

Haunebu & The Final Battalion



BERSERKER

BOOKS



Foreword

Our first paper on the German flying discs was published in 1983. At that time we had merely set ourselves the task of proving as best we could that the 'UFOs' observed for four decades now in all parts of the world were not of extraterrestrial origin, as the internationalists have been spreading via their world media, but of purely German origin.

However, we had to realise more and more that not only was there a lack of approximate knowledge about these German developments before 1945 - largely even in circles that had remained German or national - but also that the so-called 'UFO' topic itself, i.e. the events of the last decades, had remained largely unknown. Indeed, the connections were and still are mostly smugly ridiculed and dismissed as nonsense - entirely in the spirit of the ruling allies. In order to achieve this intended effect, even the occupying national press in the FRG was involved.

Because of this situation, we gradually felt obliged not only to provide evidence of the German origin step by step, but also to report on the worldwide flying disc sightings (UFO observations) up to military and other events of the last decades in much more detail than initially planned. Because the German Reich strategy is so grandiose and therefore seems so implausible, we also felt compelled to substantiate the facts with source material and documents. This is the only reason why we have chosen this large DIN A4 format.

The political situation in occupied Germany would never have been so disastrous, so detrimental to the German people, if the enemies had not succeeded so masterfully in lying to and deceiving the people in this sector as well. Even the official apparatus, which was still largely staffed by Germans, would never have allowed itself to be used for the ruling occupiers - and thus against its own people - if it had realised that it might soon have to answer for today's 'collaboration with the enemy'. We would like to take this opportunity to thank our readers once again for the many submissions and newspaper reports, some from all parts of the world - often thankfully with translations attached. Also for the many letters and suggestions. At the same time, we would like to ask for your understanding if we have not always been able to reply due to work overload.

We hope that with this publication we have succeeded in deepening and consolidating the knowledge of this difficult subject.

Adolf Hitler to Colonel H. U. Rudel on **19 April 1945:**

That's easy for you to say, I've been trying to make peace without interruption since 1943, but the Allies don't want it, they demand unconditional surrender from the very beginning. My personal fate is of course irrelevant, but the fact that I could not accept unconditional surrender for the German people will be obvious to any reasonable person. Even now, negotiations are still pending, but I no longer believe they will be successful. That is why we must overcome this crisis at all costs, so that decisive weapons can still bring us victory.

In response to Rudel's opinion that the war could no longer be ended successfully on either side at this point. From the banned book 'Trotz dem', by

Colonel Rudel . (1*)

Already at the beginning of the Polish campaign, the Führer declared:

And if the enemy floods the whole of Germany, then the war will be continued from abroad, there will be no capitulation . (2*, S . 16)

Which means that preparations for this serious case of enemy occupation were already underway before the war began; and this can be proven today in some areas!

The launching of Reich German submarines before 1945

The vast majority of the submarine literature of the Second World War conveys the impression that there were no escaped Reich German submarines whose whereabouts were not known on the Allied side, i.e. so-called officially. This has also been loudly claimed by the occupation media at every suitable opportunity since 1945. According to this, there were no submarines to be sent overseas, to the South Seas, the Antarctic, South America or the North Polar waters, and just as few 'escape submarines for Nazi celebrities'.

But disinformation is a political tool that has been honed to perfection and has been used in particular since 1945 in occupied, divided and disenfranchised Germany to mislead the German people in order to prevent them from waking up. Within these overall processes, this is to be understood not only in relation to Germany, nationally, but also globally. In other words, these activities concerning Reich Germany after 1945 are more or less effectively concealed from the entire world population.

There are very good reasons why the USA and, above all, the UK have confiscated the majority of the Reich German submarine documents for 43 years now and have labelled them SECRET, withholding them from their rightful owner. The purpose of this secrecy is to prevent conclusions from being drawn, both in Germany and worldwide, which would be of the greatest importance for recognising the true world situation after 1945. It should be noted that the above-mentioned withholding of files does not apply to naval files in general, but only to submarine documents.

The Federal Archives in Koblenz, which have over 76 km of files and books, possess several hundred linear metres of general naval files of WW II. Even well over 100 linear metres of the imperial submarines of WW I, which were still in their infancy at the time. In contrast, only a very modest two cubic metres of the U-boat weapon of the second war, which had grown enormously in comparison. In the comprehensive reference work: 'Das Bundesarchiv und seine Bestände' (The Federal Archives and their holdings), Boldt-Verlag, Boppard a.R., this retention measure by the Allies is formulated in the usual genuflection-like style towards today's occupying rulers: 'Files and KTB (war **diaries**) of all command authorities, staffs, flotillas and submarines are still held by the British Admiralty in London, very few war diaries are available.

and logbooks of individual boats at the Library of Congress. The Federal Archives only have a few copies from KTB and technical files.

Because general naval documents are almost completely available in the Federal Archives, it can be concluded with good reason that very special reasons were decisive for this long-term seizure, especially only of the submarine files, and probably still must be today. Precisely these reasons have already been explained in more detail in the HUGIN series of publications 'Geheime Wunderwaffen' I-III and are therefore assumed here to be known to the reader, for example:

The Reichsdeutsche Absetzungsmanöver around 1945 to overseas bases; to a large extent with submarines of the latest design from the years 1943-45. The production of revolutionary submarine types, which began in 1943 and continued to increase until 1945, despite the increasing turmoil of war. Development of new types of propulsion, such as the Walter drive and the electrogravitational drive, as well as the successful prevention of submarine detection by the enemy from 1943 onwards.

The Walter drive, named after Prof Walter, was developed as early as 1933. The first test boat, the V80, reached an underwater speed of 26 knots, i.e. almost 50 kilometres, on its very first test run, significantly exceeding the submarine speed of up to 9 knots that was common at the time. The lower part of these boats had the shape of a standing figure of eight and were powered by hydrogen peroxide. Later boats also had electric motors and diesel engines for travelling above water.

U 792 - U 795 and U 1405 - 1407, later up to 1416 had Walter propulsion, as well as boats with 2000 and 4000 numbers.

In order to cover up the enemy espionage and the organised betrayal, it can be assumed that the official German statements made at the time about diving depths, horsepower, knots, etc. were often understated. For this reason, there are always differences between information from the non-confiscated documents, as found in the specialised literature, on the one hand, and recorded reports of the experiences of individual submariners, on the other. Here is an example:

In the general submarine literature, the U 558 belonging to the VII C class is mentioned, commanded by Kptlt. Krech, which was sunk on 20 July 1943 off northern Spain northwest of Cape Ortegal after an air raid.

In the recorded report of the marine Franz We... however, see report in Geheime Wunderwaffen Bd.I, 5.47, his U 558 does not belong to the VII C class, was not commanded by Kptlt. Krecht, but was commanded by Kapitän zur See Schermann. It was not sunk at Ortegal, but surfaced off Iceland after an engine failure and was in a submarine formation under Corv. Kapt. Moehle, which had sailed to Mar del Plata, Argentina, most probably for the purpose of being taken off. Based on other reports we know today that, for example, the numbers of sunk boats were reassigned to the revolutionary new boats - this must also have been the case with U 558 - but very probably only when these new boats with the reused numbers were no longer used in general war operations, but were assigned to a completely new purpose.

The boat described by Franz We... had 2 turbine sets with 12,000 hp each and achieved a performance of 75 (!) knots, which was unheard of at the time, and had a propulsion system similar to Walter's, but even better. The U 558 led by Krecht was already lost in the summer of 1943, while Franz We... declared: '...still in 1943' (which indicates the end of the year) we took over the **new** boat with the number U 558.

From 1943, the **electric boats**, coastal boat types No. XXII and XXIII, the ocean-going type XXI, but also those with even higher Roman numerals, were built with vigour. In December 1944, and especially in January and March 1945, Germany achieved the highest submarine production figures of the entire war years, with 27 / 37 / 27 units per month, despite the catastrophic chaos of the war at that time. Grand Admiral Dönitz declared about the new electric boats:

These types eliminated the superiority that the (enemy) defence had gained over the submarine since 1943 and which was essentially based on surface detection using the shortest waves. The submarine remained undetectable - under water, operated in protective depths and only attacked from there. From: 'Ten years and twenty days' ; Karl Dönitz.

The new types from 1943 onwards were for the most part to be regarded as submarines in the true sense of the word, as they were now able to travel long distances under water without surfacing, achieved considerable diving depths and, as already mentioned, could no longer be located; only in very shallow coastal waters, where they could also be detected visually. Where, for example, the electric boat U2538 - most probably also on the route to South America - had to be sunk after enemy fire:

Many of Bormann's inner circle had been instructed to come to Flensburg, from where they were to escape on one or more of the three newly built Walter submarines. This part of the plan was christened 'Operation Rainbow'. The alternative to the submarines was to sneak across the 'green border' to Denmark and hide there or to go further and ask for asylum in Sweden.

Himmler also gathered his circle in Flensburg. But only to wait for Walter Schellenberg's message about asylum in Sweden.but something didn't work out for either of them

Groups of leading persons. It happened to the Bormann group that the U-boats either did not come, or that it proved impossible to get out through the narrow Danish waters. At least one of the Walter submarines tried to penetrate the Öresund immediately after the capitulation. But U 2538 (this electric boat is erroneously referred to here as a Walter submarine; author's note) was shot at and damaged and Captain Heinrich Klapdor had to sail to Åtö (an island off the Bay of Flensburg), where all the passengers were put ashore on the evening of 6 May. May all passengers were put ashore. (3*, p.30) At this time the U-boats were still vulnerable to shelling, depth charges etc., but - as we will come to - this was no longer possible years later. Well, many, such as Reichsleiter Martin Bormann, did make it to South America after all; in the event of difficulties a little later, sometimes via detours, or in a renewed attempt. The northern escape route existed until 1948, and for a few even longer.

Just as the Roman route via Italy and similar other routes of removal existed for many years. The story about Bormann's death on the Weidenhammer Bridge in Berlin after his escape from the Führerbunker, which was circulated after 1945, probably only served to initially mislead the public in order to facilitate his removal.

The Bay of Flensburg was a geographically important point in terms of submarine deployment. The German submarine harbour Mürwik was located here and not far from the bay, just across the German/Danish border, was the royal summer residence 'Graasten Castle': During the war, the SS set up a military hospital there. As the German army units in the northern

Schleswig-Holstein remained intact until the end, Graasten Castle was the last military hospital in German hands. **It remained so even after Armistice Day.** It thus offered the fugitives of the Greater German Reich one last opportunity to turn themselves into wounded or sick people. At the end of June (1945), shortly after Bormann had arrived there, the Danes appeared on the scene and demanded that the Germans evacuate the castle immediately. (4*, S. 295)

According to the Danish book 'Flugtrute Nord', p.27, Bormann was the planner of the northern drop-off route. Gehlen and Skorzeny had organised it. In 'Geh. Wunderwaffen' Vol.III it was already mentioned that the German North and Baltic Sea coasts, Schleswig-Holstein, Denmark and southern Scandinavia were the areas defended longest by the German side, presumably to secure the drop. Many of the leaders in particular were not able to leave Germany or Berlin until April/May 45, often under perilous circumstances. A few failed, were taken prisoner or even died. Others were followed for years after the occupation. However, it should not be forgotten that other groups had already been tasked with setting up secret bases many years before 1945, even before the start of the war. Throughout northern Germany and Denmark in April/May 45, in addition to the general refugees, there was a large accumulation of executives who were ready to leave and had to be accommodated here and there at short notice. This is also reported in the circular letter No. 6, Dec. 1979 to former pupils of the 'Koloniale Frauenschule Rendsburg', or Kolo-Schule for short:

Right after Easter, the maternity home in Haus Afrika (one of the school buildings) had to be evacuated because the SS had confiscated the school! With large Mercedes vans gentlemen came with their ladies as refugees from Berlin, but in no way made the impression of being poor people. We also had to book one room after the other in the Clear the main house.

After 1 May and after an air raid on Rendsburg, the story continues:

We squat in the main house on the lowest floor on top of all our belongings, the people from the SS below us The next day it was strangely quiet and empty around us. The forbidden area around Haus Afrika suddenly turned into a military hospital. Most of the people had disappeared during the night. The SS Maidens who had stayed behind wore nurses' uniform, the Red Cross flag flew, male uniformed men wore medical bandages on their arms. The dining room was hastily prepared as an operating theatre, everything looked very compassionate. Wounded people that nobody had known about were there too! The office in the main building became the command centre of a corvette captain and oak leaf bearer who was supposed to lead the defence of Rendsburg. We overheard telephone conversations that were definitely not meant for our ears; it seemed as if all the threads were being pulled together in the small office. Irene Pritzen-Steinhorst.

Accordingly, the SS had temporarily confiscated the Kolo school, declared part of it a restricted area and by far the largest part had disappeared again between 1 and 3 May 1945. The remainder turned the school into a 'military hospital' but also disappeared as the British approached. Always adapted to the situation at the time, the 'Great Dismissal' proceeded in one way or another.

Even before the enemy occupation, the well-known German writer Ernst Jünger wrote: "The real core of our people - even if we are defeated - will be its "

We must not abandon our conviction that the world can only do well if we are at the top ... Our time will come again. That is why we must now **begin a 'work in which the warlike preparations are only the smaller part.** (3*, S. 37)

Carlos R. Pineyro, sent to Scandinavia by Argentine President Peron to aid the escape, had free rein to send thousands of these so-called 'technicians' from Scandinavia to Argentina. But apart from the actual scientists who came to Argentina through this network, they were all Nazi officers, most of them SS men and Luftwaffe officers who had been promised a position in the Argentine army. (3*, S.39)

There was also a Nazi organisation on Ireland, the 'Group 43', which looked after arriving National Socialists from Scandinavia and helped them to escape. (3*, S.44)

A Danish SS man, Poul A. said that Bormann had stayed in Copenhagen for about 4 months after his dismissal. After that he had gone to Sweden. (3*, S.47)

At the end of November 1945, the Swedish police in Hälsingborg had got wind that Bormann was staying at the Hamilton house in Hälsingborg. He had been there for three weeks. An urgent attempt was made to move him elsewhere. Bormann had been seen in Gothenburg on 19 January 1946. In Dec. 1946, one could read in the Swedish newspaper 'Arbetet' (The Labour) that Bormann, together with one of the leaders of the Werwolf movement, Artur Axmann, and the Gauleiter Ernst Wilhelm Bohle, had been in Gothenburg on 13 and 13 January 1946.

14 April 1946 at a meeting in Malmö (southern Sweden). (3*, S.62)

Bohle was later caught and brought before the tribunal of the 'victors' in Nuremberg. Reichsleiter Bormann is said to have declared at this meeting in Malmö: **'We will be back, but in a form that the world will never forget!** according to the South American newspaper 'Zig-Zag', Santiago de Chile, 19 June 1947.

The resistance in Denmark as well as in the Scandinavian countries was divided into two mutually hostile groups, the international and the national resistance
. The latter helped the Germans in many ways during their escape and deposition.

We will leave the subject of the removal of groups and individuals, which has already been addressed in earlier HUGIN publications, and return to the removal of boats. Of course, the one is closely intertwined with the other.

Reports, such as the one above, about U 2538 understandably only exist about boats that failed somewhere in the course of the launch, because nothing at all can have been known about the large number of boats that got through smoothly.

The following source material by Bodo Herzog, published by the reputable military book publisher J.F.Lehmanns, Munich, 1968, gives us an approximate idea of the boats that escaped in the course of the withdrawal. At this time, 23 years after the so-called 'end of the war', the whereabouts of several hundred German submarines are not yet known. B. Herzog adds the note: 'Whereabouts not yet clarified!'

For the known boats, the 31-page table gives us the date of commissioning, as well as the time, type and location of the loss of the boat. A cross stands for sunk, a cross in brackets for self-sunk. If we do not have a commissioning date for the boats of interest here, but only an acceptance date (A), because they were no longer used in the usual war operations, then at least their later whereabouts should be known, as for example in the case of the various boats captured by the British and used in Operation

'Deadlight' sunk between 25 November 1945 and 7 January 1946 west of the Hebrides. Therefore, a few hundred missing submarines can only be understood and logically explained within the context of the relationships we have presented.

Extract from the submarine table:

Verbleib der deutschen Uboote

Boot	Indienst- stellung	Rang	Indienststellungs- Kommandant	Ver- bleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 1405	21.12.44	O	Rex	4./5. 5.45	O	Rex	(+)	Eckernförder Bucht
U 1406	8. 2.45	O	W. Klug	5. 5.45	O	W. Klug	(+)	Cuxhaven nach AD: 2.5.45 - Bergung 15.9.45 → USA
U 1407	13. 3.45	O	Heitz	5. 5.45	O	Heitz	(+)	Cuxhaven nach AD: 2.5.45 - Bergung England; U-Merkmale nicht mehr fertig nicht mehr fertig
U 1408	Sta: 44							
U 1409	Sta: 44							
U 2111	A: 15.5.44							Verbleib zur Zeit noch nicht geklärt
U 2112	A: 5.6.44							Verbleib zur Zeit noch nicht geklärt
U 2113	A: 7.6.44							Verbleib zur Zeit noch nicht geklärt
U 2251	A: 15.7.44							Verbleib zur Zeit noch nicht geklärt
U 2252	A: 17.7.44							Verbleib zur Zeit noch nicht geklärt
U 2253	A: 19.7.44							Verbleib zur Zeit noch nicht geklärt
U 2254	A: 20.7.44							Verbleib zur Zeit noch nicht geklärt
U 2255	A: 21.7.44							Verbleib zur Zeit noch nicht geklärt
U 2256	A: 22.7.44							Verbleib zur Zeit noch nicht geklärt
U 2257	A: 28.7.44							Verbleib zur Zeit noch nicht geklärt
U 2258	A: 2.8.44							Verbleib zur Zeit noch nicht geklärt
U 2259	A: 3.8.44							Verbleib zur Zeit noch nicht geklärt
U 2260	A: 3.8.44							Verbleib zur Zeit noch nicht geklärt
U 2261	A: 4.8.44							Verbleib zur Zeit noch nicht geklärt
U 2262	A: 4.8.44							Verbleib zur Zeit noch nicht geklärt
U 2263	A: 5.8.44							Verbleib zur Zeit noch nicht geklärt
U 2264	A: 7.8.44							Verbleib zur Zeit noch nicht geklärt
U 2265	A: ?							Verbleib zur Zeit noch nicht geklärt
U 2266	A: 5.8.44							Verbleib zur Zeit noch nicht geklärt
U 2267	A: 7.8.44							Verbleib zur Zeit noch nicht geklärt
U 2268	A: 8.8.44							Verbleib zur Zeit noch nicht geklärt
U 2269	A: 9.8.44							Verbleib zur Zeit noch nicht geklärt
U 2270	A: 10.8.44							Verbleib zur Zeit noch nicht geklärt
U 2271	A: 9.8.44							Verbleib zur Zeit noch nicht geklärt
U 2272	A: 10.8.44							Verbleib zur Zeit noch nicht geklärt

BODO HERZOG

60 JAHRE
DEUTSCHE UBOOTE
1906-1966

MIT 118 UBOOTESKIZZEN
UND 1 KARTE
VON
HELMUT FECHTER
SOWIE 137 FOTOS



J. F. LEHMANN'S VERLAG
MÜNCHEN

Boat	Inl stellung	"n"- R*ng	Indicumtclung Kommandant	dcv bleib	Rsg	Ltz=r Kommandant	Art	On andAndeeAbg*ngc
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I' 2274	4: TA9.44							VcrfillÈ u 2i oochich g<L
L: 227?	A: T4.B.44							Verbleib zur Zeit noch nicht geklärt
L, 2276	A: II.B.44							Verbleib zur Zeit noch nicht geklärt
N 2277	A: 14.B.44							Verbleib zur Zeit noch nicht geklärt
N 2278	A: 14.B.44							Whereabouts siir 2cit ycl3 not clarified
LI 227?	A: I I'.C.44							Whereabouts i:u r time smell not i clarified
U 2280	A: 16.8.44							Whereabouts not yet clarified
iJ 228 I	A: 14.6.44							Whereabouts to 2eic not yet gc clarified
U 2282	A: 15.8.4							Whereabouts at present ripch not clarified
U 2283	A: - ? 8.-f							Whereabouts currently not yet known
z 226t	A: 16.8.11							Verbl°i b ut Zci r not yet clarified
fJ 226.S	A: 16.B.44							Whereabouts a by time not yet {ijft
U 2286	L: 18. B.44							Remaining a time not yet clarified
U 22B7	E: J?d.44							Remain at present still nirhi ge jlsit
U 2288	A: 21.8.44							Remaining at the moment does not smell pcklar
Zz69	a: 2s.8.1't							VwWebn Ye'nocfi not gtM*
M90	: 23.8.44							Verble.b tur time not yet geklair
U 2291	A: 17.8.44							\°rbRib at Z° it not yet oich t killed
H 2292	A: 18.8.44							Remaining at beit not yet gekiär t
U 2293	A: 19.8.44							Remaining at Zci r not yet gki4rt
TJ 3294	: 21.8.'9							V°rblo° ib u r at c Uoc li n not yet clarified
U 2295	A: 23.6.44							Remaining at time not yet geç lan
I° 23g8	E I 0. 4.45° O			5. 5.45	U	Uferzoartn	(4)	Geltinger Bucht
U 2370	é 2369 18. 4.45 O			s. s.4s	u	\. w. Pole	+	Gcltingcc You ch
U 2371	24. 4.45° O			3. s.45	U	Bornlensnt	(-j)	Hamburg-Finkenwerder
U 2372				3 5.45		Dj. X uhne	(+)	Heinburg-FinkenWerder f
U 2373								"sj fertigt - Yerbleib 2 fas i
U 2374								f<ei9 - Verbluib 7 fast
U 2375								feetiig - Verbleib*
U 2376								
U 2377								
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U 2381								
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2SS4	Kic1cgung:	T412.4-4 IJ						
W55	Kit1ftung:	: 20. T2.44 U						
2556	Xi-ll-8u	'g. 23.t2.44						
V gy T	Kjg'Ingu g.	. CO. J2.4e L						
25 58	KicfJ	cqu :g: t . 2.4S						
UzSS9	Ki-tlcg	"ng: 4. 2.45						
U 2560	KielJegung.	12. Z.45						
E 7561	Keel laying	. 15. 2. 4S U						
2562	Üirt1rar	nc : 24. 2.15 U						
2563	Kic1tegung:	: 2g. 2.4S' U						
2564	I i<l -g-ung:	29. 3.45						
U 2565	to U 2608	\ No KielJeg-ung						
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U 3053	21. 1.45							Se. fo. "cn '6b'e.,uTcdinB m
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U 3054	27. 1.45							Scttionen imtllich baw. zum Ten in Bamin
Kiellegung:								angcliefert
U 3055	25. 1.45							Scttionen s intlich bzw zm Teil ia Bremen
Kietlegiinq:								angcliefert
U 30a	67. 2.45							Scttionen s4mtlich baw. zueu Teil ii Bremen
								angcliefert

