Thule engine" seem to have enjoyed strong support from the leadership, even though their manufacturing process was much more time-consuming and in every respect more complex. However, the "SS Development Department IV" (SS-E-IV) circular aircraft of the "Nazistas" series (called Hownebol by the Allies), which emerged from the Thule Circle, had an advantage over Vril technology in that they allowed significantly higher payloads due to the space-saving Thule engine. The cell construction was also completely different.

The Thule/SS-E-IV type "Nazistas II" was already intended for series production. A tender is said to have taken place between the aircraft companies Dornier and Junkers, which was decided in favour of Dornier at the end of March 1945. The official designation of the heavy "Flug kreisel" was to be Stra (= Dornier-STRAtosphärenflugzeug). However, it is known that this series production never took place. The pre-series German "UFOs" were basically only series in terms of their engines, while their external features always differed.



However, it cannot be completely ruled out that the Nazis did manage to start a small series of II/Stra aircraft. The various "UFO" photos that appeared after 1945, with the very typical appearance of this German design, suggest this possibility.

Advanced propulsion systems on display.

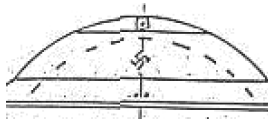


Electrifying Times published its 2001 annual "Inside Edition" focusing on technology beyond fuel cells. Advanced propulsion systems include revolutionary magnetic motors and solid-state devices that intercept neutrinos from the cosmos to generate unlimited amounts of electricity to power electric cars worldwide. Tesla used this technology to power an unlimited range and 1934 Pierce Arrow 80 mph.

Similar technology allows UFOs to absorb neutrinos, which are essentially gravity particles that hold the universe together, amplify them and manipulate them for unlimited propulsion systems for antigravity propulsion and to instill the warp of time and space.

Design/plan of the first Nazi model, built in 1939... It had a diameter of 25 m. It flew thanks to what the Germans called a "magnetic field impulsor", as specified in the plan

HAUNEBU I



'Hi##BLODRVF##R' A FER PSDO IA#1i, YPR' W* BU)°.

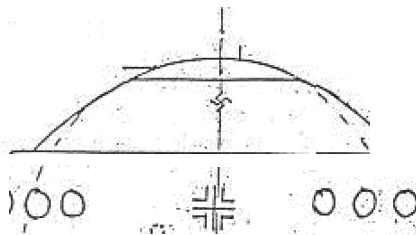
'Dnrobme a'r< 25'H'Csr'
AetrV\$B::Tbul\$-Tao óga*or' :
6itq\$róng:"geg-B\$1D"fgpClaez' %
Geschwindigkeit: 4800 Kilom.p.Std. (recha. bis 17000)
Reichweite in Flugzeit: 18 Stunden
Bewaffnung: 2 x 8cm KSK in Drehtür
Außenpanzerung: Doppel-Victalen

Stillschwebefähigkeit: 8 Minuten
Allgemeine Flugfähigkeit: Tag wie Nacht
Grundsätzliche Einsatztauglichkeit: 60 %
Frontverfügbarkeit: Nicht vor Jahresende 44

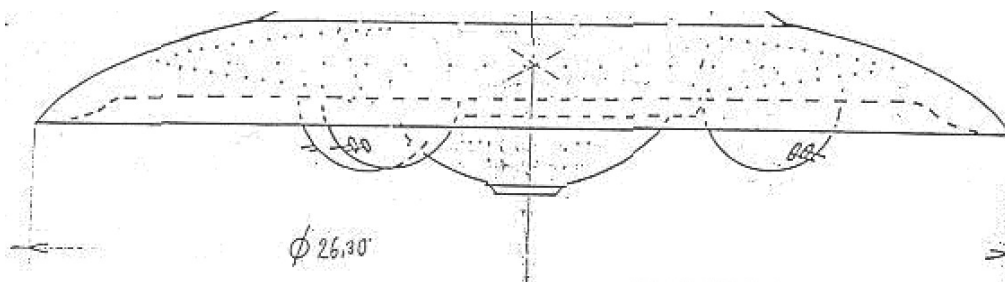
stehende „Haunebu II“ für sinnvoller als an beiden Typen parallel weiterzuarbeiten. „Haunebu II“ verspricht entscheidende Verbesserungen
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f^r* gt -.b eoeJ\$ro/o * lloY auf.yAbr°r-B °A° bef.g1,.Plvg r^la\$1
butr>ffeed.