Boat	Indienst- stellung	Rang	Indienststellungs- Kommandant	Ver- bleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
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U 3059	Kiellegung: 15. 2.45	K	Knecht					Se ktorica all bze- partly in I3remco sngelitfcit Sections sämdich bz'v. Guru part in fre:laei1 delivers
U 3060	Kiellegung: 25. 2.45							Sections sämtlich or partly in Bremeii angiefert
U 3061	Kiellegung: 24. 2.45							Sections all or Jura part in sirens zngeliefmt Sections sermtlich or partly in Bremen delivered
30629	fi<U zge \$; . 3.45	U	K.H. Schröder					Sections completely or partially delivered in Bierr.cn
ü 3E63	Kitllgung: 8.45							
U 3064 to U 3088:								No more Kielleg-g
U 308 rt U 3100:								Aur rä e (6.s.44) am t.le.4i urü kg stellt
U 3104 sia u 3i 7s:								Aurt ige (6.s.44) - x-in Bau s'g rin
U 3177 to U 3295 ;								A ufer (27.9.44) returned in 1.12.44
U 329fi to U 3500:s								
U 3501	29. 7.44	O	Münster	5. 3.45		(rinbererert)	(-)	V'csc emiindc
U 3502	19. 8.44	O	H. Schultz	3. 5.45		H.		Schulzf(-) Hambure
U 3550	23. 3.		43f6 frauelf	. 5.45		(unbesetzt)	(+)	Kiel
	Sa.							
U 3531	10. 2 +5			3. 8.45		In TravcEntinde	(-)	Shortly before FciiigsHuog smelled Wescrmiindc towed away
	Sta:							
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L' 3537	Sta: 2.45	O	Koendörfer					Kurz nach Fertigstellung nach Westen ab- geschleppt
	Kiellegang:							
U 3538	21.12,U							UdSSR-D cn re - Ferrigbsii 7
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U 3543 bis U 3571:								Keine Kiellegung
U 3572 bis U 3574:								Auftrag 6.5.44
U 3575 bis U 3642:								Aufträge (6.5.44) am 1.12.44 zurückgestellt
U 3643 bis U 3684:								Aufträge (27.9.44) am 1.12.44 zurückgestellt
U 3685 bis U 3695:								Aufträge (27.9.44) am 1.12.44 annulliert

L 001 b-U4I20-in zz

U t501 to II 9700 -	Unfenig bz w. s is ri° t, fahr No 0z "t'cRirin II 4711							
21. 3.45 0	Einln4	. 5.	4f10				(+)	Kiel (to Fli)
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U <7i3 19. 4.45				3. 5.45			(+)	Kiel - bis zu 95% fertig
U 47J4 26. 4.4			Oeon Ahlef-Jd3	. 5.45			(+)	
U 4715 bis U 4718								- Bis zu 95% fertig
U 4718		O	Waldschmidt					

Kiel – bis zu 95% fertig

unfertig bzw. sistiert

U 4720 bis U 4891 — unfertig bzw. sistiert

Boot	Indienst- stellung	Rang	Indienststellungs- Kommandant	Ver- bleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 5001 bis U 5033 — Verbleib zur Zeit noch nicht geklärt								
U 5034	A:	15.11.44						Verbleib zur Zeit noch nicht geklärt
U 5035	A:	17.11.44						Verbleib zur Zeit noch nicht geklärt
U 5036	A:	18.11.44						Verbleib zur Zeit noch nicht geklärt
U 5037	A:	20.11.44						Verbleib zur Zeit noch nicht geklärt
U 5038 bis U 5100 — Verbleib zur Zeit noch nicht geklärt – Teilweise fertig bzw. im Bau								
A = Abnahmedatum								
U 5251	A:	10.10.44						Verbleib zur Zeit noch nicht geklärt
U 5252	A:	3.10.44						Verbleib zur Zeit noch nicht geklärt
U 5253	A:	11.10.44						Verbleib zur Zeit noch nicht geklärt
U 5254	A:	18.10.44						Verbleib zur Zeit noch nicht geklärt
U 5255	A:	13.10.44						Verbleib zur Zeit noch nicht geklärt
U 5256	A:	21.10.44						Verbleib zur Zeit noch nicht geklärt
U 5257	A:	15.10.44						Verbleib zur Zeit noch nicht geklärt
U 5258	A:	15.10.44						Verbleib zur Zeit noch nicht geklärt
U 5259	A:	17.10.44						Verbleib zur Zeit noch nicht geklärt
U 5260	A:	19.10.44						Verbleib zur Zeit noch nicht geklärt
U 5261	A:	20.10.44						Verbleib zur Zeit noch nicht geklärt
U 5262	A:	22.10.44						Verbleib zur Zeit noch nicht geklärt
U 5263	A:	24.10.44						Verbleib zur Zeit noch nicht geklärt
U 5264	A:	25.10.44						Verbleib zur Zeit noch nicht geklärt
U 5265	A:	31.10.44						Verbleib zur Zeit noch nicht geklärt
U 5266	A:	31.10.44						Verbleib zur Zeit noch nicht geklärt
U 5267	A:	1.11.44						Verbleib zur Zeit noch nicht geklärt
U 5268	A:	3.11.44						Verbleib zur Zeit noch nicht geklärt
U 5269	A:	3.11.44						Verbleib zur Zeit noch nicht geklärt
A = Abnahmedatum								
U 5270 bis U 5350 — Verbleib zur Zeit noch nicht geklärt – Teilweise fertig bzw. im Bau								
U 5751 bis U 5800 — Verbleib zur Zeit noch nicht geklärt – Teilweise fertig bzw. im Bau								
U 6201 bis U 6245 — Verbleib zur Zeit noch nicht geklärt – Teilweise fertig bzw. im Bau								
U 6251	A:							
U 6252	A:							
A = Abnahmedatum								
U 6253 bis U 6300 — Verbleib zur Zeit noch nicht geklärt – Teilweise fertig bzw. im Bau?								

In order to counteract the increasing losses due to the effects of the war and for other important reasons, the 'New Submarine Construction Programme' was launched in 1943, at the same time as the sectional construction method. The submarine sections prefabricated in separate production sites came together in the shipyards and could now be assembled into the final product in a fraction of the usual construction time. This meant that series production was also born in the submarine sector and espionage was largely deprived of an overview.

The following also became possible:

Years ago, one of our readers called us and explained: 'What you have explained in Secret Wonder Weapons has also been known to me for years. You will be interested to know that I was a submariner during the war years and from 1944 to May 1945 we had to load submarine parts into submarines non-stop!

We are therefore not only dealing with a few hundred - perhaps as many as 1000 - submarines that were taken from the ever-closer enemy before May 1945, but also with

still with quantities of individual parts and sections that should not be underestimated, which were very probably only assembled into ready-to-operate boats at bases outside the Greater German Reich, where they were also equipped with a new, revolutionary, electromagnetic(?) drive, which we will come to later.

For the above-mentioned reason, we have also taken the areas from the boat table where it says: 'Sections all or partly delivered in Bremen'; or: 'partly completed or under construction'; or: 'up to 95% completed', but the information about self-sinking, as with U 4713 and U 4714, could not be given. Or where - it says: 'almost finished - whereabouts?' or similar puzzling cases. Because the whereabouts of 'almost finished' boats should be known, unless they were also able to escape enemy control. The 'new submarine construction programme' was carried out with particular emphasis and the highest degree of urgency, so that it can be assumed that many individual parts and sections had already been manufactured or assembled when it is stated that orders were placed in May 1944 and postponed or cancelled in December 1944.

Deferred and loaded in order to finish them somewhere outside Germany? According to our reader's testimony above, we can take this into account. The U-boat documents retained by the Allies would not give us any information about this either. On the other hand, the strange events in all the world's oceans after 1945 would.

The boats 2111-13, 2251-95 are small submarines, also - as far as we are interested here, with unknown whereabouts - the five- and six-thousandth numbers. These were completely unsuitable for actual deployment to overseas bases and at first glance would hardly come into consideration for our context, and yet small and very small submarines of 'unknown nationality' have not only been sighted in Danish and Scandinavian coastal waters for decades, but have also been fought with depth charges, albeit without the slightest success. These small boats will have a secret, regional base in the North and Baltic Seas, but we are not aware of it. It can also not be ruled out that some of these small boats were taken in tow by the large ones in order to be able to deploy them regionally in other sea areas.

Suddenly, from 1943 onwards, Germany suffered extremely high submarine losses, some of which appear highly questionable, especially those reported as lost. While the official loss figures in 1941 and 1942 were still 38 and 88 boats respectively, the losses in 1943 and 1944 shot up considerably to 245 and 264 boats.

Here, too, some boats - with crews, of course - may have found other uses in the 'Last Battalion's' area of responsibility, and the reports of losses to the naval office at home only served to deceive the agents and traitors in their own ranks.

29 November 1944

Trip to Bremen and Oldenburg. Bremen is destroyed. But the dockyards are in eerie activity. Submarine after submarine lies on the slipways. Hundreds of workers are scrambling around on the scaffolding, completing a submarine every day in the one shipyard we visit alone. We are shown one of the new radar-safe submarines, as they are now individually already at the enemy, and with which Dönitz wants to fight the first convoy battle again shortly. I know nothing about seafaring and nothing at all about submarines. But this boat, with its size and powerful armament, makes a terrifying impression on me.

me. The experts explain that it can stay under water for as long as it likes and move at the speed of a destroyer. It is not dependent on underwater electric propulsion. (6*, S.181)

From the summer of 1943, three - officially known - German submarine bases in East Asia were gradually completed and occupied. In Penang, in the Strait of Malacca, in Djakarta and in Surabaya, both located on Java (Sunda Islands). The first 11 boats were sent there in July 1943. Astonishingly, only five (!) boats arrived and the six that were lost were not later reported as sunk by the enemy. A further 16 boats set off on their Far Eastern voyage at the end of 1943. Again, less than half arrived in Penang. (20*) reil A completely unusual 'loss' for boats that were not in combat with the enemy! No radio signals were picked up and no survivors ever officially reported back to HUC later. It is therefore not far-fetched for anyone familiar with the subject to assume that they were ordered to leave the so-called monsoon formation during the voyage around the Cape of Good Hope and were given a new order to head for the nearby German territory of Neuschwabenland in the Antarctic. An act of transformation that took them away from the German navy and assigned them to the 'Last Battalion'. This often happened to men and material.

At this point we would like to make the following important point:

After one of our lectures in southern Germany in October 1987, a merchant navy captain who had served on speedboats and some submarines before 1945 stood up and added the following to our remarks about the German base in New Swabia:

Around the end of 1941, during my service, I met the two soldiers Siewert and Wehrend, who were ordered to the Russian campaign at that time. They were both participants in the German Antarctic Expedition 1938/39 (both also appear in the official list of participants in the expedition; see excerpt from the list in the appendix). They told me that they continued to serve on the expedition ship 'Schwabenland' even after the end of the expedition, i.e. in the spring of 1939, and that their ship travelled non-stop between New Swabia and its home port every three months to transport equipment and entire mining facilities to the Antarctic. This included railway tracks and lorries, but also a huge milling machine to drill tunnel systems into the ice. So much for the retired captain's statement.

In April/May 1945, German submariners stationed in Norway were hardly ready to surrender, but were still determined to fight, as the liberal 'National-Zeitung', Basel, Switzerland, reported on 4 May 194 :

The Third Reich in dissolution. In Hitler's case, not even the death itself has been proven beyond doubt for the time being, and for the time being we will have to make do with the information on which President Truman relies. Rarely will a discovery of a body have such far-reaching and important significance for the future as the actual discovery of the human remains of the 'Führer' would have. (Well, this discovery of such far-reaching and important significance has not yet been made; inserted by the author).

However, Dönitz himself is unlikely to carry out a formal surrender, for which the Allies would hardly give him more than 48 hours, but wants to leave it to the Allies - to proclaim victory by unilateral act. Incidentally, the decisive signal for this is expected to come from Norway, because a victory day cannot be celebrated without the German High Command in Norway first signalling its readiness to surrender.

attitude to fighting was clearly recognisable. As far as Norway is concerned, it is less certain whether the Germans there will also lay down their arms in the near future. It is more likely that the officers and crews of the submarines and speedboats in Norway, most of whom are FANATIC, are determined to continue the war to the extreme.

Today we know: The areas in the north were defended with particular vigour and for as long as possible in order to ensure the smoothest possible transfer; this also applies to Norway.

Just a few months ago, a former German soldier (Austrian), who was only deployed in Scandinavian countries from 1939-45, came to see us and explained something like this: "In April 1945, I was approached alone and specifically in Norway. I was told that I could go to Kristiansand, where there were submarines ready to be dropped off. I refused on the grounds that I had done nothing wrong as a soldier, why should I flee, I was going into captivity. It was only when I read your HUGIN writings that I realised what the submarine drop was really about. (But nobody could be told that at the time, to rule out betrayal. It is also interesting to note that only people who appeared to be reliable and who may have been under observation for a longer period of time were approached.)

A few boats surrendered months later for various reasons, e.g. U 530 on 10 July 1945 and U 977 on 17 August, both in Argentina, presumably in the course of being dismantled. Occasionally, German submarines were still being recognised as such a few to many years later, sometimes with and sometimes without national emblems, either clearly or presumed to be such from their appearance. We have reported on various cases in our other publications on this subject.

In general, reporting on such sightings or incidents after 1945 now used a different narrative. Now there were reports of 'submarines of unknown nationality', of 'ghost ships', of 'ghost submarines' and later of 'USOs' (unidentified submarine objects). Just as the German flying discs or fireballs were now called UFOs after 1945, and the impression was given that they came from other stars.

According to the 'Heim und Welt' report (excerpt) from around 1956/57 inserted here, other press reports also repeatedly portrayed the Reich German submarines presumed or actually sighted after 1945 as modern pirate submarines. In view of the legal situation described below, this must be vigorously contradicted: Immediately after the German Antarctic Expedition of 1938/39, the 600,000 square kilometre area that had been explored and surveyed was named 'Neuschwabenland' and declared German territory. This happened even before the outbreak of the

II. World War II. The same applies to the construction of a German base, which began immediately after the expedition. In 1945, the German motherland was occupied by the enemy - much to the chagrin of all Germans - and has been under occupation for decades ever since, but not the almost equally large German territory in the Antarctic. Here, as in its many other restricted areas and bases, the Reich has not yet been forced to surrender. All attempts made by the Allies after 1945, such as the Byrd 'expedition' in 1946/47, as well as later American, British and Soviet war operations against New Swabia, also disguised as expeditions, were unsuccessful. In other words, the German base could neither be destroyed nor could the Germans there be forced to surrender and capitulate.

Even the opposing Federal Constitutional Court in Karlsruhe (FRG) had to admit in several landmark judgements, e.g. also on 31 July 1973 - most probably taking this fact of international law into account - that the German Reich did not cease to exist in 1945, but continued to exist legally.

Thus the worldwide Reich-German operations after 1945 - because only the German Wehrmacht surrendered - be it with flying discs (UFOs), with submarines (or USUs), are legal acts of war of a legally existing state and can therefore not be presented as illegal or as piracy. The German Reich continues the II. World War II from New Swabia, just like any other of the 50 states of the Allied opposing side. By possessing the territory of New Swabia, the forces of the Reich are also not in the inferior situation of a simple government in exile.

As the Baseler Zeitung already indicated, Grand Admiral Dönitz did not sign a formal surrender of the Reich in 1945, but the 'victory march' - which was not a victory march at all - was a unilateral act of the Allies.

Let us recall Eisenhower's statement, who, during his presidency, when asked by a journalist: 'Your Excellency, what do you actually think of World War III? World War III', he replied somewhat harshly: 'World War II is not over yet.'

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Piraten-U-Boot am Werk

Human beings are changing - Pfoegeichen in Leben des Knpilnna Miller.- Etne Spur: der letst
e Funkepiuèh 8m ARA92tRIMO A — The puzzles look — Pbm tdsiepebilde
oder erregende Wirklichkeit? — Unheimliche Beobachtung eines altes Marineoffiziers

Alarmierende Nachrichten dringen aus der fernen Südsee zu uns. Das vielbesungene Tropenparadies steht zur Zeit unter dem Alpdruck panische Unheimliche Vorfälle im Umkreis der Inseln. Unerregende die Öffentlichkeit, Eingeborene und Weiße zittern. Fieberhaft ist die Polizei am Werke und alle Küsten-

stationen und Flugstützpunkte sind in Alarmzustand versetzt. Was ist geschehen? Eine Serie unheimlicher Vorfälle macht von sich reden, bei denen ebenso rätselhafte wie gespenstisch anmutende Dinge geschehen. Unser Bericht führt den Leser in jene Gegend und läßt ihn die erregenden Ereignisse miterleben.

Auszug:

Piratenbande hatte sich die Seegefilde zwischen Inseln und Atolls der Fidschi-Gruppe zum Tummel- und Beuteplatz ausgesucht. Kapitän Williams hatte richtig gesehen, der letzte Funkspruch der verschollenen ARAKARIMO A erhärtete seine Beobachtung: ein U-Boot unbekannter Nationalität war der Freibeuter. Aber nicht nur das, von den weiter südlich gelegenen Tonga-Inseln wurde der Funkspruch eines Küstenschiffes aufgefangen, der eine in diesem neuen Lichte hochinteressante und alarmierende Nachricht enthielt. „In der Lagune eines den Tonga-Inseln vorgelagerten Atolls sichteten wir ein vielleicht 1000 Tonnen großes Kriegsschiff, daß an eine Korvette aus dem letzten Kriege erinnert. Das Schiff führte weder Namen, noch Positionslichter oder sonstige Kennzeichen und beantwortete weder unsere Flaggensignale noch unsere drahtlosen Anrufe.“

Elf Jahre nach Kriegsende

Ein „deutsches oder japanisches Unterseeboot“ glaubte Kapitän Williams ausgemacht zu haben. Das würde bedeuten: elf Jahre nach Kriegsende müßten noch Schiffseinheiten mitsamt ihrer Besatzung unterwegs sein, die sich auf eigene Faust der Kapitulation entzogen hätten. Das klingt überraschend, ja, fast unwahrscheinlich, wird aber dennoch von den neuseeländischen und britischen Behörden nun, nach dem Verschwinden dreier Schiffe und nach wiederholter Sichtung geheimnisvoller Kriegsfahrzeuge für durchaus möglich gehalten. Es ist bekannt, daß eine ganze Anzahl von U-Booten bei Kriegsende überfällig war, die später auf die Liste must be set above Yerrillöfben ten. Andererseits jedoch scheidet bei solchen Erwägungen mit einiger Certainty ac the annotime. out, d'zri ce sich bei diesen Piraten um ehemalige deutsche Marineangehörige handelt, denn es ist schwerlich denkbar, daß es einem deutschen U-Boot-Kommandanten gelungen sein soll, seine ganze Besatzung oder einen erheblichen Teil von ihr unter seinem Kommando zu behalten und mit ihnen in einer solchen Ferne von der Heimat ein recht- und gesetzloses Leben zu führen.

THE STAR, JOHANNESBURG, FRIDAY, NOVEMBER 24, 1972

AIR SEARCH FOR MYSTERY U BOAT

Own Correspondent

DURBAN-The mystery submarine, which often the Jfaial north éo 'st deep'ened, toda v 'ritt the disclosure by Mr Barry Hawke, of Ballitoville, that the conning tower he saw ocely resembled that of i he tier man L. boati of 9'n id War 2.

Two and two other Ballitoville residents saw the line headquarters in Cape and the search was



Ehemaliges SS-Lazarett im königlichen Sommerschloß in Graasten, Dänemark. (3*, S.80)

Flying discs with swastika

Montevideo, 8 (UPI). -- **The so-called flying discs are not extraterrestrial spaceships, but the work of Nazi scientists who were not resigned to losing World War II and were preparing for a coming conquest, said engineer Fred Andracht, an Austrian living in Uruguay. World War II and are preparing for a coming conquest, said engineer Fred Andracht, an Austrian living in Uruguay.**

He has lived in Uruguay for two years and owns a chemical laboratory. He was a university lecturer in Switzerland and worked in Argentina.

In statements to the morning newspaper 'EL DIARIO', he expressed his view on this issue: 'It's not just a theory, it's a truth. At the moment I don't have the convincing evidence that science demands, so that no one doubts my point of view. But I have raised the issue at a higher level, because it is obvious that the situation requires preventive action and not negligence.

There is not only a lot of money behind it, but also interest groups that have a lot of power and are interested in it not becoming known. I also have to be careful about my safety, because those responsible will try to prevent it from becoming known at all costs.

He recalled that Germany tested the latest weapons in Spain before the Second World War and that Hitler turned this country into a testing ground.

'There are still many of those Germans, along with others, who have decided to follow them and who believe that the last war is not over and that they could still gain power.

He said that he cannot reveal where the base from which they operate is located and hinted that the Argentine and North American militaries might also know this truth or at least have some idea of it.

Andracht concluded by saying that he will shortly be attending a conference with Uruguayans interested in the UFO issue and asserted that his aim is to ensure that 'Uruguay will be the first country to raise its voice - within the appropriate framework - against this aggression once he has the evidence. --' German translation from: Daily newspaper 'LA RAZON' - Buenos Aires, Argentina, ca.1977/78.

The extraordinary thing about this report is that it appeared in a daily newspaper. In occupied Germany this would have been impossible since 1945 because the occupying media strictly forbade it, even if it came from the opposing side, as in this case.

PLATOS VOLADORES CON CRUZ GAMADA

MONTEVIDEO, 8 (UPI). -- Los llamados platos voladores no son naves extraterrestres, sino la obra de científicos nazis, que no aceptan haber perdido la Segunda Guerra Mundial y se preparan para una futura conquista, dijo el ingeniero Fred Andracht, austriaco residente en el Uruguay.

Hace 2 años que vive en el Uruguay y es propietario de un laboratorio químico. Fue catedrático en Suiza y trabajó en la Argentina.

En declaraciones al vespertino "El Diario", expresó que su concepción del problema "no es meramente una teoría, sino una verdad. Por el momento no dispongo de las pruebas absolutas que la ciencia exige para que nadie

discuta mi punto de vista, pero he planteado el tema a altas esferas porque evidentemente la situación exige adoptar medidas de previsión y no descuidarse.

"Detrás de esto no solo hay mucho dinero, sino sectores de enorme poder interesados en que no se sepa nada al respecto. Incluso yo debo velar por mi seguridad. Porque los responsables tratarán de evitar ser descubiertos utilizando cualquier medio".

Recibió que antes de la Segunda Guerra Mundial, Alemania probó en España las armas más adelantadas y Hitler convirtió ese país en un campo de experimentación.

"Aun subsisten muchos de aquellos

alemanes, acompañados de otros que han decidido seguirlos y que creen que no terminó la última guerra y el poder todavía puede conquistarse".

Dijo que no puede revelar dónde se encuentra la base desde la que operan, y sugirió que militares argentinos y norteamericanos podían también conocer esta verdad, quizás parte de ella, o al menos intuirlo.

Finalmente Andracht dijo que participará próximamente en una mesa redonda con estudiosos uruguayos del problema de los OVNI y afirmó que su meta es lograr que "Uruguay sea el primero que eleve su voz, en el ámbito que corresponde, contra esta agresión, una vez que disponga de las pruebas

'Unknown' submarines in all the world's oceans

Now also 'Unknown floating objects'

The movements of 'Unknown Objects' have now spread to the depths of the sea, where they display the same superior operational capabilities as the airborne objects. In recent weeks, such USOs have been located underwater several times on both sides of the American continent and have been pursued with acrimony by US Navy units. The speed and manoeuvrability of these objects again exceed anything our academic technology could achieve. So these objects must be attributed to the same unknowns that control the airspace. (11*, 15.2.1955, S.16)

At some point and somewhere on secret submarine bases outside the German motherland, the submarines that were diverted from the German navy and also disappeared during the last major launch in April/May 1945 must have been equipped with new revolutionary technologies and also converted to electromagnetic propulsion. They must therefore have had the same capabilities and technology as the German flying discs (known as UFOs).

Unidentified submarines.

In recent years, there has been an epidemic of disappearing submarines around the world. They don't seem to belong to the Soviet Union or the United States.

Reliable, practised observers, such as pilots and ship captains, described these objects in shallow waters where no sensible submarine would dare operate, and the fleets of New Zealand, Australia, Argentina and Venezuela went out armed, assuming they would catch the mysterious submarines within their territorial waters. However, the objects always managed to elude their pursuers.

From the long report by John A. Keel : 'Underwater UFO bases alarm the USA' . (9*)

In contrast to the conventional Allied submarines, they soon reached fantastic speeds. In a longer report in 'U-N' , No. 246 August 1977, 'sixty to seventy miles per hour' is mentioned, in another case 'over 150 knots' is given. The Canadian Jean Prachan describes in his book 'UFOs in the Bermuda Triangle' a submarine tracked by the Americans with a speed of 280 km/h: 'Its speed was more than 280 km/h and this at a time (1963) when the record speed of a submarine was 80 km/h'. (8^o-°, 5.104) Adolf Schneider gives an incident from 1964, with a speed of more than 200 knots:

In the magazine 'Man's Illustrated', March 1968, a manoeuvre is reported in which the aircraft carrier WASP, submarines and other ship units were deployed. The submarines were equipped for silent navigation, while above them on the surface of the Atlantic, 500 miles from the south-eastern coast of the United States, on a day in 1964, torpedo boat destroyers used their listening devices to track the signals emitted by the submarine units and the aircraft carrier sent them up to the anti-submarine aircraft.

Ninety metres below the surface, one of the submarines suddenly separated from the attackers (its own, faked). Above, an interceptor on board one of the torpedo hunters was on the phone to the bridge. On receiving the call, the officer on watch rushed to the commander with an incredulous expression on his face. When the lieutenant commander saw him like this, he asked: 'What's the matter?' 'Commander, there's something strange down there,' said the officer, 'one of the submarines has swivelled off towards another, unidentified target. He added that there were two tracks on the screen

would have appeared: our submarine and another object. There was only one thing that gave the officer on watch pause for thought, and that was the great speed at which the 'unknown submarine' was travelling. "How fast is it travelling?" asked the commander. 'More than 200 knots,' was the answer.

With a sound of disbelief, the commander hurriedly left the cabin and rushed to the telephone. When he had confirmation of the incident from the officer in charge of the electronics department, he sent a radio telegram to the admiralty ship, which had already received similar messages from another torpedo hunter and an aircraft in the meantime. They then followed the trail of an underwater probe, similar to a torpedo. What the ships and the aircraft had picked up was the sound of an unknown submarine travelling at a fantastic speed that could not be matched by any ship or submarine. The electronic instruments of 13 different ships had detected the presence of an unidentified submarine, and identical reports were made to the Commander-in-Chief at Norfolk. (10*, S.180/181)

Jean Prachan also mentions this incident with the 'unknown submarine' during the US manoeuvres:

The 'pursuit' lasted **four days**. Depending on its mood, the mysterious vehicle appeared and disappeared again. Occasionally **it even dived to a depth of 8000 metres**, where no 'human' submarine could ever follow it.

This incident caused panic among the American authorities; at first they thought it might be a Soviet boat. Of course, there was also cause for excitement, as the performance of the object exceeded anything previously known or imaginable. No explanation could be found for the appearance of this incredible submarine. After a few days, it disappeared just as suddenly as it had appeared. (8*, S.104)

On 4 October 1977 the 'Bremer Nachrichten' wrote: 'The secret services of both hemispheres are said to be in possession of extensive records of the appearance of unknown and mysterious submarines' and mentioned an incident in which an unknown submarine had travelled at a speed of 370 km/h.

But it was not only the high speeds of these 'unknown' submarines that caused great and initially incredulous astonishment, but also another equally astonishing factor. At some point in the last few decades, at a time that cannot be precisely determined, flying discs (UFOs) that plunged into the water or shot out of it at another time could no longer be distinguished from USOs or unknown submarines. It seems that the UFOs can swim and above all dive, but these "alien" submarines can also fly.

John A. Keel writes in the aforementioned report:

Unidentified flying objects have been consistently seen by the crews of hundreds of ships all over the Atlantic. In many well-documented cases, witnesses have claimed that strange metallic disc- and cigar-shaped objects suddenly emerged from the water, rose into the air, circled their ships and disappeared into the sky. In other cases, they came down to the surface of the sea and disappeared underwater. There are other puzzling incidents of giant mysterious submarines, apparently from no known nation. They have successfully evaded all sea and air searches conducted by fleets of half a dozen nations.

All these reports have created one of the most widespread and persistent legends of the mystery of the flying discs, that the UFOs are indeed

are stationed underwater in the Atlantic, Pacific or Arctic.

On 12...January 1965, Captain K. saw from a DC-3 a metallic ship in a perfect streamlined shape with an equally streamlined hatch on top. It did not look like our submarines as it had no superstructure. It was about 9 metres long. The area where Captain K. saw this vessel is impassable for our submarines because of its mangrove swamps and sandbanks. If these unidentified underwater UFOs develop the same characteristics as the airborne UFOs, then they could also build up the same electromagnetic field. (9*)

UFOs or USOs are not only observed within the seas and oceans or in rivers, but also occasionally when entering and emerging in inland lakes, even in ponds. So let's stop worrying about the confusion in the various reports, whether it's called a UFO, USO or even a submarine. Because Keel is absolutely right, with the same electromagnetic propulsion it can be whatever it wants, the original watercraft can operate in the air just as well as the aircraft in the water. The two media, air and water, are interchangeable if you have this phenomenal propulsion, which we have already discussed in more detail in the HUGIN publication 'Geheime Wunderwaffen' Vol. III. You can manoeuvre equally well in the air as in the water and therefore alternately.

Jean Prachan describes how in the summer of 1954 the captain and part of the crew of the Dutch ship 'Groote Beer', about 130 kilometres off New York in the Atlantic, observed 'how a strange flat object emerged from the sea'. Prachan continues: "In 1954 and 1955, numerous similar cases were observed. I cannot list them all here; the list would be quite long and is not absolutely necessary for our purposes. However, I would like to describe one in more detail, as it was reported to me by the two eyewitnesses themselves. They were young soldiers at the time. Today they live in the Miami area. One runs a repair shop, the other is an insurance salesman. In March 1955, they were on board a US Air Force bomber flying over the Bahamian archipelago on a sightseeing flight. Joe C. and William H. and the other crew members first noticed something luminous moving under the surface of the water. Suddenly this light seemed to rise out of the water. The aircraft did not fly very high, and for two or three minutes the men were able to observe a yellowish-orange ball of light - the light looked like a sphere that remained motionless above the sea after it **emerged from the water**. It then began to move away towards the open sea, where it disappeared within a few moments. On their return to the base, the men were **threatened with**

I was ordered to keep quiet about the phenomenon. So this affair remained 'secret' until I came across Joe C. by chance in the course of my enquiries. Through him I was also able to make contact with William H., the only comrade with whom he was still in contact. The latter confirmed the report point by point.

Off the coasts of Venezuela, almost at the level of the Antilles, the following case occurred, which to my knowledge has only been mentioned by Ivan T. Sanderson. On 13 December 1956, a Swedish ship informed the port authority of La Guaira in Venezuela by radio that a conical object had crashed vertically into the ocean. When it hit the water, **a huge explosion was heard and the sea began to boil**. (8*, S. 102)

Initially, accidents were suspected, but these explosions must have had other causes that cannot yet be classified, as the objects continued to manoeuvre unharmed after these incidents, as has been observed on several occasions.

E. Halik wrote in the magazine 'Mensch und Schicksal' as early as 1955: "A West German news agency reported on Greenlandic experiments with 'flying submarines' several years ago. These flying objects have meanwhile been sighted several times over France and in their constructional details actually correspond completely to the usual submarine shape with pressure hull and turret. It is difficult to believe that extraterrestrial beings would be so unimaginative as to copy our submarines for the purposes of their aviation. (11*)
The last sentence is a jab at the Allied diversionary hoax with the 'extraterrestrials'; for at the time, Ing. Halik was already well acquainted with German developments and the Reichsdeutsche Absetzung. He also assumed - as we can see from his other publications - that Reich German flying discs were also operating from Greenland, among other places. In his multi-page report 'No invasion from outer space', 15 July 1954, also published in the humanities journal 'Mensch und Schicksal', he also opposed the Allied diversionary hoax about 'extraterrestrials'.

The evidence is swelling and becoming more confusing by the case. Our world is haunted not only by bizarre aerial objects of all kinds, many of which have demonstrated their ability to dive into the water and transform into submarines, but also by various secret things stationed underwater.

Someone or something seems to be rounding up people in the Bermuda Triangle. Now it looks like they - or it - is doing the same with conventional submarines. All these incredible occurrences fly in the face of the popular opinion that the flying discs are just friendly visitors from outer space (this is rather a controlled and imposed opinion; inserted by the author). The phenomenon appears to be all-encompassing and to take place largely under our oceans and lakes. Are we dealing with a phantom fleet from some secret underwater world?

Is this why the US Navy spends more money on UFO research than the US Air Force? In 1967, the Navy spent 5 million dollars on a search project in the Bermuda Triangle using aeroplanes and special search submarines.

In 1969, the nuclear submarine 'No. 1' was quietly launched, with 7 men on board and costing 100 million dollars. This submarine is kept top secret, but the navy says it is intended to 'explore the economic and military possibilities of the seabed'.

From: 'Male', Nov. 1970; taken from the U-N, No. 192, 8/1972

'Nuclear submarine' No. 1 'in 1969' is an obvious mistake, nuclear submarines already existed before 1969. Perhaps a special deep submersible is meant to detect the enemy under water. The way the US navy pretends to be exploring the seabed is the usual and universally used form of distraction. When the allies send their elaborate, usually militarily equipped 'expeditions' to the North or South Pole, for example, they pretend that they are merely searching for coal or ore deposits or exploring the spawning grounds of krill. When they venture into space, they give other harmless reasons for their research. In other cases, they are commercial excuses, and when they launch military expeditions into the Bermuda Triangle, which we will come to later, they pretend to be looking for very specific anomalies in the area, such as strong electromagnetic deviations, or similar meaningless excuses. In fact, in these military operations, the research is of a secondary, sometimes merely distracting nature, if it is carried out at all. But once you are in the

Antarctica or in the Triangle in search of German bases or underwater bases, why not have some scientists taken along to research krill? In any case, it makes a pretty harmless impression.

These Allied actions were about tracking down Reich German units on land, at sea and in space. But since the Allies have been presenting themselves to the whole world as victors and allowing themselves to be celebrated since 1945, they have also decided to systematically conceal, or at least disguise, the Reich's continued endeavours after 1945. The one big lie of total victory over Germany now inevitably leads to many smaller subsequent lies.

'(Coneral adverts'. Bonn, 12. 1. 1964

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I don't believe in the extraterrestrial thesis, but think that the UFOs come from the interior of the earth and from highlands such as the heath of Tibet and the Andes, as well as from underground bases off the west coast and the east coast of the USA. The military character of Ulm is particularly important to me.

A. Wömer, Ufo-Studio
Mayen, Mayen
Leserbrief aus: 'Bunte Illu-
strierte', Nr. 14, April 1982

"Giant cigar" on the seabed

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The strategic significance of the Bermuda Triangle

December 1944, the destruction of Germany by the Allies was in full swing. To make up for losses, seven American bombers were ordered to Italy to be used against German targets from there. After a brief refuelling stopover in Bermuda, the seven aircraft were back over the Atlantic, some 480 km to the east, when electromagnetic interference suddenly occurred in the ignition, radio and other electrical systems on board. An incident which, as we know today, is very often associated with 'UFOs'. Of the seven bombers, only two were able to make it back to Bermuda with difficulty. There has been no trace of the other aircraft ever since.

On 5 December 1945, almost exactly one year later, five TBM Avenger bombers took off from the US naval base at Fort Lauderdale, Florida, on what was reported to be a training flight. The sudden interruption in radio communications between the airport and the aircraft indicated that disaster was in the offing for the five bombers. Of the two flying boats that were sent out twenty minutes later to search for and possibly rescue the crews, only one returned without any results. What was probably the largest rescue operation in the history of aviation was launched, but it too was unsuccessful. Nothing was found of the five bombers and the flying boat:

But despite one of the most intensive search operations in history, involving 240 aircraft, 67 additional aircraft from the aircraft carrier 'Solomon', four destroyers, several submarines, eighteen Coast Guard vessels, search and rescue cutters, hundreds of private aircraft, yachts and boats, additional aircraft from Banana River Naval Air Station and help from British Fleet and Air Force units in the Bahamas, nothing was found.

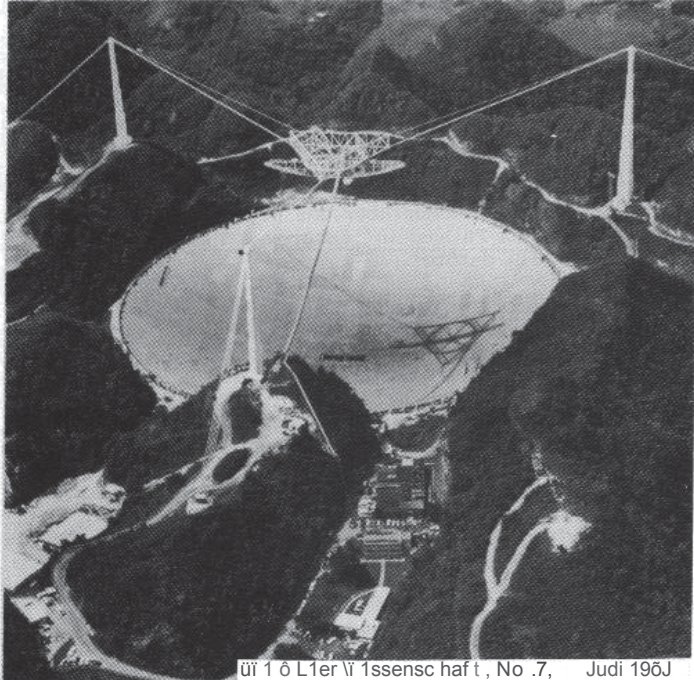
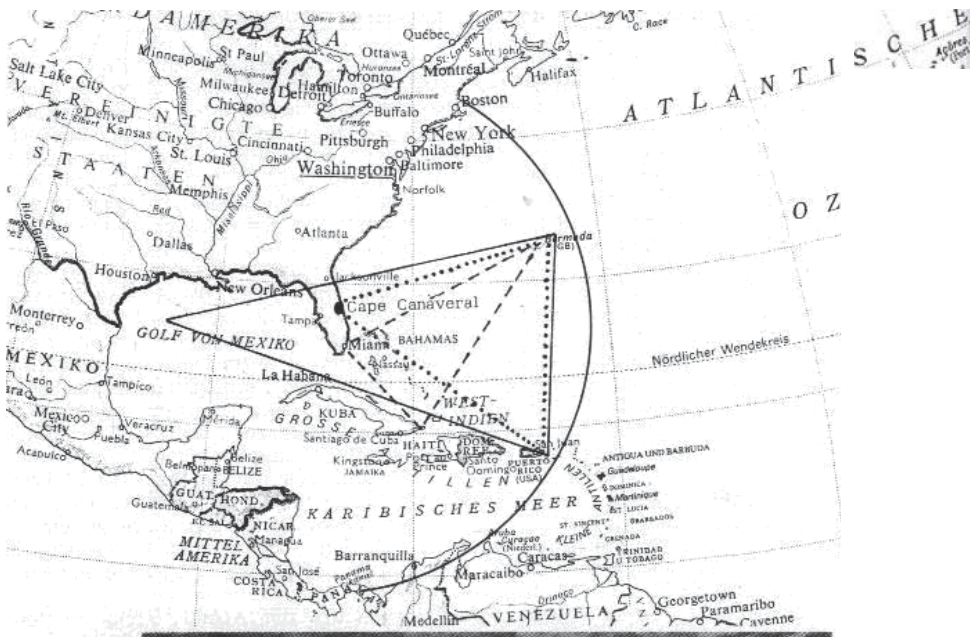
A daily average of 167 flights, from morning to evening, carried out approximately 90 metres above the water surface, a thorough search of 100,000 square kilometres of land and sea, over the Atlantic, the Caribbean, the Gulf of Mexico, the Florida mainland and neighbouring islands, a search time of 4,100 hours, all these efforts yielded no results - neither survivors nor life rafts, wreckage or oil slicks. The beaches of Florida and the Bahamas were searched daily for several weeks for identifiable flotsam that could have come from the missing aircraft, but without result. (22*, S.27)

Almost all longer reports and books about the infamous Bermuda Triangle begin with these two classic cases. We also reported on them in 'Geheime Wunderwaffen', Volume II, 5.13 + 17 ff.

The term 'Bermuda Triangle' was born after the disappearance of the five TBM bombers, some say. Jean Prachan, David Group and others claim that the freelance writer and famous inventor Vincent H. Gaddis first coined it in his article 'The Deadly Bermuda Triangle', in the magazine 'Argosy', February 1964. Be that as it may, everyone agrees that these extraordinary, initially inexplicable events began in 1944/45. It was only later that authors - who belonged to the concealment group - and later also those who simply recounted them, began to include older and much older shipwrecks in order to create the impression that these events were ancient and therefore nothing new or special for this area. Unresolved shipwrecks have occurred at all times and it was easy to find them in old

Ship documents suitable cases. But in the days of ship piracy and inadequate technology, when radio systems were unknown, just like aircraft searches. Search operations with aeroplanes were not yet known, unsolved cases were still understandable. There was also a lack of modern SOS emergency call systems, which today, on modern ships, if the radio control centre is unmanned, automatically send out an emergency call when the ship sinks, and if we are correctly informed, up to a water depth of 50-100 m .

Because far more ships and aeroplanes disappear in the Bahamas than in Bermuda, Prachan argues that the term was wrongly chosen. It is merely a journalistic buzzword, as the events cannot be limited to this area. Which is true, because the increasing number of reports about extraordinary ship and aeroplane accidents, including their disappearance without a trace, are in fact of a global nature. However, it must be borne in mind that there are certain focal points around the world and these undoubtedly include the so-called Bermuda Triangle, perhaps the most important area of all.



Die größte Radio-Raster-Teleskop der Welt ist die Arecibo-Anlage im Hinterland der Insel Puerto Rico. Es hat einen Durchmesser von 305 m. Der Reflektor aus Maschendraht ist in ein

natürliches Tal eingelassen. Die aufgefingenen Radiowellen werden in einer hoch im Brennpunkt angebrachten Antenne gebündelt. Von dort werden die Signale in den Kontrollraum geleitet, wo sie analysiert werden. Es geht auch umgekehrt: Benutzt man die Anlage als Sender, kann die Antenne ein Signal in den Reflektor strahlen, von dem es dann ins AB gelenkt wird.

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The Bermuda Triangle, more rarely called the Devil's Triangle, is part of the Sargasso Sea and lies directly off the east coast of the USA. Alongside the Soviet Union, the USA is still one of the greatest wartime enemies of the continuing German Empire and the German people, which is very important. The corner points of the triangle are labelled Florida/Bermuda/Puerto Rico by some, Florida/Bermuda/Cuba by others or also from the Gulf of Mexico across Florida to Bermuda/Puerto Rico (see sketch). In my opinion, the better geographical marking would be a huge semicircle, starting around Boston/New York on the US east coast, from there via Bermuda and Puerto Rico to the Panama Canal. Including the entire Caribbean, the Gulf of Mexico and the US south coast. With the focus in the centre: Bahamas and Cape Canaveral.

But let's stick to the given triangle. Why are more 'submarines of unknown nationality', more 'USOs' and more 'UFOs' sighted in this sea area than in other sea areas? Why do more aeroplanes and ships disappear here than elsewhere? Because this is a highly sensitive military, strategic and intelligence area. However, this has been deliberately suppressed by the 'silence group' and simply ignored by uninitiated or ignorant authors:

Let's start with the Bermuda Islands, which give this triangle its name. As early as the 18th century, they were developed into a British naval base and later expanded to include an air base. In 1941, England leased two additional areas to the USA for 99 years to establish a naval base and an air base.

Under a treaty dated 2 September 1940, parts of the Bahamas were also leased from England to the United States for 99 years and developed by the latter into a further naval and air base. (Preparatory measures by the USA for its entry into the war against Germany). Although the Bahamas have been labelled as so-called independent since 1973, the head of state is still the British Queen.

Puerto Rico is subordinate to the USA. This island occupies a strategically important position as the eastern flank defence of the USA; on the one hand with the war port of San Juan on the island, and on the other with the naval base of Saint Thomas on the Virgin Islands to the east (Meyers Lexikon, 1940).

Puerto Rico is also the hub for all submarine cable connections (telephone) for the entire US East Coast, especially for New York (centre of the Jewish banksters) and Washington DC (seat of government of the gangsters, also contemptuously called 'Chicago Boys' by many Americans), connected via Bermuda, as well as for the state of Florida with the US space centre Cape Canaveral. Also as a connection to the South American continent via Caracas (Venezuela).