Blatt 1

HAUNEBU II



7. Dovamber 1\$4J
SST-Zaiwfokluogae ell\$'A



MITTELSCHWERER BEWAFNETER FLUGKREISSEL, TYPE „HAUNEBU II“

Durchmesser: 26 3/4 Meter
Asrfl*b: jThul\$-Taohyonator 7c (gepanzert; ø TY.-Scheibe: 23,1 Meter)
Steuerung: Mag-Feld-Impulser 4a
Geschwindigkeit: 16000 Kilom.p.Std. (rechnerisch bis ca. 21000 möglich)
SS-echWattlt fda ZtJoBau: li:..Ou SS.Bineöse-
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben
Außenpanzerung: Dreischott „Victalen“
Bs sa tsun8: 9 Ha em (erg. i ran sp art tym ..bis zu 20 Mann)
W^*aifflb?a#al :< IOQ /;

Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig
crusarLttallohe Einsatztauglichkeit (V7): 85 %

Verfügbarkeit „Haunebu II“ (bei weiter gutem Erprobungsverlauf wie V7) ab Oktober.
Dann Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Hrsftotisl
kanone „Donar-Zek IIIIV“, deren Frontreife nicht vor Frühsommer 1944 angenommen werden

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

BegerYuóg suetBn8iffY 36-L*tW10#luagaa0 11a Pf: Die neue deutsche Technik-und
Ac 1' Yornal2 u=Flugk ale t''v&c/KGKS-virn 'w<g n 6\$R.zo0h.se(TrauD\$0 8s H\$ra/*\$1z

Enigma question 7: Investigation of Nazi UFOs

by Paul Vigay| Autumn 1995

This report was obtained from the Internet and consists of a short extract from the book, "Secret Societies of the 20th Century," containing some interesting links between modern occultism and Nazi activities during World War II.

The occult societies of England and Germany were interconnected in various ways between 1880 and 1920. The influence was mainly from the Golden Dawn society in London to Berlin.

Members of the Golden Dawn included Florence Farr, WBYeats, Bram Stoker, Gustav Meyrink, Aleister Crowley, and Rudolf Steiner. Members were mainly recruited from the Masonic Lodge in London and the Rosicrucians. They were also members of the Illuminati. A junior member of the Masonic Lodge in London was a Mr Winston Churchill, who later became Prime Minister. And perhaps an instrument of the Golden Dawn.

In 1917, a kind of Golden Dawn colony was founded in Vienna. Members included Rudolf von Sebottendorf, Karl Haushofer, Lothar Waiz, Gernot, and Maria Orsitsch. This society was linked to Gurdijeff and a Tibetan order (the followers of Tsongkapa) and the Order of the Knights Templar. This Golden Dawn colony had contact with the Herren vom Schwarzen Stein (HvSS) order.

In 1918, the Thule Society was formed. From this grew the DAP, the Nazi Party, and the SS. A junior member of the Thule Society was a young Adolf Hitler, who was a great occultist, experimenting with mescaline and other drugs to obtain mystical visions. Hitler later became an instrument of the Thule Society as Reichsführer. The beliefs and ideas of the Thule Society remain more or less those of the Golden Dawn.

In 1919, the Thule Order held meetings in Ramsau where the Yugoslavian medium Maria Orsitsch received an offer of technology from aliens from Aldebaran. They gave the Thule Order plans for a time machine, or rather a dimension machine. Important components were counter-rotating magnets. Dr. WO Schumann of the Technical University of Munich worked on the plans for three years, and a first model was built in 1922, with unknown results. The Austrian Schapeller seems to have developed the ideas further over the next ten years.

In June 1934, the first German-built flying saucer, the RFZ1 model, flew. It was built at the Arado aircraft factory in Brandenburg. The saucer levitated at an altitude of 60 metres, lost stability and danced around in the air for a few minutes.

minutes. The control model of the Arado 196 was quite satisfactory, but the test pilot (Lothar Waiz) managed to bring the machine down. He jumped out and ran away, while the Pires began to slide around on the ground until it came to rest.

Later, in 1934, the second Pires, RFZ 2, was ready with a new control system. It was 5 m in diameter, emitted a coloured light, and its outline became hazy when it flew. It could fly. Over the years, prototypes were developed until 1940. It had long-range capabilities and made a flight to South America in 1941. It lacked the manoeuvrability of the ME109 and was unarmed. It was not built in quantity.

1942 saw the lightly armed Vril-1-Jaeger flying. It was 11.5 m in diameter, was a single-seater, could reach supersonic speeds, could make 90-degree turns at full speed and could leave the atmosphere. 17 copies were built of this model.