The most important thing on this island is probably the world's largest radio raster telescope facility, built in 1964 in a basin near Arecibo, with a diameter of 305 metres. To make the facility appear harmlessly scientific, it was built by Cornell University, but was taken over by the US War Department (Pentagon) immediately after completion. On 8th April 1960, the Americans began Project **OZMA** in order to establish 'contact with extraterrestrial intelligence', as it was trivialised to the public. Project OZMA was started at the 28 metre telescope on Green Bank, but was moved there after the completion of the much larger and more powerful facility on Puerto Rico. The results obtained via OZMA were immediately declared secret by the Pentagon. (21*, S.139-142)

Why do you think? Because it is really about cracking the internal message CODE of the so-called UFOs! It is known that the radio CODE of the German Wehrmacht could be cracked by the Allies due to treachery, but it is also known that the German naval CODE has not even been decrypted to this day. In view of the technical advances made by the German Reich before and after 1945 (UFOs, USOs), it is also questionable whether the known wavebands were still being used at all, or whether it was even possible to completely overcome the usual radio and instead open up possibilities that lie beyond the realms of conventional science. In many allied and other countries, efforts have long been made to use radio telescopes and other techniques to tap into the 'extraterrestrials', or as they are sometimes referred to, the **'higher intelligences** in space', but also in the world's oceans, using communications technology. Among others, the Soviet Union, for example at the Radiophysical Institute in Gorki, under the direction of Dr. V. Troitsky, is also running an 'eavesdropping' programme against the flying discs, but as has been cautiously let slip between the lines, so far without any success.

The Arecibo facility also serves as an essential communication link for the White House, the Pentagon, the NASA control centre in Houston (on the Gulf of Mexico) and Cape Canaveral; partly coupled with the military satellites in space. This is probably the main reason why Puerto Rico was literally swarmed and besieged by 'UFOs' in various years, often for months on end.

Over the mountains of Adjuntas in the interior of Puerto Rico, entire swarms of UFOs appeared repeatedly and almost according to a fixed plan over a period of three months. They emitted lateral beams of light, flew in closed formation (a German way of flying; inserted by the author) at low altitude - about 300 metres - made precise right-angled turns (impossible for an aircraft), hovered motionless in the air and then suddenly disappeared without a trace. (13*, S.219)

In his book 'Spurlos', Berlitz describes various UFO events and sightings on the island and then names the months of August, September and October 1972 for the above-mentioned mass sightings.

Jean Prachan, 'UFOs in the Bermuda Triangle' has similar reports from 1973: It is important to note here that in 1973 the Caribbean, Puerto Rico and the southern part of the Triangle were hit by a veritable wave of UFOs. The peak of this 'wave' was in October/November. Dozens of objects were observed in the Caribbean, all of which appeared and disappeared.' (8*, S.112)

To go into more detail, we take a passage from Berlitz's 'Spurlos' about events on Puerto Rico: Although UFO sightings have been reported by millions of observers from all parts of the world, they seem to be concentrated in the Bermuda Triangle. In Puerto Rico, for example, they appeared with such frequency in 1972 that there were severe traffic jams as people informed by television, radio and the press flocked to the highways to watch swarms of UFOs and their precise manoeuvres in the night sky.

Some drivers were in for another surprise on their journey home from the demonstration they had seen in the sky. At a certain point between San Sebastian and Lares (located in the interior of the island), a huge, low-flying UFO appeared, while at the same time all the car engines stopped and only started up again when the UFO, after emitting flashes of orange and red light or flames, suddenly rose vertically and disappeared.

During the same period, in Rio Piedras, a suburb of San Juan (where the US war harbour is located; inserted by the author), a huge UFO also appeared during an outdoor birthday party and dazzled those present with a greenish-blue light,

that it emitted as it glided very close - about 100 metres above the party guests. Numerous other people also observed the phenomenon from nearby houses as the UFO slowly glided between two twenty-storey flat blocks; several cars stopped as their engines cut out. Suddenly, the strange flying object rose vertically in a cloud of red mist, changed direction, headed for a nearby power station and suddenly disappeared (it probably became invisible at this moment, which we will come to later; inserted by the author) . (13*, S.219/220)
There are many more examples from the island, but let's get back to the topic:
The apparitions over Puerto Rico are in no way limited to the two years 1972/73 and there should be no doubt at all that this important intelligence centre of the USA is constantly being tapped by the 'UFOs' in order to be informed in detail about the military and criminal nuclear intentions of the enemy. So much for Puerto Rico.

To the west, the Bermuda Triangle is bordered by the American east coast, mainly **Florida**, where various military bases such as Fort Lauderdale, scattered missile launch pads and, above all, the American 'spaceport' are located. It is not only the Soviet military that spies in the sea area off Florida, observing all operations and launches from Cape Canaveral, camouflaged by seemingly harmless merchant ships and fishing boats - despite the allied alliance with the USA. But it is also here that the flying discs are in constant observation standby, accompanying the US Apollo spacecraft to the moon at the time, as is well known, and controlling all take-offs and landings. Controlled, it would be better to say, because since the Challenger was **shot down**, the Americans have apparently been banned from taking off by the 'higher intelligences', and they have only themselves to blame. With the 'green box' on board, which contained capsules with highly toxic substances that have a lethal effect in two seconds - as was reported in the daily press - the Chicago boys were obviously planning another of their usual large-scale crimes, perhaps against one of the German bases at the North or South Pole. We will go into the Challenger explosion and the green box in detail in the next brochure on space, which has already been announced. Let us also bear in mind that one of the main tasks set for the German flying disc force is to prevent a nuclear war, which they have been doing successfully for decades.

The triangle is also affected by **Cuba, which** has become a centre of communist crisis. Here there are pro-communist agents as well as pro-American agents who use seemingly harmless fishing boats, merchant ships and private sailing yachts as camouflage.

It is also worth mentioning that the entire sea area off the east and south coasts of the USA - including the Bermuda Triangle - is the busiest area in the world in terms of shipping and air traffic.

We have thus sufficiently demonstrated that this sea and island area is of outstanding strategic and military importance, which also makes the constant presence, or rather surveillance, by so-called UFOs and USOs understandable:
The series of UFO sightings in 1972 is exceptional only because of the large number of eyewitnesses. UFO sightings as such have been reported on the Florida coast, in the Bahamas, Haiti, the Dominican Republic, Cuba and other Caribbean islands.

and over Bermuda and the sea between these islands are so commonplace that they are hardly mentioned in the radio and press if they have only been seen by a few people. Only when thousands of people see the same phenomenon does it become newsworthy for the mass media. But even then, due to the frequency of such observations, they are soon forgotten and filed away. (13*, S.222)

The Bermuda archipelago alone consists of 350 islands and islets, of which only 20 are inhabited. The situation is similar in the Greater Antilles and the Bahamas. The latter consist of 29 larger, mostly inhabited islands, 660 mostly uninhabited islets and 2,400 rocky cliffs and coral reefs stretching from Florida to 900 kilometres in a south-easterly direction. It is no exaggeration to assume that there are several thousand islands and islets in the entire sea area covered here. Truly, an ideal area for underwater bases and hideouts of the USOs and secret landing possibilities for flying discs. This is why speculations and even claims about UFO and USO bases in the Bermuda Triangle have been made in the relevant literature for decades.

As Grand Admiral Dönitz said to naval cadets in Laboe near Kiel in October 1944: "The German navy still has a special task to fulfil in the future ... The German navy knows all the nooks and crannies of the seas and it will be an easy task, ... (see 'Geheime Wunderwaffen' , vol.I, p.43)

Das Todesdreieck auf der Landkarte

Tausend Menschen in 20 Jahren verschollen — Flugzeuge erforschen atmosphärische Störungen — Ein unheimlicher Fleck

Von dem SÜDKURIER-Mitarbeiter A. Kenley, Washington

„Projekt Magnet“ der US-Marine soll ein Rätsel lösen, welches seit hundert Jahren die Schifffahrt und seit 20 Jahren die Luftfahrt bewegt: Die atmosphärischen und magnetischen Verhältnisse im sogenannten Bermuda- oder Todesdreieck. Seine Basis bildet die 1700 Kilometer lange Luftlinie zwischen Puerto Rico und einem Punkt zwischen West Palm Beach und Orlando an der Ostküste Floridas. Zieht man von ihm und von Puerto Rico auf der Karte Linien zu den Bermuda-Inseln, so erhält man eine 1500 Kilometer lange westliche und 1550 Kilometer lange östliche Seitenlinie. In diesem Dreieck verschwinden seit 100 Jahren Schiffe und neuerdings auch Flugzeuge, ohne Spuren zu hinterlassen.

Ein Unglück vom 5. Dezember 1945, bei welchem fünf Avenger-Torpedobomber mit 20 Mann Besatzung in diesem Raum verloren gingen, ohne daß man Wrackteile fand, lenkte die Aufmerksamkeit des US-Verteidigungsministerium auf das Dreieck. In den Vorfällen war noch ein Marineflugboot verwickelt, das zur Suche startete und 20 Minuten später ebenfalls keine Nachricht mehr gab. Im Januar 1948 ging eine Passagiermaschine mit 31 Menschen verloren, welche von den Azoren nach Kuba gestartet war. Eine viermotorige Maschine verschwand im Bermuda-Dreieck am 17. Januar 1949. Im Oktober 1954 war es eine amerikanische Super-Constellation mit 42 Personen an Bord; obwohl sie zwei voneinander unabhängige Funkanlagen hatte, gab sie wie die anderen verschollenen Maschinen keinen Notruf. Am 9. November 1956 ging dort ein Patrouillen-Flugzeug der US-Marine verloren.

Die jüngsten Fälle betreffen drei Flugzeuge und zwei Schiffe. Am 8. Januar 1962 schnitt ein Düsen-Tankflugzeug auf der Route Virginie—Azoren das Todesdreieck und kam nicht über dessen Grenzen hinaus. Am 2. Februar 1963 ging ein Schwefeltanker mit 39 Besatzungsmitgliedern auf der Reise von Beaumont (Texas) nach Norfolk (Virginia) in jenem Raum unter; von ihm wurden noch schwache, aber verstümmelte Signale aufgefangen. Seit dem 1. Juli 1963 wird im Bermuda-Dreieck der Fische-

reidampfer „Sno' Boy“ mit 40 Personen vermißt, von dem sich nach zehntägiger Suche nicht einmal ein Holzstück fand. Im August schließlich flogen aus Florida zwei Strato-Tanker vom Typ KC-135 zu einer Luft-Tankübung aus und gaben vor dem Dreieck noch Positionsmeldung, um dann nichts wieder von sich hören zu lassen.

Keine Leiche gefunden

Das Schiffsregister meldet aus jenem Raum noch mehr Schiffverluste, als dort Flugzeuge verschollen sind. Als man die älteren Bände aufschlug, zeigte es sich, daß seit hundert Jahren dort dauernd Fahrzeuge verschwunden sind, deren Untergang keine Erklärung fand. Ab 1945 forderte das Bermuda-Dreieck rund tausend Menschenleben. Nicht eine Leiche wurde aufgefischt. Das rief eine gemeinsame Aktion der amerikanischen und kanadischen Kriegsmarine ins Leben, das „Projekt Magnet“.

Eine Anzahl Super-Constellations mit empfindlichen Meßgeräten beobachteten die atmosphärischen und magnetischen Verhältnisse dieser Region. Bereits 1950 hatte ein kanadischer Regierungsexperte bei Versuchsflügen im Dreieck „Schichten von verminderter atmosphärischer Bindung“ festgestellt, welche als Abweichungen Kompaß, Funk und elektronische Geräte beeinflussen. Die letzten kanadisch-amerikanischen Messungen ergaben etwas Einmaliges, nämlich „besondere magnetische Kräfte, die nicht von der Erde, sondern von oben kommen“, wie es hieß. Anscheinend lösen sie plötzliche Katastrophen bei Flugzeugen und Schiffen aus, die sich hinterher nicht mehr nachweisen lassen.

Eine einzige Andeutung über ihre Art besitzen wir im letzten Funkspruch eines der fünf Torpedobomber, die zusammen am 5. Dezember 1945 abstürzten. Der Flugschwadronsführer sagte mit halb erstickter Stimme: „Wir scheinen verloren zu sein — alles geht falsch — seltsam! Auch der Ozean sieht nicht so aus, wie er aussehen sollte...“ Damit war die Verbindung für immer unterbrochen.

'Süd-Kurier', Konstanz,
13.3.1964

Disappeared in the Bermuda Triangle

Lloyds meldet: 20 Schiffe spurlos verschwunden

Spukt es im Bermuda-Dreieck wirklich? Wieder sind zwei indische Frachter mit 44 Seeleuten an Bord spurlos verschwunden.

In den letzten fünf Jahren verschwanden 20 Frachter auf den Weltmeeren. Auch zwei deutsche: Von der „Rugwardersand“ (1569 Tonnen) kam am 18. Februar 1981 das letzte Rufzeichen aus dem Mittelmeer, und die „Whestar“ (1205 Tonnen) meldete sich am 6. Mai 1981 zuletzt aus dem Atlantik vor Portugal – kein Brett, kein Tuch kam je zum Vorschein.

Lloyds-Versicherung in London: „Bis heute gibt es keine Erklärung für das Verschwinden.“ Die Engländer veröffentlichen eine Karte, in der alle seit 1980 verschollenen Schiffe eingezeichnet sind – die meisten im Bermuda-Dreieck. **brl**

Jedes Jahr verschwinden fünf Schiffe spurlos

Bremen (dpa/vwd). Fünf Handelsschiffe verschwinden durchschnittlich in jedem Jahr ohne eine Spur zu hinterlassen. Obwohl die Rettungseinrichtungen verbessert wurden, gingen von 1975 bis 1984 nach Angaben des Bremer Instituts für Seeverkehrswirtschaft 52 Handelsschiffe verloren, ohne daß ein Zeuge aufzutreiben war. Insgesamt mußten in diesem Zeitraum weltweit 3 770 Handelsschiffe mit einer Tonnage von rund 15,6 Millionen BRT als Totalverluste abgeschrieben werden. Besonders verlustträchtig waren die Jahre 1979 mit 456 und 1984 mit 327 Schiffen.

...und das sind nur die Handelsschiffe, ohne Kriegsschiffe, ohne Flugzeuge!
...und ferner werden die Angaben zur Verharmlosung nach unten frisiert!

Ship and aircraft accidents are as old as seafaring and aviation itself. Every year an average of 250-300 ships sink in all the world's oceans, with a clearance rate of 90-95%. We are interested here in the majority of unsolved cases. Ships or even aeroplanes that mysteriously disappear without a trace or are found drifting, completely intact but deserted. More than 600 vehicles disappeared without a trace off the coasts of the United States during the years 1974-1976, many of them in the Triangle. (13*, S. 68)

Similar to Dec. 1944 and Dec. 1945, five US P-47 fighter planes were in the airspace of the Bermuda Triangle on 19 Dec. 1946. A sixth aircraft was accompanying the convoy and witnessed it fly into a cloud, but only four of the original five aircraft reappeared. During the search operation that was then launched, two of the B-17s involved, 'Flying Fortresses', also went missing and were not recovered. (14*, S.126)

Superfortress C-54:

On 3 July 1947, an American Army C-54 with a crew of six disappeared on a routine flight from Bermuda to Morrison Air Base near Palm Beach. The aircraft's last known position was about 100 miles from Bermuda. An immediate search operation by the Army, Navy and Coast Guard at sea and in the air covered more than 100,000 square miles of ocean surface. No oil slicks or wreckage were sighted. (12*, S. 32/33)

After the unsuccessful search, American Air Force officials **hypothesised** that a powerful current of rising air near a thundercloud **might** have destroyed the bomber. (15*, p.118; also 8*; 15*; 16*)

Then the US Air Force should be advised in all seriousness to only fly when there are no clouds in the sky!

Another complicated mystery was the loss of three aircraft from the British 'South American Airline': Star Dust, Star Tieger and Star Ariel - all of the Tudor IV type. (16*, p.16) The **Star Tiger**, a four-engined passenger aircraft ..., a converted Lancaster bomber,

disappeared on 29 January 1948 on a flight from the Azores to the Bermuda Islands. On board the aircraft were a crew of six and twenty-five passengers, including Sir Arthur Cunningham, Lieutenant General of the British Air Force in the Second World War and former commander of the Second Tactical Air Fleet. The Star Tiger was due to land at Kinley Airport in Bermuda. Shortly before ETA (estimated time of arrival) at 10.30pm, the pilot transmitted a message to the control tower containing the phrases: 'Weather and flying conditions excellent' and 'Expecting scheduled landing'. The position of the aircraft was given as 380 miles north-east of Bermuda.

No further report was made, but the Star Tiger did not reach its destination. There was no SOS, no distress call, no indication that the flight was not proceeding under the best of conditions. At midnight, the Star Tiger was reported as overdue, and the next day, 30 January, an extensive relief operation was launched. Thirty aircraft and ten ships searched the area for several days without success. (12*, p.33; also 8*; 16*; 12*)

Almost exactly one year later, on 17 January 1949, the sister aircraft, the **Star Ariel**, disappeared under almost similar conditions and in an equally mysterious way:

'Position about 180 miles (290 km) south of Bermuda', reported Captain McPhee, an experienced pilot with 4200 flying hours; 'Weather good. I'm going over to the Nassau frequency'.

That was his last radio message.

The 'Star Ariel', seven crew members and thirteen passengers were never seen again. At that time, manoeuvres were taking place in an area a few hundred kilometres south of Bermuda, involving a battleship, aircraft carriers, cruisers, destroyers and others. Two destroyers even travelled to a spot 480 km south of Bermuda where a US Air Force airliner and bomber had seen a green glow over the sea. Thousands of square kilometres were scoured: not one oil slick, not one aircraft part, not one body.

However, the search operation soon had a new target, the fishing boat 'Driftwood', which had also disappeared during the crossing from Fort Lauderdale to Bimini with five men on board. But both the 'Star Ariel' and the 'Driftwood' remained unaccounted for. (8*, p.35) Elsewhere Prachan again emphasises this peculiar green glow and writes: 'On that day, 17 January 1949, no UFO was seen to my knowledge. But one should not forget in this context that two aircraft, a bomber of the US Air Force and a passenger aircraft of the British company BOAC, which were independently involved in the search operation, reported that they had seen a strange greenish glow on the water where the aircraft disappeared. The cases of the 'Star Tiger' and the 'Star Ariel' are therefore much more similar than the official reports suggest.

emerges. Perhaps both aircraft are now side by side somewhere 8000 or 9000 metres under the sea, surrounded by absolutely impermeable retaining walls belonging to an undersea base. That is now the question.

'Many researchers have long been aware of the connection between the UFOs and the Bermuda Triangle, a connection that has nothing to do with coincidence', writes the correspondent of 'UFO Report', whom I have quoted before.

'Long' is probably a bit of an exaggeration, as this connection has only been talked about since 1973. It is surprising that it has taken so long for your connection to be made, but one must not forget that the public has only recently become aware of events in the Bermuda Triangle. There were rumours in certain circles (in the army, air force and among sailors, for example) about the intervention of UFOs, but until 1973 no one dared to say so publicly. (8*, p.148; also 12*; 16*; 17*)

The other sister aircraft, the **Star Dust**, was lost off the Chilean coast in 1947.

Januar 1949 Star Ariel

Am 17. Januar verschwand die «Star Ariel», eine Passagiermaschine der British South American Airways Corporation, unter ähnlichen Umständen wie genau ein Jahr zuvor ihre Schwestermaschine, die «Star Tiger». Mit 7 Mann Besatzung und 13 Passagieren startete das viermotorige Flugzeug von Kindley Field, Bermuda, hinein in einen schönen Morgenhimmel zu einem Flug nach Jamaika. Eine Stunde später setzte Flugkapitän McPhee eine Routineflugmeldung nach Bermuda ab: «Wir sind auf Reisehöhe, das Wetter ist gut. Voraussichtliche Ankunftszeit in Kingston wie geplant.» Von der «Star Ariel» wurde nie wieder etwas gesehen oder gehört. Man wußte, daß das Flugzeug zum Zeitpunkt seines letzten Funkpruchs auf Kurs gewesen war, und die Navigationsausrüstung garantierte, daß es auf dem richtigen Weg bzw. nahe daran bleiben würde. Wäre die Maschine auf Grund eines technischen Defektes abgestürzt, wären Wrackteile über ein weites Gebiet verstreut gewesen. Wäre es zu einer Notwasserung gekommen, auf einer wie man weiß sehr ruhigen See, hätte einige Überlebende geben müssen. Zumindest wären die beiden Rettungsflöße automatisch aus ihren Halterungen in den Tragflächen ausgelöst und gefunden worden. Doch die intensive Suche, die bei ausgezeichnetem Wetter stattfand, war vergebens. Nicht eine Spur der Maschine oder ihrer Passagiere wurde je gefunden.

Eine vom Ministerium für Zivile Luftfahrt durchgeführte Untersuchung war außerstande, die Ursache des Verschwindens zu erklären.

Nach dem Bericht des Ministeriums für Zivile Luftfahrt hatte die Maschine für den 5 1/2-Stunden-Flug Treibstoff für 10 Stunden an Bord. Sie flog mit Rückenwind und hatte eine relativ leichte Ladung. Das Wetter war ausgezeichnet, die Maschine befand sich über der Frostgrenze, ein Vereisen war also ausgeschlossen.*

* Eis kann sich auf einem Flugzeug nur nahe der Frostgrenze bilden. Über der entsprechenden Höhe sind die Wasserpartikelchen gefroren und haften nicht an der Maschine.

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Die Besatzung bestand aus sehr fähigen Leuten. Kapitän McPhee hatte 2400 Flugstunden, 2000 davon als Kapitän von BSAA-Maschinen, und er besaß langjährige Erfahrung auf der Route, auf der er verschwand. Die übrigen Offiziere waren erfahren, besonders der Funker war bekannt für seine überragenden Fähigkeiten. Die vier Rolls-Royce-Motoren hatten sich alle in der Vergangenheit bewährt, und es gab keinen Grund für den Verdacht, sie hätten irgendeinen Defekt aufgewiesen. Die De Havilland-Propeller hatten in der Geschichte der Tudor niemals versagt. Die Maschine verfügte über eine komplette Navigationsausrüstung mit mehreren Empfängern und Sendern, Richtungsfindern, einem Radiokompaß und Radar.

Die Rettungsausrüstung bestand aus drei aufblasbaren Schlauchbooten, von denen jedes Platz für 15–18 Personen hatte und mit Rettungshilfen bei Seenot, erster Hilfe und einem Funkgerät versehen war. Das Radio im Schlauchboot, das sich im Innern des Flugzeuges befand, hatte einen automatischen SOS-Sender mit einer geschätzten Reichweite bis zu ca. 75 Meilen.

Bei einer evtl. Berührung des Flugzeuges mit Wasser würden durch einen automatischen Schaltvorgang die Schlauchboote aus ihren Halterungen gelöst und aufgeblasen. Schwimmmwesten für alle Passagiere und die Besatzung befanden sich an Bord, und zusätzlich zu den regulären Türen gab es 5 Notausgänge für den Ernstfall.

Ein technischer Defekt als Ursache des Unglücks wurde von vornherein ausgeschlossen, da er durch die Art und Weise, wie sich die Tudor in der Vergangenheit bewährt hatte, äußerst unwahrscheinlich schien. Die Maschine war mehr als 350 Stunden ohne Probleme geflogen, die Meteorologen waren sicher, daß es entlang der Route keine Turbulenzen gegeben haben konnte. Hätte ein Konstruktionsdefekt vorgelegen, hätte der bei einer Flughöhe von 6000 m recht niedrige Innendruck wohl kaum zu einem Zerbersten der Maschine geführt.

Die Möglichkeit von Sabotage wurde nicht völlig ausgeschlossen. Man fand jedoch keinen Beweis dafür, daß sie bei einer Katastrophe eine Rolle gespielt haben könnte.

Nach dem Wetterbericht des Königlichen Meteorologischen Instituts gab es keine wetterbedingten Komplikationen irgendwelcher Art. Es gab entlang der Route zwar einige Wolken, doch lagen sie alle beträchtlich unter der Flughöhe. Über den Wolken war die Sicht unbegrenzt, darunter nur leicht beeinträchtigt.

(15*)

Even before the Star Ariel, a chartered DC-3 took off from San Juan on Puerto Rico at 10.30 p.m. on 27 December 1948, heading for Miami, Florida. This small aircraft type was long regarded by the Americans as the most reliable aircraft ever built. The weather was excellent, the pilots experienced and Captain Robert Linqvist, co-pilot Ernest Hill Jr, stewardess Mary Burks, three other crew members and 29 passengers from New York City had the Miami lights in front of their eyes after a pleasant flight. It was now dawn, and at 4.30 a.m. Captain Linqvist sent the following radio message received from the radio tower: 'We are approaching the airport,only 50 kilometres to go.
miles to thesouthWe can already see the lights of Miami. Everything is fine on board, We'll contact you later for landing instructions. The control tower confirmed the reception, but never heard anything from the aircraft again, no SOS call, no MAYDAY message, no explosion was heard, no flash of light was seen. The aircraft literally vanished before the eyes of air traffic control, especially over the Florida Kays, where the water depth is only 5-7 metres, the water is so clear that the seabed is at least visible from the aircraft, and wreckage would have been immediately recognisable. But the search operation that was launched immediately was unsuccessful. 50 aeroplanes, ten ships and a dozen smaller vessels were involved in the search operation. The army, navy and coastguard combed an area of 100,000 - according to another source 300,000 - square miles at sea and in the air, and again neither a lifebuoy, a piece of wreckage, an oil slick nor any other trace was found. The DC-3 has remained missing to this day. (8*; 12*; 15*; 16*; 17*; DNZ No. 8/1975)

D. Group summarises these aircraft losses as follows: "These and other losses since 1947 have all the basic elements of the typical Disappearance of aircraft over the Bermuda Triangle: It is a quiet night. The aircraft, which is usually less than a hundred kilometres from the coast, transmits the last message before reaching the airspace of the triangle. Everything is fine, and the pilot believes that they will arrive on time. Only when no more messages arrive within the calculated time frame for landing does the ground crew become anxious and send out a search aircraft. But nothing is found. The investigation commissions are at a loss. The losses continued to increase in the sixties and seventies. (16*, S. 16/ 17)

1950 was a quiet year. On 5 April, the Puerto Rican freighter **Sandra** set sail from Savannah in the US state of Georgia with 340 tonnes of DDT bound for Venezuela and was never seen again. (15*, p.148-149 and other sources)

In March, an American 'Globemaster' disappeared in the northern part of the triangle on its way to Ireland and on 9 June 1950 another DC-3, about which we have no further details. (8*, 16*)

Among the cases that occurred in the Bermuda Triangle after the end of the Second World War, the loss of the Brazilian warship Sao **Paulo** is particularly remarkable. The Sao Paulo, which was destined for scrapping and only had a supervisory crew of eight men on board, was moored to two ocean-going tugs. The convoy was located south-west of the Azores. On the night of 3 to 4 October (misprint, should be November) 1951, the towed ship suddenly disappeared. Due to rough seas, one of the tugs had released the hawsers on the night of 3 November. In the morning

On 4 November the sea was calm again. Then it was noticed that the cables to the second tugboat had been torn and the Sao Paulo was missing. While aeroplanes and ships searched for her, strange phenomena occurred: Unexplained lights were sighted at night and in the early morning, and the next day the ships and aeroplanes reported the appearance of dark figures or outlines on the surface of the sea, but they soon disappeared. No trace was found of the Sao Paulo or her crew.

Most commentaries on the events in the Bermuda Triangle are content to present them as unsolvable mysteries. Others, however, and those who have studied the phenomenon most closely, suggest that the inexplicable disappearance of ships, aeroplanes and people is linked to rational terrestrial or extraterrestrial beings. This view is shared by a growing number of people, perhaps because there is no other logical explanation for the phenomenon. (12*, S.61)

The investigation into the case of the Brazilian warship Sao Paulo, which was to be brought into a dry dock by two tugboats and suddenly disappeared from the tow ropes with the supervisory crew in the morning hours of 4 November 1951, also did not rule out the unexplained light phenomena that had been perceived in the sky through a **cloud of fog** the night before the disappearance. The crews of the aeroplanes, who subsequently carried out an intensive search operation, found no trace of the missing cruiser, but gave a strange report in which they spoke of **unusually dark clouds of fog** or **very low-hanging clouds** in the area where the ship should have been found. (13*, p.230 and p.49, as well as 8*, p.191 and 16*, p.196)

Other ships and aircraft that had not disappeared sometimes reported strange instrument malfunctions and failures and unprecedented **weather anomalies**.

report such as: In such cases, the crews experienced malfunctioning instruments, spinning compasses, loss of propulsion systems and loss of control of their aircraft or ship, as well as a strange **fog of fire** or '**milky zone**' in which all contours, including the horizon, were blurred into a **whitish haze**. Despite all this, they managed to
However, they are able to leave the eerie area and get their vehicle back under control. (13* , S.60)

7 July 1955:

W.J. Morris, a former seaman on the 'Atlantic City', saw the automatic steering drive 'take on a life of its own' and steer the ship completely round in circles, at the same time a **ball lightning** could be seen. Part of the navigation equipment and the electrical equipment could no longer be used. (18*)

Was this so-called Kugelblitz the unmanned fireballs developed in Germany before 1945? (See 'Geheime Wunderwaffen' Vol.III, p.15-22) The events in the B. Triangle seem to be so dramatic and, above all, so frequent that a special magazine in the USA, 'The Bermuda Triangle Special Report', deals with these incidents. In 1977, the American journalist Rufus Drake reported on a lieutenant in the American army named LeRoy R. Jackson. We quote from Jean Prachan: 'UFOs in the Bermuda Triangle':

Lieutenant LeRoy R. Jackson, however, did not hesitate to tell Rufus Drake everything he knew. Among other things, he told him about an OV 1 (a photo reconnaissance aircraft) that had encountered a **strange, very dense cloud formation** over the Bermuda Triangle. The pilot of the aircraft was in this formation for over forty minutes and was thrown around 'like a football'. Eventually the weather calmed down and the aircraft reached its destination, but **an hour earlier than planned**. Judging by the flight plan, the wind speed and the instruments, an hour simply ceased to exist.

Berlitz and other authors have cited other cases of time lapse over the Bermuda Triangle. For us, this is a completely fantastic and, given the state of our science, unbelievable claim.

If the military didn't take their duty of confidentiality so seriously, we could certainly cite many more similar anecdotes. So many other strange things happen in the Bermuda Triangle zone:

Radio silence, white waters, failure of instruments and compasses, inexplicable air pockets, engines shaken 'as if by the hand of a giant', optical anomalies, bluish and greenish lights suddenly illuminating the cockpit or hold of the aircraft, destruction of electrical circuits, violent storms, clouds of smoke rising from the water, etc.

And these are just some of the phenomena that occur again and again; ... (8* , S.122 /123)

11 December 1970 :

Pilot Bruce Gernon Jr. registered **massive cloud formation in the form of squiggles directly on the surface of the sea**. As he flew over it, **the magnetic and electronic instruments went on strike** and he lost contact with radar control. When he reached his destination, he had the impression that he had lost 30 minutes compared to the normal flight time.

16 December 1974:

Mike Roxby, pilot of a Cessna 172, suffered instrument and radio failure twice in one day, the second of which had fatal consequences. A surviving passenger said that the crash was related to a '**cloud that appeared out of nowhere**'. (18*)

In the course of a conversation about the disappearance of ships and aircraft in the Bermuda Triangle, an officer of the US Third Naval District expressed a widely held but certainly unofficial opinion: 'It's a real secret. Nobody in the Navy is laughing about this. We always knew there was something going on with the Bermuda Triangle. But nobody could figure out what. Apparently there is no physical or logical cause. It's almost as if they've suddenly covered the ships with some kind of **electronic cloaking net**. (12* , S.73)

According to our current school science, which only ever recognises what it has mastered or understood itself, these phenomena described above should not even exist. Not only that, school science, like politics and the press, is a whore. Just as the latter two serve the rulers, school science serves to secure the world view of the rulers. Fundamental scientific findings therefore only ever came from individuals, often from outsiders in science. As Adolf Hitler said: "Jewish-liberal science in conjunction with the Judeo-Christian religion is a conspiracy that must be broken up.

Just think of the fate of Kepler, Copernicus and Galileo. Anyone who doubts or even refutes the foundations of the Old Testament, the Jewish-Oriental view of the world, is finished off, then as now. Justus von Liebig also recognised the controlled limitation within science in his day when he said: 'Science only really begins to be interesting where it ends'.

However, spiritual impoverishment and controlled stultification are the basic prerequisites for the gradual enslavement of humanity that has been going on for centuries; whereby Judao-Christianity as well as the Jewish-controlled republics and democracies were and still are only stages on the way to a total 'one-world' dictatorship modelled on the Jewish-Communist model.

But in the twenties and thirties, a group began to finally and permanently break the intellectual constriction by means of a false religion and a false school science. As Adolf Hitler said in this context: 'There is a Nordic and National Socialist science that is opposed to Jewish-liberal science'. That is why it is so difficult for us today, unless we have freed ourselves from the mental shackles, to understand and unreservedly categorise these extraordinary events in all parts of the world, including the many small side effects.

'According to the laws of aerodynamics and as can be easily proven by wind tunnel experiments, the bumblebee is not able to fly. The size, weight and shape of its body in relation to its wingspan make flying impossible. But the bumblebee, ignorant of these scientific facts, is not deterred by this and flies anyway.

Let us return to the events in the Bermuda Triangle, although for reasons of space we must limit ourselves to a few interesting events. The loss of the three '**sulphur ships**' is also worth mentioning:

On 2 December 1954, the 3337-tonne **Southern Districts** sailed from Port Sulphur on the Mississippi in Texas, loaded with sulphur and bound for Bucksport in the US state of Maine. The ship was first built in 1944 as a landing ship for invasion purposes against Germany. Later, after its conversion, it was used by the US Navy to transport sulphur. Most likely on 5 December - exactly 9 years after the disappearance of the 5 TBM bombers - the Southern Districts also disappeared off the coast of Florida. The Navy

and the Coast Guard searched 262,000 square miles without any success. (New York Times, five reports from Dec. and Jan. 1954/55; 15*, pp.154-156 and other sources).

At the beginning of February 1963 (4.2.63, 1.25 a.m., last radio message), the 129 metre-long sulphur ship **Marine Sulphur Queen**, belonging to the US Navy, disappeared. It was also a converted warship from WW II and was now en route from Beaumont in Texas to Norfolk in Virginia with 15,000 tonnes of liquid sulphur in steel tanks. The ship's last position report came from the vicinity of the Dry Tortugas. The Navy Board of Inquiry noted 'that the Navy Sulphur Queen disappeared in the open sea without transmitting SOS', but offered no valid hypothesis or solution to the mystery (Berlitz). Other sources: (15*, pp.168-177; 17*, pp.107-112; and others).

Exactly 9 years to the day after the departure of the Marine Sulphur Queen, namely on 2 February 1972, the sulphur ship **V.A. Fogg** crashed near the coast in the Gulf of Mexico. The voyage was supposed to go from Freeport, Texas, less than 80 kilometres through the open sea, along the coast, to Galveston and from there through the shipping lane to Houston. Presumably after an explosion, the ship was found days later at a depth of only 30 metres. (17*, P.111-113; 16*, P.17; 18*, 8*, P.196)

Gunpowder, or black powder, which is hardly ever used today, contained 10% sulphur. The question arises: is sulphur of major importance to the US Navy? Or the other question: could the other side, the 'Third Power', be interested in larger quantities of sulphur?

According to recent eyewitnesses, the sky in the 'Devil's Triangle' turns a sulphur yellow colour on clear days. The sea then no longer resembles water. A similar inexplicable destruction mechanism has meanwhile severely damaged American and Russian spacecraft in space eight times on the journey to the planet Mars, etc . (19*)

The US Coast Guard cable-laying and 'research vessel', the Yamacraw, had a rather strange and unsettling experience on 8 August 1956. It was confronted with a 'ghost island', as was the 'Hollyhock', a US Coast Guard buoy tender, in 1974: although the ship (the Yamacraw) was hundreds of kilometres away from land, mainland and islands alike, the apparition was thought to be a small island in terms of its size.

Both men (from the security service) checked the instruments. They all worked very well. When they realised that the ghost island was approaching, they informed the captain. He wanted to investigate the apparition up close. When they were 300 metres away, they turned and sailed alongside the ghost island, which looked like a huge wall of clay. Although it had not looked like the phenomenon was touching the surface of the water on the radar screen, it now appeared to be moving towards the ship. The height of the phenomenon could not be determined. The ship carefully steered into the fog-like wall, which seemed to consist of **sulphur vapours**. It was realised that not even the bright light of the carbon lamps could penetrate this fog. Soon after, the men on deck had difficulty breathing. They felt a scratching in their throats. The vapour pressure in the engine room began to drop. Just as the captain gave the order to turn, the ship broke through the '**wall of fog**', 300 metres from where it had entered the 'fog'. When it became light, the strange fog had disappeared. (16*, 122-124)

Charles Berlitz, who also deals with the Yamacraw experience in his book 'Spurlos',

speculates: 'It is also possible that the Yamacraw sailed into the dense sulphur vapours of a submarine volcanic eruption,' although he previously wrote: 'This **compact mass**, which could not be penetrated by radar or powerful searchlights, was not land, however, as it appeared to stand **above** the surface of the water and to rise indefinitely towards the sky, extending to the south-west at an apparently great but undetectable distance. This 'compact mass' or 'towering wall' was first detected by radar, but could not be penetrated by radar, which would not be the case with sulphur vapours from a volcanic eruption. Nor did the fact that driving into this 'fog-like wall' caused electromagnetic interference and extinguished all lighting.

Group, but above all Berlitz, reported on five American 'Super Sabre' fighter planes. **Super Sabre**' fighter planes that flew into a **cloud** immediately after take-off from Bermuda - they were barely 900 metres away - but only four planes emerged from the **cloud**. The incident was observed by the ground crew of the military airfield as well as by the other aircraft and nearby ships. Victor Haywood was working on the satellite tracking programme at the time, January 1960, and describes the incident here as an eyewitness:

At around 1 pm on a sunny, almost cloudless day, five Super Sabres of the American Air Force took off from the military base in Kindley (St Davids) on Bermuda. The author of these lines, along with four or five others who worked on the island, watched the take-off with great interest, as the Super Sabre was a relatively rare aircraft at the time - at least in the Bermuda area.

The aircraft took off particularly quickly due to their afterburning, formed up and disappeared into a large cloud about half a mile from the coast. This cloud - at least in its two-dimensional extent - was fully visible to us observers. The five aircraft were tracked simultaneously on the air traffic control radar screens, as is required by the military authorities for every take-off and landing.

Five fighter planes flew into the cloud and only four emerged from it. No crashes were observed on the radar screens, although the flight altitude was already several hundred feet. We didn't see anything fall either. After a few minutes, the one Super Sabre was reported missing and an immediate search operation was initiated. The search area was only half a mile from the coast, where the water was very shallow. Nothing was ever found to indicate that an aircraft had crashed, except for a standard American Air Force life jacket. However, this find was never considered to belong to the missing aircraft, as countless sailors and boat owners in Bermuda were illegally in possession of Air Force life jackets due to the thousands of American soldiers stationed there. This lifejacket found during the search could therefore also be of a different origin.

No satisfactory explanation was ever found as to what happened to the aircraft and the pilot. Needless to say, the thorough investigation conducted by the American Air Force failed to shed any light on the mysterious incident. (13*, S.158-161)

Berlitz adds to this eyewitness report:

As already mentioned, sometimes several aircraft disappear on the same day in the same area of the triangle. At the same time, anomalies are detected by the crews of other aircraft that do not disappear, sometimes even at the same altitude.

occasionally takes the form of **fireballs**, which are launched straight at ships made of sheet steel.

and perhaps also in a broader sense seem to be hurtling towards aircraft made of light metal. The report by W.J. Morris, a former sailor who now lives in Llantrisant, South Wales, in Great Britain, is indicative of this phenomenon: (13*, p. 160-162)

Berlitz now describes how in the summer of 1955, at dawn, the motor vessel **Atlantic City**, on which Morris was travelling, suddenly began to turn in circles. Moments later, he and the officer on watch saw a '**fiery ball**' apparently on a collision course, but without any noise, coming straight towards them. It flew so low over the bridge that they threw themselves to the ground. Moments later, they saw it disappear into the sea, leaving choppy water in its wake. The gyrocompass, which had stopped working after this event, and the liquid compass had to be repaired in the harbour.

We have summarised these unmanned fireballs - used for information purposes - which were observed to have a maximum diameter of three metres and were developed in Germany before 1945, in the HUGIN publication: 'Geheime Wunderwaffen' Vol.III, pp.15-23. Of course, they cannot make ships 'disappear', but they can cause electromagnetic interference because they apparently have the same propulsion system as the manned flying discs. In these 'clouds', which do not behave naturally and from which even one of the Super Sabre aircraft did not emerge, there would also have to be a flying disc for camouflage, which causes this process - however it may take place.

On 9 November 1956, a US Navy PBM patrol aircraft with a crew of ten disappeared near Bermuda. (12*)

A US Air Force KB-15 tanker, en route from Langley Field (Virginia) to the Azores, went missing on 8 January 1962, without any radio communication and in the usual unexplained manner. (12*)

On 28 August 1963, two new US Air Force KC-13 four-engine Stratotankers disappeared en route from Homestead Air Force Base (Florida) to a secret air refuelling position in the Atlantic Ocean, about 550 km southwest of Bermuda. (18*; and 12*)

On 6 July 1965, the crew and captain of the Norwegian supertanker

Jawista witnesses an exciting spectacle:

The officer's report read: 'I ran to the phone and rang the captain. Without waiting for him to answer, I grabbed my binoculars and ran to starboard. There I saw a large object flying very close to the aft deck, between 200 and 400 metres high and just below the clouds. I could clearly see the hull of the object; it was shaped like a cigar. I could make out exactly one row of hatches, which emitted a light yellow to orange-coloured light. The vessel had no position lights. It left behind an initially narrow, then widening path of bluish flames.

Inside were what looked like glowing orbs, and each of them left blue beams that ran parallel to the trajectory of the object. The light trajectory was about a hundred metres long. Despite the speed and the fact that it passed so close to us, no sound was heard.

Not only the officer, but the entire crew observed this apparition, which according to the statements had emerged from the sea. (8*, S. 106)

On 5 June 1965, the Americans had to write off a C-119 Flying Boxcar with ten people on board, which was lost in the south-eastern Bahamas without a trace.

and earlier, on 5 April 1965, a B-25 bomber that had been converted into a cargo plane met the same fate southeast of the Tongue of Ocean with a crew of three. (12*)

The tug **Southern Cities** left the port of Freeport in Texas with a 64 metre long barge. In this case, the process was reversed. It was not the towed barge with a cargo of chemicals - it was found in perfect condition, undamaged - that was missing, but the tug itself was simply no longer there as of 29 October 1966. Even the tow rope was undamaged up to the fastening chain, only the tug and crew were simply no longer there. The investigation report states: '... since the ship did not send out a call for help, it is reasonable to assume that the shipwreck occurred so quickly that such a report could no longer be made', (12*, p.72). Either the usual distraction, or helplessness on the part of the authorities.

In 1967, a **Chase YC, 122** cargo plane disappeared, along with a **Beechcraft Bonanza** light aircraft, another **Piper Apache** light aircraft and, on 24 December 1967, the **Witchcraft** (18*). The Witchcraft, a small ocean-going vessel that was considered unsinkable, sank in a flash within sight of the harbour and, what was particularly astonishing, although it was anchored at a harbour buoy. (8*; 12 *, 13*, 18*). In January 1967, four private aircraft were lost in one week alone. D. Group spoke of a 'black week' (16*).