A variety of two-seaters were also built.

Around 1940, a jet-propelled version, the V-7, was built. This is a completely different design by Andreas Epp. It had no magnetic propulsion. Several copies were built.

One combination was the 7 RFZ. It had a dual propulsion system, jet engines and a magnetic engine. It was on this model that Schriever, Habermohl, Miethe and Belluzo were working. The diameter was 42 m, and the prototype was lost on a flight to Spitzbergen. This model was intended to eventually carry nuclear weapons. The 7 RFZ was unsatisfactory. A second prototype flew out of Prague. A third prototype was the RFZ 7 T, which was better but still did not perform well compared to the two RFZs.

The SS special task force, the SS-E-IV, the Black Sun development group, was tasked with researching alternative energy sources that did not require scarce fuel oil. In this group, the magnet engine and the tachyon converter invented by Hans Coler were developed and combined. As early as 1939, the first prototype flew with this engine under the name RFZ 5 or Nazi I. With a crew of eight, it was 25 metres in diameter and supersonic. It had six 6 cm KSK machine guns and four smaller MK machine guns.
106. It could not fly at high altitudes.

In 1942, a prototype NAZIS II was ready. With a diameter of 30 m, it carried a crew of 9 minimum, maximum 20. It was supersonic and could fly for 55 hours.

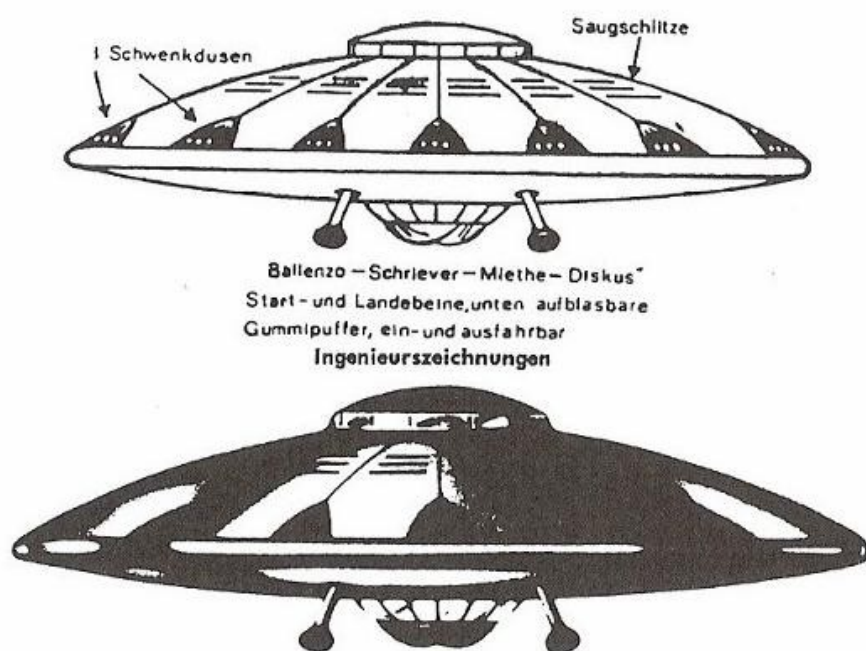
A prototype NAZIS III was 71 metres in diameter, had a crew of 32, was supersonic and could fly for more than 24 hours.

Foo fighters was a general Allied name for all Pires. The above-mentioned Pires were rarely observed by Allied leaflets. What they mainly saw was a small unmanned 'Schildtkrote' developed by the SS-E-IV. This was to interfere with electrical installations in Allied aircraft, but was unsuccessful.

Another object reported by Allied pilots as a foo fighter was the 'Seifenblasen', which was simply a conventional balloon with metal strips, designed to interfere with Allied airborne radar. The balloons were unsuccessful.

Some of the Pires types could travel interplanetically and are said to have reached Mars. The first time travel was carried out in 1944, shortly before the Allies conquered Prague. It is not entirely clear what the results of the time travel experiments were. The Americans seem to have carried out similar experiments at the same time.

The Miethe-Belluzzo Disc--Designs Two And Three



On the top is Miethe-Belluzzo design two. Note rotating disc (2) and stabilizing wheel (7) acting as a gyroscope. (Courtesy of Klaus-Peter Rothkugel) It is the author's opinion that this design was never built. On the bottom is Miethe-Belluzzo design three, capable of vertical take-off.