Among the many yachts and sailboats reported missing in the area, about one per month, the case of the **Revonoc** ... attracted
.....parti
cular attention.....(12*,
S. 69)

It also happens several times that warships, like the most modern luxury liners, are completely paralysed for hours or days because propulsion systems, power supplies and other electrical or electronic equipment fail, or even more astonishingly, that they are miles off course and - although this is noticed and counteracted - nothing effective can be done about it:

The **USS Richard E. Byrd**, a DDG ship type for remote-controlled missiles, lost radio contact in March 1971 while travelling in the Bermuda Triangle. In Berlitz we find the eyewitness account of Walt Darlings, a tactical missile specialist in the US Navy, who was on the above ship:

'...We were travelling from Norfolk, Virginia, to Bermuda. It was a four- or five-daytraining voyage in preparation for an Atlantic crossing. When we arrived on As we headed eastwards, we lost all our communication options one after the other. First the radar failed, then the air traffic control equipment, then the mine detector for scanning the water surface, then the land localisation instrument. We no longer had any radar contact at all. Nobody was worried at first. Then the rumour spread that we were coming into the Bermuda Triangle. The crew started talking about the triangle and showed signs of concern. Then we lost radio communication, although you can usually get it on the long waves - on the low frequencies of 1500 kilometres, for which there are special stations around the world so that a ship can pick up one from France and another from the African coast, for example, and determine their intersection and thus a reference point for its position, but we got nothing at all. The sky was **hazy and overcast**, so we couldn't determine our position by the stars either. The electric depth gauge also failed. We had 300 men on board. Many of them feared that we were travelling in circles and would never reach our destination. Some of them said that now we would

find out where all those ships and aeroplanes had disappeared to since the Second World War. The men got very nervous, but no official statement was made about what was going on. After 9 to 10 days we suddenly had radio contact with Bermuda and arrived. The journey normally took four to five days. We never found out what had actually happened.' (13*, p.99/100; also 16*; 18*)

In February 1955, the **USS Tigrone** (a submarine and icebreaker) was on an exercise between Puerto Rico and St Thomas. Although the submarine was equipped with five types of radar, sonographs and an additional gyrocompass, it strayed seven kilometres off course, which simply should not and could not have happened.

One is involuntarily reminded here of the ship disaster in the Black Sea at the beginning of September 1986. The passenger steamer 'Admiral **Nachimow**' (the former 'Berlin' of North German Lloyd, which had to be handed over to the Soviets in 1947) collided with the Soviet cargo ship '**Pjotr Wassjew**' outside the harbour of Novorossiysk. It was explicitly mentioned that there was neither fog nor storm and that the 'Admiral Nakhimov' had radar. As the route of both ships crossed, they had made radio contact in good time to coordinate their evasion. But they could steer as they wished, both ships collided and as a result the 'Admiral Nakhimov' sank. It had 888 passengers and 346 crew members on board. The Tass report simply stated: 'There were human casualties'. The reason given was that the steering gear had failed. ('Ruhr- Nachrichten', Dortmund, 2 and 3 September 1986)

On 3 April 1974, all propulsion, electrical and electronic systems on the luxury liner **Queen Elisabeth II failed during** a cruise in the Bermuda Triangle. This ship had the best safety systems ever installed in a passenger ship. Now it was drifting helplessly in the big pond, like primitive sailing ships used to do when there was no wind. The passengers were put off for a few days - with warm but free drinks - but then another passenger ship had to be found to take on the now upset guests and continue the cruise. The captain explained to a professional footballer: "We are sitting in the middle of the Bermuda Triangle. The official explanation was: Oil had leaked from the steam boilers, but whoever wants to believe that may do so. The fact that a US Coast Guard cutter travelling at a certain distance behind the Queen Elisabeth II noticed several times before the total failure that the luxury ship was no longer visible on its radar screen, although it was clearly visible to the naked eye, also speaks against this misleading explanation. (12*; 13*; 15*; 18*)

In March 1972, the US destroyer **Vogelsang** experienced similar malfunctions: According to crew members, the Vogelsang underwent an **unexpected course change** on a return voyage from Puerto Rico to the United States in March 1972 and came to a complete standstill for an entire night and part of the following day as all **electronic systems** failed and no power came from the boilers. The crew never knew what was going on. Although the sea was calm and there was no wind According to the crew, the Vogelsang groaned and shook during the night as if it was almost being torn apart. No report of this incident was made public, and not even the crew members received an explanation. Such incidents are a confirmation of the recurring phenomenon of power outages, electrical disturbances and mysterious forces that occur in the area, often affecting large and small aircraft and ships, and are reported by the crew.

normally nothing gets out to the public, especially not when it comes to naval vehicles. (13*, S.100; 16*)

In the report: 'New secrets about the Bermuda Triangle', DNZ, No. 49/1977, it says: Aircraft crews, who in the last two years, 'for fear of disappearing', took timely evasive action to avoid a '**mysterious fog that was rapidly approaching**' becoming visible in the distance despite a blue sunny sky, claim to have heard an indefinable whirring and whispering in the radio, which became increasingly agitated. There are numerous recordings of these 'voices'. According to specialists, the rhythm of the sounds clearly indicates that it was not atmospheric interference.

Whenever these sounds become audible, all terrestrial radio traffic is cancelled. No communication is possible with other ships or aircraft or with a home port, seaport or airfield tower.

Due to the ongoing state of war between the Allies on the one hand and the German Reich on the other, one will understand the events surrounding the disappearance of warships and military aircraft, but at the same time ask why private aeroplanes, seemingly harmless sailing yachts, fishing boats and merchant ships disappear. Quite simply because they only appear to be of a 'private' nature. They are hired for military, political and above all agent and espionage activities and used for other purposes in order to carry out very specific tasks or search operations, such as tracking down UFO bases and landing sites in the Bermuda Triangle.

The report in the appendix (R.-N., 24.1.1987) about secret zirconium cargo on board the '**Flying Enterprise**', we have only taken as an example to show what highly war-relevant and dangerous cargoes seemingly harmless cutters or other small ships can contain.

It was recently reported in Sweden that the navy has contracted private fishing boats to help detect submarines of 'unknown nationality'. Is it any wonder then that they are involved in acts of war?

The highly dangerous cargoes that even large cargo ships can contain have only recently become known again. The Swedish authorities have launched an investigation because highly enriched uranium was being transported from Germany via Sweden to other countries. In another case, there were 'concrete indications' that fissile nuclear material was delivered from Lübeck on Finnish ships, albeit **hidden under coke**. (R.-N., 16.1.1988) Attentive observers very quickly came to the conclusion that the Reich German flying disc power was keeping a close eye on the nuclear intentions and criminal plans of the nuclear mafia.

Secret cargoes or secret destinations with secret missions are often unknown even to the crews; at best to the captain and a few travelling 'scientists' or secret agents.

Anyone who sneaks into military installations must also expect consequences. In 'Geheime Wunderwaffen', vol.III, pp.79-81 we reported on three alleged

Journalists who used diving equipment to penetrate a secret German submarine base in the Atlantic in 1975. They also used a private, rented yacht, which subsequently exploded. Only one of the three 'journalists' survived. The 'UFOs' and 'USOs' were also often accused of herding people into the Bermuda Triangle, presumably as labour slaves. Would that be surprising at a time when German soldiers were still incarcerated in Belgian, Dutch, French and Italian prisons? At a time when German prisoners of war were forced to perform hard labour in Siberian labour camps? Or Rudolf Hess in solitary confinement and

had to eke out his existence under degrading circumstances in Berlin-Spandau? Perhaps only Allied soldiers and agents were observing things that were not allowed to become known to the enemy under any circumstances.

Another speculation, which can also not be proven, says that secret material procurement by the UFO power is the cause of missing aeroplanes and ships.

And if that were the case? The entire German people have been collectively abused as labour slaves for foreign powers and states for four decades during the ongoing state of occupation and exploited quite considerably through taxation, even if 90% of the media-saturated and re-educated people are hardly able or willing to perceive this. But these are the facts! What are a few lost ships of our opponents compared to that? War is war and they demonstrably wanted and fuelled it, not Germany!

If, for example, the US warship 'Vogelsang' or the luxury liner 'Queen Elisabeth II' were paralysed for several days, could this have been an indirect warning (from the Third Power?)? Either against the respective government or against special potentates on the ships themselves? In any case, this could not be ruled out. The report in the appendix: 'UFO Shock and Rescue in the Bermuda Triangle' proves once again that aircraft, ships or people were not targeted indiscriminately, otherwise this rescue operation would not have come about.

Mysteriöses Verschwinden einer Kutterbesatzung

Kopenhagen. (dpa) Das Rätsel um das Verschwinden der Besatzung des dänischen Marinekutters „Ternen“ konnte bisher nicht gelöst werden. Der Kutter, der am 25. Januar vermisst worden war, wurde fünf Tage später bei der grönländischen Insel Ravns Storoc fünf Meter unter Wasser und 250 Meter vom Land entfernt gefunden. Inzwischen sind alle Räume des gesunkenen Schiffes bis auf die Offiziersmesse von Tauchern untersucht worden. Von der achtköpfigen Besatzung fehlt jedoch jede Spur. Rettungsboote und -flöße sind nicht benutzt worden. Der Marinekutter hatte nicht Anker geworfen. Die Untersuchungen ergaben, daß der Motor lief, als das Schiff sank. Die Taucher haben an Bord weder ein Leck noch Spuren einer Explosion entdeckt. Auch eine umfassende Suchaktion auf der nahegelegenen Insel hatte kein Ergebnis. Man entdeckte nicht einmal Spuren, die darauf hindeuten könnten, daß die Besatzung des Schiffes verlassen hätte.

UFO-Nachrichten, Nr.10, Juli 1957

Fischkutter sollen U-Boote fangen

Stockholm (dpa) - Die schwedische Marine will bei der Jagd nach fremden U-Booten an der Westküste des Landes künftig auch Fischkutter einsetzen und Eindringlinge unter Wasser möglicherweise von Fischern mit deren Netzen fangen lassen. Dies kündigte der stellvertretende Kommandeur des Marinekommandes West, Lars Norrsell, gestern an.

Ruhr-Nachrichten, Dortmund, 16.12.1987

Weather as a weapon!

Artificial weather modification is an ancient fact that can be traced back to the writings of antiquity. Druids, medicine men and shamans are known to this day to have been able to manipulate the weather and make it rain to a limited extent.

'Weather magic' is a magical act to influence the weather; magicians and special weather makers possessed these abilities.

'Großer Brockhaus', Wiesbaden, 1957 edition:

Ancient generations of gods will have influenced the weather thousands of years ago in a very perfect way, just as they mastered flight with rocket propulsion according to ancient Indo-Aryan traditions. However, the knowledge of these techniques was lost in both cases and was only rediscovered on this planet in more recent times.

From the three volumes of 'German Mythology', by Jacob Grimm (one of the 'Brothers Grimm'), from the year 1835, we find the following references:

What was originally attributed to gods, demigods and giants, the production of **wind, storm and hail** ... was later attributed to human magicians. (22*, vol.I, p.

530)

There is hardly a trace of this in our mythology, which occurs so often in Greek mythology that the gods, in order to remain unnoticed, **pour a mist** over themselves and their protégés, who are to be withdrawn from the enemy's sightOne would then have to

again, that those valkyria, who, like the serbian viles, could shelter and shield beloved heroes in battle, could bring forth **clouds** and **hail** in the air, or add the **camouflage caps** and helid helmets, the effect of which is equal to fog. (22*, Vol. I, p. 274)

The Norse say that magically produced weather is called görningavedr.(22*, Vol.I, p.533)

The gods appear in **mist and clouds**.(22*, Vol.III, p.100)

We reject the Judeo-Christian doctrine, which in the past centuries has imposed on us the erroneous idea that the white race, i.e. the Nordic-Germanic peoples, have also 'evolved' over the millennia from an animal-like state to their current state. In any case, the ancient traditions prove the opposite. Rather, a regression has taken place through deliberate mixing with other racialised Negroid and Asian types. If, however, other types of human beings, even scientific representatives of the Adamite peoples, claim that they have descended from this lineage, i.e. from animal-like to human-like, we do not wish to contradict them, for they will have as much proof of their origin as the Nordic peoples have of theirs. The latter species can derive their origins from the former generations of gods; however, this means gradual regression. So it always depends on the point of reference. The decisive factor is whether history is viewed from the perspective of the once superior or the underdeveloped. For Christianity, liberalism and communism, all people should be equal, but our five senses alone show us the direct opposite on a daily basis. Precisely because the dominant principle in all natural processes is inequality and not the pretence of equality! The few examples from Norse mythology cited above give us a fragmentary idea of the possibilities that higher-ranking gods and humans may have had thousands of years ago, even in

Reference to the influence of the weather. The southern doctrine of the 'higher development of **all** people' completely contradicts this and can therefore in no way serve as a benchmark for us. According to this obviously false doctrine, advanced civilisations should not have existed 5, 10, 20 or 50 thousand years ago. But they did exist!

Today, modern technology has made many weather-influencing practices, which until the last century could only be found in mythology, possible again. At the same time, peoples who were far less deprived of their racial characteristics and traditions, such as Germany before 1945, find it much easier to produce something creative and to re-acquire basic physical or technical knowledge than uprooted and heavily bastardised conglomerates of peoples, such as the USA. Even the ability to 'remember one's heritage', which, as the name suggests, remains bound to the good hereditary substances still present, is then completely absent. Great creative achievements are reserved for the great geniuses and these in turn do not arise from Eurasian-Negro mongrels, as the powers of decline that dominate the world today strive for, propagate and promote! Only those ignorant of these matters are surprised that the German people from 1933 to 1945 were capable of such military and technological achievements - provided they had the appropriate leadership - and that a small elite continued to do so afterwards.

In his book 'The German Secret Weapons', the American Brian Ford wrote about German developments before 1945:

For example, great interest was also shown in endothermic weapons. These were weapons that could generate enormous cold instead of heat when they exploded. There was talk of using this weapon to freeze areas with a radius of around two kilometres; all that was then needed was to quickly collect all living creatures before they 'thawed' again. (23*, S.37)

The former German war correspondent and author Gerhard R. Steinhäuser reported on 5 April 1979 in the 'Neue Weltchau' article 'Wissenschaft will deM Wetter auf die Schliche kommen', as follows:

And this also includes the weather weapon. It no longer consists of sprinkling clouds with salt to create rain. Today, completely different things are at play. In 1944, the author himself witnessed tests with a German 'cold bomb' that could turn a large area into a snowy desert in just a few seconds.

In the DNZ report from February 1955: 'No nuclear war, but the end of the world through a cold bomb - 276° minus?

South Africa, India and Libya, on the other hand, are reporting snowfall for the first time in history. ... should the Russians experiment with their new cold bomb again? Professor Kapusta developed his Rac 11 only last year, with which it should be possible to cause a temperature drop of minus 276 degrees below zero within a few minutes.

But according to other information, the Soviets are said to have captured only two of the German frost bombs, detonated them in a later attempt and observed the enormous effect. The Soviets' own development therefore seems very questionable to us; all the more so in retrospect from today's perspective.

In our opinion, a very well documented case of weather manipulation to protect German troops during the retreat from the island of Corsica is described in the book 'Adler

The story is described in 'Führerhauptquartier', by Dammert/Kurowski. It happened on 28 September 1943: during the retreat from the island of Corsica to the Italian mainland, there had been large troop accumulations in the north-east of the island, near Bastia, because the crossing by ship was not fast enough. The enemy must have become aware of this and enemy bombers were approaching to bomb the German troops waiting here. There would have been a terrible massacre on 28 September if the following had not happened:

Here is his (meaning Herbert Dammert) report on a memorable episode, which in retrospect took on the odium of being contrived and unbelievable because it was simply too coincidental to appear coincidental: It was very hot again that day, the sky was cloudless. Around 13.00: We heard strong engine noises from a distance. Shortly afterwards we saw a formation of about 25 four-engined bombers approaching the airfield from the north. They were flying at an altitude of 500 metres at most, and I had the impression that they had come specifically to bomb our well-camouflaged position. It was still no more than 500 metres away from us when it suddenly began to rain, so that thick clouds passed over us and prevented us from seeing the enemy.

I was expecting the bombs to be released at any moment. This group of bombers circled above us for more than five minutes before turning and disappearing from our view. The aeroplanes had barely disappeared when it became light again and the sun shone. The clouds disappeared as quickly as they had come. We were all happy that it had gone well once again. Twenty minutes later we were again startled by the sound of engines approaching from the south. Peering in, we saw the same bomber formation turning towards us. At that time, we were spread out within a radius of five kilometres around Bastia and Borgo airfield. There was no evasion.

And this time the sun was shining and the approaching bombers were able to carry out their attack with the best visibility. They were again at roughly the same distance and altitude; the four-engined aircraft had barely got close when the sun darkened for the second time and black clouds were pushed in, from which a heavy downpour fell.

This time the Hombors circled over us and the city for longer. The roar of their engines could be heard for a long time. We couldn't see the machines any more than their observers could see us.

After about ten minutes, they left without having achieved anything. Once again, we were relieved and grateful for this second stroke of luck, which had already seemed like a miracle to us. But that was not all. When the sun was shining again and our clothes were steaming dry, this mysterious formation came close over the mountains a third time, from where we had been shot at by the artillery hours before, and it could only be another minute or two before they were sure to drop their bombs.

It became dark for the third time. Thick rain clouds moved in again and covered us with their dense cloak of camouflage. After a few minutes of futile searching and circling, the bomber group turned away, not to return. From a distance, we could hear the sound of bombs being dropped.

My men and I will never forget this 28 September 1943 with the triple miracle. On this day we all celebrate our new birthday.' (24*, S. 179-181)

With this three-time bad weather zone, which always only appeared for a very short time, and which was also narrowly limited and always coordinated to the same, very specific area, so-called 'coincidence' can really be ruled out, especially since this spontaneous deterioration in the weather was also extremely useful.

it saved German soldiers from annihilation. The question - which unfortunately cannot be answered - involuntarily arises in my mind: did German flying discs test the first attempts at weather warfare and thus bring about this apparent miracle? If one could not add any other examples to this process - albeit of a different nature - one would have to answer the question in the negative. But we will be able to show in a few cases, selected from the wealth of material, that in all probability the so-called 'UFOs' caused similar weather phenomena in the decades that followed.

Cold air suddenly brought into a warm area, whether of natural or artificial origin, draws in all the humidity from a larger area. This leads to cloud formation and, if the air is sufficiently saturated, to rain. (As is well known, humidity always settles in the coldest part of the room. In winter, especially inside at the window. In the refrigerator at the evaporator). In addition, warm summer air has the ability to store much more humidity than frosty winter air.

If, in whatever way, cold is deliberately brought into this warm Mediterranean climate of the island of Corsica, which is heavily laden with moisture, this artificial cold zone will remove the moisture from the surrounding warm air - presumably at lightning speed - and, because cold air can hold far less moisture, it will cause it to fall as rain. Whether a 'frost bomb' is required to create this cold zone, which generates this cold chemically, or whether there are far simpler possibilities, cannot be said with certainty; with regard to the German flying discs, however, it is logical to assume:

The UFO literature contains sufficient reports of close encounters with flying discs that have landed or hovered close to the ground. Some of the eyewitness reports indicate that the flying discs had a repulsive effect - some people felt an invisible wall between themselves and the unknown flying object - while others reported the direct opposite, namely a slight, invisible but attractive force. There are also accounts of people being 'sucked' into the flying object within a visible cone of rays and others where cars, even aeroplanes, were lifted up and down like a yoyo.

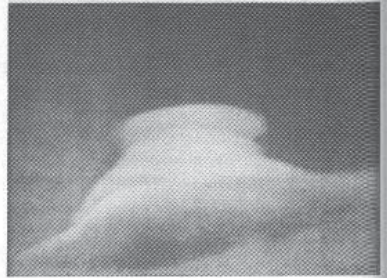
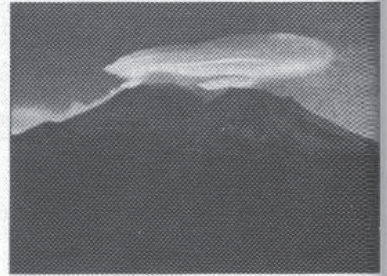
With this apparently selective repulsive and attractive effect, the flying discs will also be able to bind cold air masses to themselves from high altitudes, for example from the stratosphere, and pull them down in a vortex into any desired area close to the earth in order to bring about a desired cold spell; for example as a necessary precondition for the three Corsica cloudbursts described above.

The German frost bomb may have been a parallel development, on which the German flying discs are not dependent at all.

The 'cloud images' inserted here in the chapter appear far too exact, too uniform, too artificial to be of natural origin. In addition, an unnatural twisting effect can be observed in these clouds. In all probability, they are flying discs camouflaging themselves with either natural clouds or artificially generated fog. These camouflage processes also allow the flying discs to bind easily volatilising substances such as fog or clouds to themselves. (The rotating effect is presumably generated by the rotating ring around the stationary missile, as we know from the design descriptions of the German flying discs from the 1940s; see 'Geheime Wunderwaffen' Vol.I).



Fünf Bilder
aus dem schweizer **Journal Franz Weber**
Nr. 3 · Jan./Feb./März 1988



Unten: Die Originalaufnahme einer Altocumulus lenticularis-Wolke
am 12. 9. 1965 gegen 13 Uhr von einem Schulmädchen bei einem
Ausflug in der CSR mit einer Schnappschuß-Kamera fotografiert.
Aus: UFO UFO. Westphal, P.G., dva/Stuttgart 1968

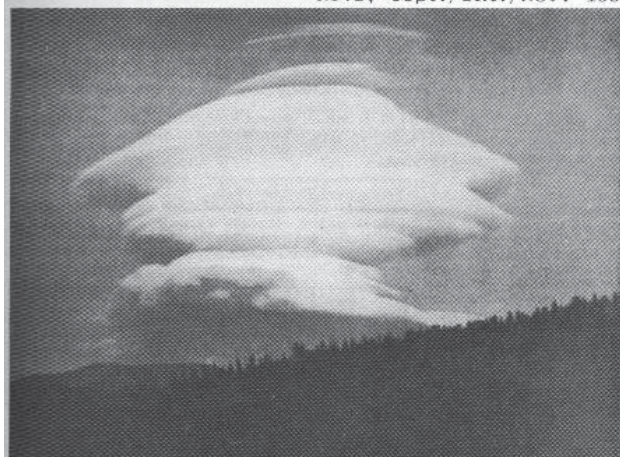




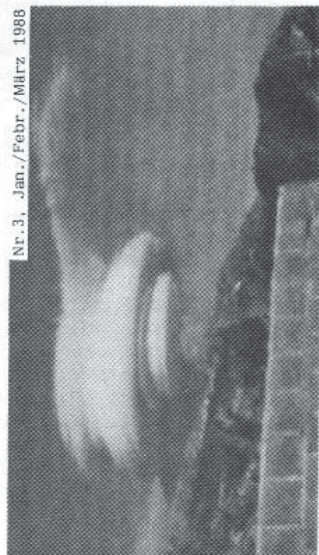
Wolken oder fliegende Unterrassen über Marseille Frankfurter Allgem. Ztg., 20.10.1979 Foto: upi



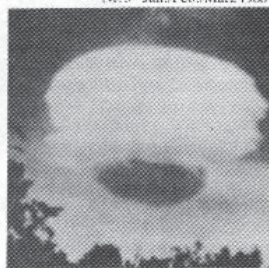
Nr. 2, Sept./Okt./Nov. 1987



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Genausowenig, wie aber alle unidentifizierten Himmelsobjekte Wetterballone oder Meteoriten sind, ist jede seltsame Wolke einfach eine Wettererscheinung. Bei unserem Bild sieht man deutlich ein Raumschiff die Wolke verlassen (dunkle ovale Fläche unterhalb der Wolke).

Journal Franz Weber

The engineer E. Halik, who is very well informed about the German flying disc developments, wrote in the 'Realesoterische Kurzberichten' in the magazine 'Mensch und Schicksal': "There are definite indications that the UFOs are primarily(?) used for this purpose,

to change the atmosphere and climate of certain regions. This is achieved by spraying metal particles of various types, such as iron oxide over Central Europe and Scandinavia, tin oxide over South America, copper oxide over North America, rhenium oxide over Indonesia, etc. (11*, No. 15, 1955)

Alluding to the flying discs covered in fog for camouflage, engineer E. Halik continues: "The situation is similar with the change and influencing of weather processes. The synthetic bad weather of recent months is developing more and more into 'flapping weather' and the long series of UFO types has recently been supplemented by real **UFO clouds** and other weather bodies, such as those photographed over Marsaille. (See the 'clouds' picture of Marsaille inserted here)

It must have been only a small step from fogging the Obersalzberg in 1943-45 against bombing raids to fogging flying discs for camouflage purposes. How might fogging have been developed further in the meantime, whether as a defensive or offensive weapon?

In the magazine 'Forschung und Erfahrung', June/July 1958, F.B. Marby wrote: "Attempts by the Nazi government during the last war were already aimed at achieving space cold in smaller or larger enemy areas, at least a temperature that would eliminate all life. Whether this was to be achieved by remote effect or by missiles or by aeroplanes flying over these enemy areas remains to be seen. At that time, there was also a plan to turn the surface of the sea into a sea of flames by means of a powder blown over the sea by aeroplanes.



In today's publications and occasionally also in press reports, the impression is always conveyed that the weather war is being waged exclusively by the Soviets and the Americans. We don't want to deny the two 'superpowers' the ability to do so, but these reports smell all too much like press manipulation to us.

They will certainly have mastered various methods, such as 'cloud seeding' by means of aeroplanes, for the premature and targeted raining down of clouds:

Up to four flares with 70 grams of silver iodide each under the wings of the Cessna are enough to 'bring down' a cloud as rain. (Ruhr-Nachrichten, Dortmund, 8th February 1985, in the article: "Hailstorm is prevented by 'cloud seeding'")

The well-known americ. B. Baker wrote in 1978 in 'C.O.D.E, Politisches Lexikon', Zurich, an essay of several pages: 'Der sowjetische Wetterkrieg-Angriff' (The Soviet Weather War Attack); furthermore, in 1981, a study that has only become known in American publications: 'Die Wetterkrieg-Verwüstung von Amerika' (The Weather War Devastation of America). In it, he blames the Soviets and the pro-Soviet ruling clique in America (such as the Trilaterals etc.) for the weather war against the USA, but bases his analyses mainly on American press reports. He may still believe this disinformation emanating from the American press. He may still have believed this disinformation emanating from the American press. In contrast, the American nuclear scientist and former lieutenant colonel, Colonel Thomas E. Bearden, who argues similarly, is in my opinion a paid disinformant who probably has precise orders on how to conceal the facts of the weather war.

These Allied obfuscation practices about the perpetrators of the weather war - namely, falsely, the Soviets - are now also being adopted by the 'national' press in the FRG. 'Deutsche Wochenzeitung', 26 Oct. 1984: 'Der Wetterkrieg im Weltraum; Verändert die **Sowjetunion** das Klima? In this report, how could it be otherwise, the Soviets were assumed to be behind the weather war, although at the same time the severe hurricanes in June 1984, which had caused severe devastation in the Volga region as far as the eastern suburbs of Moscow, were also admitted. The explanation for this illogicality is then quickly surmised to be a possible Soviet failure. In other words, a kind of Soviet own goal, a self-mutilation! Shouldn't the flying discs have been involved?

To obfuscate the global strategic and military context, everything is always dealt with using almost the same templates:

If several observers have seen a glowing red flying disc (UFO) flying horizontally, the press turns it into a Soviet rocket part that burns up on entering the earth's atmosphere. Just think of the spectacular events on 23 September.

September 1986, when between 7.25 and 7.35 in the morning flying objects, varying between 1-15 pieces, were observed over half of Europe and according to reports in all directions - even **circling** Brussels. We have over 50 press reports on this event, with reports from the GDR, FRG, Holland, Belgium, Luxembourg and France. What did the press make of it?:

Soviet rocket parts burning up on entering the earth's atmosphere, although there were several reports of a horizontal flight path.

If the Americans lose a nuclear submarine in the Atlantic, for example, and unless this can be declared a 'mishap' or 'accident', only the Soviets can be held responsible, even though they are still - albeit secretly - their allies. If an American satellite goes out of orbit, the Soviets have the so-called 'scalar'

- In the Eastern Bloc countries, the argument is likely to be the other way round, in which case it will be the Americans. Just don't admit that there could be another power in play, a real counter-power!

To avoid any misunderstandings:

There have always been extreme weather conditions and major storms. In this chapter, we do not want to give the impression that we should immediately blame one of the great powers for every natural calamity, every abnormal weather situation.

Nevertheless, if we want to remain objective, we have to admit - even if we still lack the ability to differentiate - that not all weather conditions are still natural.

Let us turn again to individual examples, mainly from the Bermuda Triangle, Jean Prachan describes the following incident from 1975:

On 3 September 1975, an American Air Force B 52 bomber exploded in mid-air and crashed in Aiken, South Carolina. The aircraft had flown over the Bermuda Triangle shortly before and the three survivors of the seven-man crew reported that the aircraft had literally been 'harassed' by UFOs over the Atlantic; the pilot reported a heavy **thunderstorm cloud formation** where the sky should have been clear ... (8*, S.39)

In his book 'The Bermuda Triangle', Charles Berlitz describes the disappearance of barges or even just their crew, which was often observed in connection with the formation of fog: Other boats also lost their barges, and sometimes the crew of the towed vessel also disappeared. In some cases, **a kind of fog** covered the second vessel, while a failure of the compasses and electronic equipment could be observed on the first vessel. One wonders why there are reports of such incidents almost exclusively from tugs and not from ships travelling alone. The reason may lie in the fact that individual ships simply disappear - without witnesses - while the tugs at the end of the rope are close enough to be able to observe the incident. (12*, S.79)

Weather weapons are often used in combination with other means. So while the towed ships disappeared in the fog here - most likely in conjunction with a cloaking effect, which we will come to later - the tug itself only had electromagnetic interference. In other words, only the electrical and electronic systems failed, and it seems that this can also be controlled, sometimes strongly, sometimes less strongly, or only in certain areas. You can make enemy aircraft fall out of the sky abruptly by a total failure of the electronics, but you can apparently also send an indirect warning to the respective aircraft command with a partial failure.

An experience Captain Don Henry had in 1966 gives a vivid picture of a 'tug of war' between a tug and an unidentifiable force that consciously or unconsciously tried to hold the tug back. Captain Henry is the owner of a salvage company in Miami, the 'Sea Phantom Exploration Company', and has extensive experience as a sailor, navigator and diver. ... Here is his report:

...We were on our way back from Puerto Rico to Fort Lauderdale. We had been travelling for three days and were towing an empty barge that contained petroleum nitrate. I was on board the Good News, a 50 metre long tugboat with 2000 HP. The barge weighed 2500 tonnes and was attached to a 300 metre long tow rope. We had left the Exumas behind us and reached the Tongue of Ocean (Bahamas). The water depth was about 600 fathoms. The weather was good, the sky clear. In the afternoon I went into the cabin under the bridge for a few minutes when I heard a big shout. I came onto the bridge and shouted: 'What's going on?' The first thing I did was look at the compass. The needle was spinning clockwise like a top. There was no reason for it - the only place I'd heard of this happening before,

was in the St. Lawrence River in Kingston, where a large iron deposit or perhaps a meteorite at the bottom is messing up the compasses. (Note HUGIN: Iron deposits or meteorites at the bottom of the ocean do not mess up compasses, this is just one of the many attempts at distraction by 'science' and the media that Captain Henry has apparently fallen victim to. The St. Lawrence River in Canada is the natural outlet for Lake Ontario and others. Kingston is at the head of the St Lawrence River, but still in Lake Ontario. Very different things are going on here. See National Examiner report attached on UFO occurrences in Lake Ontario). I didn't know what was going on, but something wasn't right, I was sure of it. **The water seemed to be coming from all directions.** The horizon disappeared - we couldn't see where it was - **water, sky, everything blurred. We couldn't recognise where we were.** Whatever was going on, it was stealing or consuming all the power from our generators. The electrical equipment was no longer producing power. The generators were still running, but we weren't getting any electricity. The engineer tried to get an auxiliary generator going, but he couldn't get a spark out.

I was worried about the barge. It was nearby, but I couldn't recognise it. It looked like it was **covered by a cloud and the waves around it were higher than in other directions.**

I pushed the throttle all the way down. I couldn't see where we were going, but for the life of me I just wanted to get out of there quickly. It seemed like someone was trying to pull us back without quite making it.

It was like coming out of a **fog bank**. The tow rope was taut - like the Indian rope trick - but you couldn't see anything at the other end, everything was covered in **thick fog**. I ran onto the main deck and pulled on the rope. The darn barge came out of the fog, but there **was no fog anywhere else**. I could even see for eleven miles. In the **foggy area** where the barge was supposed to be stuck, **the water was choppy even though the waves weren't high**. Call me what you like - I certainly didn't go back to see what was going on.

Have you ever felt what it's like to have two people pulling on your arms in opposite directions? It felt like we were in a place that someone or something was claiming, and someone or something was trying to stop us from going where we wanted to go. Question: Was the horizon a greenish colour?

No, it was milky. That's all I can say. I don't care about colours. When we came out, the batteries had to be recharged. I used up fifty torch batteries.

Question: Did you think of the Bermuda Triangle?

Yes, that was the only thing I could think about at the time. I thought - my God, I'm the next number in the statistics!

Question: Have you ever had a similar experience?

No. I've heard that something like that happened to other people, that a barge and crew disappeared and the towing cable was torn off. In any case, I only had that one experience. And it was quite enough! (12*, S.80-82)

In the DNZ report: 'New catastrophe in the Bermuda Triangle; submarine bomber disappeared without a trace' in No. 33/1978, it says:

Since 26 February 1978, the statistics of aircraft lost in the Bermuda Triangle have been enriched by one more item. The new victim is a Grumman KA-6 bomber. This type was developed in the 1960s and can fly at speeds of up to 1052 kilometres per hour at low altitude. Its task is to combat submarines, which earned it the collective term submarine bomber.

In short, the following happened: The bomber had taken off from a military airfield in the US state of

Virginia and was to land on the US aircraft carrier 'John F. Kennedy', which was cruising about 160 kilometres off the east coast of Florida (i.e. in the Bermuda Triangle). The bomber, with experienced pilots on board, was only about 50 kilometres away from the aircraft carrier - on which everything was already prepared for landing - when it was just able to radio into the ether: 'We have a problem here' Nothing more was ever heard from the bomber and crew.

heard or seen. Navy spokesmen described the incident as an 'uncanny phenomenon'. The above-mentioned 'DNZ' provides an explanation and poses the question:

Often a cloud or a strange fog enveloped ships and aeroplanes, which then never emerged from these **cloud and fog formations**. These formations gradually dissipated and the aircraft or ship that had disappeared into them no longer existed.

The fog is often described as greenish and the clouds as tube-like. The fog always appears suddenly out of nowhere and causes instruments to malfunction.

Did the KA-6 bomber also suffer such a fate? Did all its navigational instruments also fail?

These strange occurrences are not limited to ships and aeroplanes, but continue into outer space, which will be dealt with in a later book about outer space. In the paperback published in 1978, 'The Truth About the Bermuda Triangle' (original: "The Dared The Devil' Triangle"), which we unfortunately do not own, the author Adi-Kent Thomas Jeffrey writes, among other things, about the mystery of the US weather satellites, which stop their 'activity' exactly above the triangle and only resume it after the satellite has left the triangle. (DNZ, No.33/1978) A similar shielding process has also been claimed several times with regard to the Antarctic. If this is true, and on the basis of the various connections that have become known to us, we tend to assume that this possibility is very likely, then this extremely superior power obviously does not want the Allies to look into its cards, not even with satellites. In the longer report: 'Schwere Kämpfe der USA gegen unbekannte Flugobjekte', DNZ, NR. 20/1978 it says, somewhat carefully formulated, with regard to these **military satellites**:

For the past two years, around 20 American and Russian satellites have inexplicably disappeared without a trace. This was caused by a force whose origin is completely inexplicable and which reached its destination in an intelligent way.

In the summer of 1975, Dr Wayne Meshejian, a physicist working at Longwood College in Virginia, claimed that weather satellites no longer functioned properly when they flew over the Bermuda Triangle. The images transmitted from the satellites to earth were completely black. Even telemetric and electronic impulses could only be received poorly. Reception was only good for infrared rays. (16*, S.113)

But let's get back to our topic of 'weather as a weapon'. In his book 'Spurlos', Berlitz reproduces the account of the experience of the American Jerry Osborn and writes as an introduction:

Individual **cloud formations** that appeared **alone** in an otherwise cloudless sky were, according to witnesses, observed and photographed by American Navy patrol aircraft, although such images were withheld from both the original photographer and the public (Note HUGIN: All these connections with the 'UFOs' or 'USOs' are subject to absolute secrecy by all Allied military powers. Infringements are, for example, reported to the

American military with a fine of 10,000 dollars and up to 10 years in prison). Jerry Osborn, who now lives in Dallas, Texas, but served in the Navy Air Force in 1966, along with eleven other crew members of a P3- A Navy aircraft, witnessed an incident involving **two clouds** that was more like an unreal dream - or nightmare - than ordinary cumulus cloud formations. Jerry Osborne, who has retired from the military and can therefore speak freely, remembers that strange experience vividly:

I was stationed at Kindley Field, Bermuda, in January 1966. My rank was AX-3, anti-submarine warfare specialist. On 16 or 18 January, we were on a routine patrol flight between Bermuda and Puerto Rico. It was between 1 and 3 o'clock in the morning. The night was clear and the flying conditions were excellent. We were 400 miles south of Bermuda and flying at an altitude of about 4000 feet.

Suddenly we sighted **two very unusual clouds** about 5 minutes flying time away from us at almost the same height; one was an elongated triangle 250 to 300 feet long with the tip pointing downwards, while the second, hanging above it, was shaped like a round powder puff about 150 feet in diameter. Both shone brightly. My first surprised thought or comparison was: 'Someone has made a cloud in the shape of a giant vanilla ice-cream cup and separated the ice-cream from the waffle cup.

I had a clear view as I was the reconnaissance officer and had the upper starboard observation seat. Nevertheless, I wouldn't have believed my eyes if all the other crew members hadn't seen it too. The ones in the clouds just hung there in the otherwise completely cloudless sky.

As we got closer, I noticed that the distance between the 'powder puff' and the 'ice cup' was about 200 feet and clear. As we got closer, our pilot started to loop around to fly through it, but just as we started our approach to the two clouds and our photographers were taking pictures of this crazy formation, a bright beam of light flashed out of the gap, scanned the area we were following for a few seconds, and then stuck on our aircraft. The beam didn't let go of us - about 6 seconds in total - until our pilot veered off as we wanted to put some distance between us and whatever was going on. When we got back to base, we made a report and handed in all the photos we had taken. We never saw them again and never heard anything about the report. Later we enquired about it with our officer. He said he knew nothing about it. He didn't seem to want to talk about it, but said it might have had something to do with the reaction of rocket launches. That could possibly explain the cloud formation, but certainly not the bright beam of light from the space between the two clouds, which was fixed on us and wouldn't let us go. (13*, S.104/105)

The allies, both in the West and in the East, completely powerless and impotent in the face of this superior power, have made the ostrich policy and the tactic of concealment their highest principle for decades. Due to the ban on silence in the military sector, everyone there is also insecure and everyone uses any excuse to avoid being prosecuted, like Jerry Osborn's officer above. But the truth and the realisations are increasingly breaking through and can no longer be stopped.

In the chapter 'White or fiery mists' Berlitz writes, among other things:

Other aeroplanes have had strange experiences in these **clouds of haze**. These include the case of pilot Chuck Wakeley (November 1964), who, on a clear night flight from Andros to Miami, noticed a **fiery glowing fog** that suddenly

on the right wing of his aeroplane, spread to the fuselage and over the left wing and then covered the instrument panel in the cockpit, where the pointers of his instruments and the electromagnetic devices went completely 'crazy' until finally the pilot himself began to glow. We are also aware of several cases that occurred in the Tongue of Ocean, a 2 kilometre deep trench between Andros and the Exuma chain, where boats being towed were enveloped by a **sudden single cloud or localised fog** in which some of the vessels and their crews disappeared forever. (13*, S.81/82)

In March 1982, strange reports went through the entire world press. With headlines such as 'Mysterious cloud orbiting the earth', Westdeutsche Allgemeine Zeitung, (WAZ), Essen, 4.3.82, or 'Spy plane to solve mystery; U-2 brings samples of mysterious cloud to earth for NASA'. (WAZ), 6.3.82 etc.

This cloud, first discovered on 25 January by Japanese researchers and then by a research station over Hawaii, was initially said to be only a few kilometres wide and of varying thickness. At an altitude of 16 kilometres or slightly more, this cloud had probably already orbited the Earth four to five times. A NASA spokesman explained that 'all we know so far is that "something" weighing about a million tonnes is floating around in the stratosphere. NASA intended to send a U-2 spy plane into the cloud. One day later, NASA declared that the cloud had now taken on huge dimensions and extended over large parts of North America, the Atlantic Ocean and Europe. (Welt am Sonntag, 7.3.82) It also said that this 'cloud' was invisible to the human eye. 'It was supposedly recognised by laser beams that were sent through the atmosphere and reflected back from the cloud.

First of all, two minor volcanic eruptions on New Guinea and in Angola at the beginning of January 1982 were blamed, and then they were not afraid to blame even the major volcanic eruption on Mount St Helena, which had already occurred almost two years earlier in May 1980. We were also told that the mysterious 'cloud' could not be investigated by a NASA satellite because its power supply had already failed in November. (Did a foreign power perhaps tamper with it?) Be that as it may, the U-2 aeroplane had to go up, circled for about 6 hours at an altitude of 15-18 km and the samples brought down revealed that the '**cloud**' consisted of fine **droplets of sulphuric acid**. (WAZ, 13.3.1982) On the same day we learn: a 'new mysterious cloud at high altitude' (WAZ) was discovered, this time at an altitude of 30 km. Now it was also admitted that this could not be explained by volcanic eruptions, not least because of the high altitude. It extends almost around the entire northern hemisphere, so it has taken on 'global dimensions' and could possibly contain up to 20 or 30 million tonnes of sulphuric acid. (Welt am Sonntag, 14.3.82)

Is what happened here merely an unfounded, exaggerated but still natural phenomenon? Or should this 'cloud' be of artificial origin? Would NASA send a reconnaissance fighter into a natural cloud, and if so, would it even be worth mentioning? Certainly not. Should these two clouds against satellites fulfil similar functions in space as the much smaller clouds that enveloped aircraft and ships before some of them disappeared altogether?

This too can probably be ruled out, as the satellites orbit the earth at an altitude of 100, 200 and more kilometres, whereas the two clouds were only detected at an altitude of around 30 km.

We had previously heard that satellites over Antarctica and the Bermuda Triangle were temporarily

stop their espionage activities for reasons as yet unknown and only function normally again once they have left these areas behind them. We also learnt that these two huge clouds - although imperceptible to our eyes - reflected the laser beams sent up precisely because they could not penetrate the clouds. Could it not then also be possible, in a reversal of this process, that the special cameras of the satellites can penetrate these clouds just as little from above as the laser can from below? Are we dealing here with huge, artificially extended 'clouds' that have the task of concealing certain near-Earth actions of 'UFOs' and 'USOs' from the scouting eyes of the allied military satellites?

We are currently still lacking appropriate, conclusive material, especially on this chapter 'Weather as a weapon'. In the course of time, further facts will be added, which will either render some of our arguments invalid or provide further confirmation. For the time being, some of these remarks should therefore be regarded merely as food for thought.



The Norwegian newspaper 'Agderposten' also reported on this phenomenon: 'The inhabitants of the Moscow area in the Soviet Union could not believe their eyes on 5 May this year. The sky above them turned green and when it started to rain, even the drops were green. Now Soviet scientists have solved the mystery. 80% of the 'rain' was pollen and not water. The reason for this is the unusually late spring this year. A large number of trees and bushes have blossomed in an incredibly short time. Strong winds brought much of this pollen into the air and it rained down again on 5 May with the usual rain. This is reported in a programme on Radio Moscow. A hair-raising explanation! Or perhaps a weather war warning to the Soviets?

A "woIks,ochIuckte" our enlightener! A sinister encounter

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irgendwo einen Bericht in den
zahlreichen Artikeln über sol-
che Zwischenfälle gelesen."

2.2.1988

Suezkanal wurde wegen Sandsturms geschlossen

(dpa) - Der Suezkanal ist wegen eines Sandsturms

vor seien

nung des Kanals im Jahre 1975, daß er wegen eines Sandsturms geschlossen wurde. Zuvor waren bereits Kairo internationaler Flughafen und der Hafen von Alexandria geschlossen worden, da die Sichtweite unter 100 m betrug. Die Stürme, die erreichen bis zum 100 km/h, sollen, so die Meteorologen,

still cwel T4gt andouetn.

Ruhr-Nachrichten, 31.12.1986

Klirrende Kälte in Sibirien: Minus 57°

Dooku (dpa) - For the past week, the aibirimlim kutsk Ja has been freezing cold. The temperature is

Gratid gefalzen. d) fünf Meter. Die Schmelztemperatur ist auf minus 57 Grad Celsius gesunken.

With extreme ca lta lstdie, air quality aueners t 'Kälteerbe' kann also The so-called Ursprungs sein.

Moscow remains under

Nebel fangen

R.-M. BÖRNGÄSSER, Moskau

Bleischwer und grau hängt der Nebel über Moskau. Kein Sonnenstrahl vermag durch die dicke Wolkendecke zu dringen. Die weißen Scheinwerferlampen der Autos geben nur meterweise die Sicht auf die Straßen frei. Nur schemenhaft vermag man die einzelnen Gestalten an den Haltestellen zu erkennen. Nie zuvor war die Stadt stiller. Der Nebel schluckt alle Geräusche wie Watte, lastet wie eine Glocke über Moskau.

Seit fünf Tagen leidet die Stadt an der Moskwa unter dieser extremen Herbstwitterung. Ein „Jahrhundertereignis“, sagen die alten Frauen und hüllen sich fröstelnd noch fester in ihre Mäntel, ziehen das Kopftuch über die Stirn. Der Nebel hat die sowjetische Luftfahrtgesellschaft Aeroflot bereits eine halbe Million Rubel (1,4 Millionen Mark) gekostet. Die Flughäfen in der Sowjethauptstadt blieben auch gestern geschlossen. 35 000 Passagiere, die Hälfte von ihnen Transitreisende, warteten an den drei zivilen Flugplätzen auf ihren Weiterflug. Nach Angaben der amtlichen Nachrichtenagentur Tass bilden die jetzigen Witterungsverhältnisse einen meteorologischen Rekord: Seit 107 Jahren hat es in Moskau nicht mehr so viele Nebeltage gegeben.

Für die meisten Wartenden gibt es keine Hotelplätze mehr. Viele werden in vor Hotels abgestellten Eisenbahnwaggons untergebracht. Sogar ein Pionierlager vor den Toren der sowjetischen Hauptstadt hat man als

Nachtlager für die Passagiere eingesetzt. Auf den Moskauer Flughäfen stehen nach einem Bericht der Zeitung „Sowjetskaja Rossija“ so gut wie keine Flugzeuge mehr. Diese seien auf Ausweichflugplätzen in Leningrad, Wilna, Riga und Woronesch gelandet.

Schlimm sind die hygienischen Verhältnisse. Lange Schlangen stehen vor den Toiletten draußen vor dem Flughafengebäude. Wenn es auch bei der Unterkunft hapert, so ist die Versorgung aber gewährleistet. Die Buffets im Halleninneren sind gefüllt, es gibt „Freßbeutel“ mit Brot, Wurst und harten Eiern für einen Rubel. Außerdem steht eine dampfende Feldküche bereit, aus der Suppe ausgeteilt wird. Clevere Händler bieten auf offenen Wegen Äpfel und Pflaumen an. Die größere Schlange der Wartenden aber - man staunt - drängt zu einem Eisstand. Ungeachtet der tristen Umgebung und der kalten Temperaturen lecken die Fluggäste ihr Eis.

Anzeichen für eine baldige Wetterveränderung scheint es noch nicht zu geben. Nach Angaben von Tass sagen die sowjetischen Wetterexperten eine Abschwächung der Nebelfront erst für heute voraus. Das bedeute aber noch nicht, daß sich dann die Sichtweite wesentlich verbessere. Nach Moskauer Angaben hat das sowjetische Ministerium für zivile Luftfahrt sogar eine Krisensitzung einberufen um die außerordentliche Lage zu beraten.

The Welt, Hamburg, 21.10. 1987

In search of the UFO bases

How the world military situation has changed! While the USA - or more correctly, the anonymously ruling background power Z i o n - succeeded in two world wars in centring the main theatre of war in Europe in order to eliminate or at least severely weaken the economic competition of the European states, but above all to raze the German Reich, which had become independent and detached from the dictates of high finance, to the ground through mass bombing, a new changed situation was gradually created after 1945, still unnoticed by the world public. Although the robber state USA - together with its foster child the USSR - was able to occupy the German motherland and maintain a brutal reign of occupation and terror with nuclear, bacteriological and chemical means of pressure and threat for decades, despite all these forces, this state, starting from that subjugated people in the heart of Europe, of all places, faced the greatest danger it has ever faced in its history in an almost unimaginable way.

had in mind. Not only had the German flying discs on and over the American mainland been a constant source of uncertainty for the mafia ruling there for four decades now, and were literally breathing down her neck in a nerve-wracking way, she didn't even know when, in what strength, from where exactly and with what new intentions they would return, but she also felt like she was on a powder keg in the huge sea area on her own doorstep. One of the few options left to her was to conceal the continued existence of Reich-German power, to divert attention to 'aliens' and to trivialise the defeats.

Is it not understandable that not only the USA, but also the other allied states have tried everything in the past to locate the bases, hiding places and nests of the flying discs at all ends of the world? Of course, with the intention of finding and destroying them! Always assuming that they also had the superiority in weapons technology to do so. If the enemy were at least localised, that alone would eliminate a large part of the uncertainty for the Allies.

As countless reports of 'UFOs/USOs' entering and emerging in seas, lakes and rivers have been received over many years, with clusters in certain areas, it was also reasonable to assume that they not only have land bases but also underwater bases (which we will report on in Part II of this publication). However, since more than 70% of the earth's surface is covered by water masses and the world's oceans are several thousand metres deep in some areas, this results in a three-dimensional space under the surface of the sea of almost unimaginable size. Search operations by the allies are therefore more like a game of chance, especially as, on top of this, detection facilities such as radio, radar, echo sounder etc. often fail in the face of UFOs/USOs.

Seabed puzzle!

The American ship 'Eltanin' succeeded in taking a picture of something strange on the seabed. A camera in a metal cylinder, which was lowered from the ship with a cable, made it possible to take pictures of the seabed. On 29 August 1964, 1000 miles west of Cape Horn, at a depth of 4500 metres, an inexplicable piece of machinery was photographed which, with a series of masts, looked like the intersection of a television and a telemetric antenna. Dr Hopkins, the naval

biologist, said that this thing could not be a plant or any kind of coral because of the great depth. When pressed that it must then be a technical structure, he evaded the question and said, 'I don't want to say that people built it, because that would raise the question of how they got it there - to a depth of 4500 metres! - at a depth of 4500 metres. Above all, we don't yet have the underwater vehicles to go to such depths. 'Dr Hopkins detected this object on the 45,000-mile-long fault line that runs around our planet. It could therefore be a placed seismograph. According to this, an extraterrestrial organisation should be collecting vital geodetic and seismographic information about our planet. One gets a little uneasy when one considers that either visitors from outer space **or an as yet unknown terrestrial organisation** have more knowledge about the dangerous subterranean movements of our Earth than the top scientists.

In December 1967, 'Saucer Scoop' (presumably a US UFO newspaper) received numerous reports from commercial fishermen complaining of 'holes' in the Gulf of Mexico, as well as places where the water was 'boiling' in circles, in addition to UFOs diving into and rising from the water. We believe that seawater can only boil if something develops heat. We can therefore only assume that someone is boiling something up in this stormy water ('brewing' would be a more accurate translation; note HUGIN). And we cannot refrain from linking the photograph of the 'Eltanin' of an alien machine on the 45,000-mile-long fracture zone of our planet to reports of 18-metre-long UFOs hovering over the ocean and to all these underwater machines appearing alongside frightened fishermen. (U-N, No.192, August 1972)

The 'Eltanin' is just one of the many 'research vessels' that were used to search for the enemy and its various actions. Not only search operations of the Luftwaffe and the Kriegsmarine served this purpose, but, according to our assumption, also deep-sea diving attempts of an apparently private nature, such as those of the French naval officer and deep-sea explorer Jacques Cousteau. French naval officer and deep-sea explorer Jacques Cousteau. With the headline 'Billions flow into the exploration of the unknown depths; industrial nations play poker for the treasures of the sea' ('Ruhr-Nachr.', 7 August 1984), the commercial side of deep-sea exploration is being deflected, but it is also being admitted: Probably the most productive advance in the 'exploration of unknown territory', as US President Lyndon B. Johnson once said, was the USA's efforts in the '**Oceanological Decade**': research and work submarines ventured to previously unknown depths, diving equipment was developed that made it possible to swim freely at depths of over 200 metres, television cameras explored the seabed, and survey ships began to map the submarine subsurface of our planet.

To the outside world, the intentionally meaningless term 'UFO' is used, but for better secrecy, US military research uses additional **camouflage designations**: Nobody knows how to explain to an astonished public that the complicated space surveillance system of NORAD (North Atlantic Defence Command), which carries out 15,000 observations a day up to an altitude of 3,000 kilometres, still receives unidentifiable signals - even though all the observations are evaluated. But even after the computer evaluation, there are still Every day there are still about a dozen '**boogies**' (ghostly sounds) that NORAD's technicians cannot explain. (The correct term would be 'cannot explain'; Hugin's note). They call the unidentified signals '**zoo animals**'. Why? Probably to avoid the term UFO. Even the unidentified flying objects detected by NORAD

The reports of this organisation give a seemingly innocuous name to the UFOs registered within the atmosphere: **UCTs (uncorrelated targets)**. Since all these observations are subject to confidentiality, it is not known whether NORAD technicians have ever compared the mysterious signals they receive with the satellite tracking systems with the earthbound UFO observations (why wouldn't they use every opportunity to register the flying discs? ; note by HUGIN).

From the series: 'Das Jahrhundert-Rätsel; UFO - Spuk oder Wirklichkeit?' , 'Bunte Illustrierte'; Episode II: 'Die geheimen Protokolle der NASA' , No. 10, 4. 3 . 1982.

Just as NORAD - the secret North American early warning system - uses very specific camouflage designations, the navy also uses meaningless expressions in its underwater search operations, for example:

I assume that America's scientists are on the trail of one of the greatest mysteries of our time. They have probably already discovered the whereabouts of most of the aeroplanes and ships that have disappeared off the American coast in the so-called Bermuda Triangle in recent years. The investigation is running at full speed under the name '**Sky Traps**'. The related operations are centred on an area between Florida, Bermuda and the Greater Antilles.

...

Before I go into this question, I would like to talk about another study by US scientists called '**Vile Vortices**'. This term means something like 'devious' or 'cunning vortices'. This investigation is also being carried out in the murderous Bermuda Triangle. From the report: 'Mysterious Bermuda Triangle'; 'U-N' , No.191, July 1972.

As early as 1945, this zone became a scientific enigma (8*), and the '**Project Magnet**' led by the Canadian Wilbert Smith years later, which was supposed to bring more clarity about the UFOs, their propulsion and the electromagnetic interference emanating from them, was also commissioned to research the processes in the marine areas (16*; also, report of the 'Nürnberger Nachrichten' on page 28). At times, a group of 160 researchers also worked on marine phenomena under the direction of Franck von Loeffeli, a former major in the German Wehrmacht who had come to the USA with Wernher von Braun and has since worked for NASA (8*).

There are also reports of strange whispering sounds coming from the Bermuda Triangle. As John Keel writes, the National Bureau of Standards recorded these sounds with the help of microphones and special equipment when a study of high-frequency sounds was carried out in 1965-1966. The origin of these whispering sounds could not be determined (16*, p.142)

The American journalist John Keel, who has connections to the Pentagon, reported that the NSA (National Security Agency), an organisation more secret than the CIA, installed a total of 66 listening devices along the American east coast in the direction of the Bermuda Triangle in 1965, according to the Norwegian magazine 'Vi Menn', No. 6/1988. The report also stated that in 1967 the NSA carried out further **secret** investigations in this sea area in cooperation with the US Navy. According to John Keel, the seabed was searched with specially equipped research vessels. A large and strange antenna-like installation was found at a depth of 300 metres. Nobody knows how it got there, who put it there and for what purpose. The antenna was probably salvaged, but the American

Authorities have refused to comment. So much for the 'Vi Menn' , Norway. The report involuntarily reminds us of the secret German weather station in the north Canada. About 30 km south of Cape Chidley at the northern tip of Labrador, the German U-537 had secretly set up a small weather station in 1943, which was only discovered 38 years later, (R-N , 3 August 1981; WAZ, 4 August 1981;) and even that, only after investigations by a German, still nobody in Canada itself had noticed it (R-N, 31 May 1984).

An American setback in the investigation?

Early in the morning of 18 December 1967, a fire destroyed the University of Miami's Marine Science Institute, the product of seven years of research at a cost of \$5-10 million. Although we don't believe that a 'bogeyman' set fire to the institute, we can't help but think that there may have been some clues to these underwater bases and/or what else is actually going on at the bottom of the ocean in these years of work. That has now all turned to ashes. As the situation is now, officials will deny the unexplained underwater ships just as they have denied atmospheric UFO activity. (From 'Saga', USA, No. 6/1970; taken from 'UFO-Nachrichten', Wiesbaden, No. 192, August 1972).

American/Soviet Bermuda research

In the seventies, new and probably even larger research projects were launched. These included the American **MODE-I** project, but also the Soviet **POLYGON-70**. After an Italian 'expedition' carried out in 1977, a joint **American-Soviet project**, also in the Bermuda Triangle, began its research activities in the same year under the name **POLYMODE**, a combination of POLYGON and MODE (8*; 16*)

These and previous projects were announced in the world press with more or less trivialising or meaningless explanations. It is then about huge whirlpools of water, waves running in the opposite direction to the wind, or about the fact that only the navy needs to update its maps of the Earth's magnetic fields, or about the fact that exceptionally strong magnetic fields exist at the bottom of the ocean and only in the Bermuda Triangle, which cause these recurring accidents, or similar distracting excuses.

the report 'Region of Horror; News from the Devil's Triangle in the Atlantic' reads the headline:

Some time ago, reports about the so-called Devil's Triangle, the 'Bermuda Triangle', once again appeared in the world press, according to which an **American-Soviet** research team wants to investigate and fathom the phenomenon of gigantic water vortices that are able to form between the Bahamas and the Bermuda Islands in the Atlantic. (DNZ, No.11/1978)

For the POLYMODE project, see the following reports from the 'DNZ', Munich:

Giant whirlpool in the Bermuda Triangle

Bermuda-Inseln im Atlantik bilden ein Dreieck zwischen den Bahamas und den

the 150 to 200 kilometre wide water strudel, which reach bis In 1.5 Kilometern Tiefe, The determined ein amerikanisch-sovietisches Formel

For the past two months, six ships have been investigating the causes.

Sowjetisch-amerikanische Wissenschaftler haben Bermuda-Dreieck

Die Untersuchung des Geheimnisses um das Bermuda-Dreieck wurde von der amerikanischen und sowjetischen Regierung im Auftrag der National Science Foundation durchgeführt. Die beiden Länder haben sich verpflichtet, die Ursachen des Phänomens zu klären. Die amerikanische Seite wird durch die Navy und die National Oceanic and Atmospheric Administration (NOAA) unterstützt. Die sowjetische Seite wird durch das Ministerium für Wissenschaft und Technologie geleitet. Die Untersuchung wird in den nächsten Monaten abgeschlossen sein.

Die Untersuchung wird in den nächsten Monaten abgeschlossen sein. Die amerikanische Seite wird durch die Navy und die National Oceanic and Atmospheric Administration (NOAA) unterstützt. Die sowjetische Seite wird durch das Ministerium für Wissenschaft und Technologie geleitet. Die Untersuchung wird in den nächsten Monaten abgeschlossen sein.

the Atlantic, known as Bermuda-triangle has been investigated, closely. It is intended to sink electronic instruments at various places, which work in five thousand metres of depth, where they measure temperature, pressure and also will be transmitted. The search is to be completed by late 1978 and last. Previously, Soviet and American scientists had conducted separate observations. In the joint large-scale endeavour that has now taken place, a comprehensive exchange of information on all research results is to take place.



Reporter berichten aus aller Welt...

Bermuda-Dreieck wieder ein Schiff verschwunden. Diesmal handelt es sich um den sowjetischen Forschungsgiganten „Akademik Kurtschatow“. Knapp vor Redaktionsschluss telefonierten die DNZ-Reporter: „Dieser Fall, der erste 1978, verursacht ungeheures Aufsehen in der Welt. Mit dem Schiff haben sich über 100 Personen gleichfalls in Nichts

The revenge of the eMeldu

Actu I

Bermuda Triangle

Sensationell sind die Berichte der DNZ-Reporter, die mit dem ozeanographischen Forschungsschiff der Sowjets „Akademik Kurtschatow“, mit über hundert Mann Besatzung und vierhundert Tonnagen im Atlantischen Ozean im Bermuda-Dreieck spurlos

verschwunden. Man könnte behaupten, telefonieren sind die Berichte von einer Rache des Bermuda-Dreiecks an den Sowjets sprechen! Speziell die Sowjets waren es, die ständig behaupteten, alle Bemannungen im Bermuda-Dreieck seien „reine Phantastereien“ in diesem Gewässer des Nordatlantik gäbe es

Und jetzt geschah dieses! Eine Akademik Kurtschatow, ein Mann mit einer Finschiffahrt, ist in der Bermuda-Dreieckspur verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden.

DNZ-Leser erinnern sich: Im März 1978 wurde das sowjetische Forschungsschiff „Akademik Kurtschatow“ mit über 100 Personen Besatzung und Passagieren im Bermuda-Dreieck spurlos verschwunden. Dies war der erste Fall, der die Aufmerksamkeit der Welt auf sich zog.

Wrackteile, die in der Gegend des Bermuda-Dreiecks gefunden wurden, sind ein Hinweis auf die Existenz von UFOs? Und welche Erklärung haben Sie für die Vorkommnisse im Bermuda-Dreieck? Und der Schriftsteller erklärte, dass UFOs existieren und dass sie eine weitere Erklärung für die Verschwinden von Schiffen und Flugzeugen sind.

DNZ-Wien befragte Charles Berlitz auch: „Glauben Sie an die Existenz von UFOs? Und welche Erklärung haben Sie für die Vorkommnisse im Bermuda-Dreieck?“

Und der Schriftsteller erklärte, dass UFOs existieren und dass sie eine weitere Erklärung für die Verschwinden von Schiffen und Flugzeugen sind. Berlitz sagte sich von Wien aus, dass er die Existenz von UFOs glaubt und dass sie eine weitere Erklärung für die Verschwinden von Schiffen und Flugzeugen sind.

berlitz im Bermuda-Dreieck. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden.

B88ONDEM. PÖRSONTFNG&SCHNFFe ... **Schicksal mysteriösen Verschwindens anheim zu fallen. Wie eben jetzt die „Akademik Kurtschatow“ im Bermuda-Dreieck spurlos verschwand.** ... **geschah es in den 50er Jahren den Japanern. Aus gegebenem Anlass sei an dieser Stelle erwähnt, dass die Besatzung und die Passagiere der „Akademik Kurtschatow“ im Bermuda-Dreieck spurlos verschwanden.**

anderes als „Phantasten“. Jetzt wird man wohl die Meinung in „waren“ rovidieren müssen!

Die „Akademik Kurtschatow“ war mit 212 Labormännern, einer Startgruppe für meteorologische Raketen und vielem mehr ausgestattet. Die lokalen Hafenbehörden wissen zu berichten, daß mit einem Maxijeglicion FrmktonTakt die so7 Tnn-Schiff „Akademik Kurtschatow“ gebrochen war. Die „Akademik Kurtschatow“ gehörte zu einer Gruppe sowjetischer Forschungsschiffe, die seit einigen Wochen

berlitz im Bermuda-Dreieck. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden.

Schiffen und Flugzeugen einfach „absurd“ seien. Bei der damaligen Expedition war die „Akademik Kurtschatow“ ebenfalls dabei. Gewöhnlich beherbergt das Schiff 84 Mann Besatzung und die gleiche Anzahl an Wissenschaftlern!

UN-Generalsekretär Dr. Waldhalm Jyosprah beiratsnorfa9ererzeit. Mills rglzogen, um den Bermuda-Dreieckspurlos verschwunden. Dies ist ein Referat über die Ereignisse im Bermuda-Dreieck. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden. Die Besatzung und die Passagiere sind spurlos verschwunden.

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Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

HAUNEBU I (vorhanden 2 Stück)	52	E-IV
<u>HAUNEBU II</u> (vorhanden 7 Stück)	106	E-IV
HAUNEBU III (vorhanden 1 Stück)	19	E-IV
(VRIL I) (vorhanden 17 Stück)	84	(Schumann)

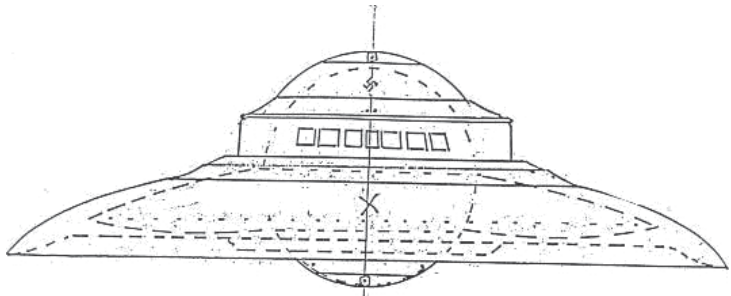
Empfehlung:

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

Anmerkung der HUGIN e.V. Studiengesellschaft
 5802 Wetter 1, POstfach 13:

1987 erhielten wir diese und die nachfolgenden 4 Kopien (von uns verkleinert) von einer süddeutschen Industrie-Filmgesellschaft zugesandt, mit dem einschränkenden Hinweis, die Herkunft dieser vielleicht mehrfach von Kopien gemachten Kopien sei nicht mehr zurück zu verfolgen. Daher können wir unserem Leserkreis diese nur zur Kenntnis bringen. Ob sie tatsächlich aus einer der geheimen reichsdeutschen Flugscheiben-Produktionsstätten stammen, bleibt vorerst offen.
 Die zur Zeit noch geltenden Besatzungs-Paragrafen verbieten zwar die Benutzung der offiziellen Hoheitszeichen des - rechtlich noch fortbestehenden - Deutschen Reiches, aber nur zu Propagandazwecken. Weil diese eventuellen Dokumente nicht verstümmelt und damit entwertet werden sollen, geben wir sie hier unzensiert wieder.

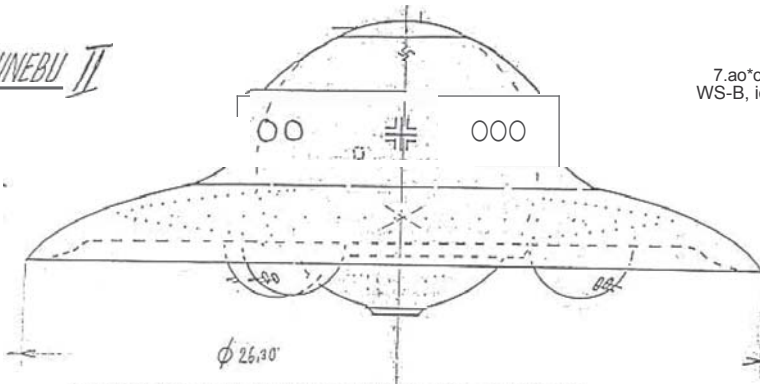
HAUNEBU I



ISEL, TYPE „HAUNEBU I“

Antrieb: Thule-Tachyonator 7b
 Steuerung: Mag-Feld-Impulser 4
 Geschwindigkeit: 4800 Kilom.p.Std. (recha. bis 17000)
 Reichweite in Flugzeit: 18 Stunden
 Bewaffnung: 2 x 8cm KSK in Drehtürmen und 4 x Mk 108, starr nach vorn
 Außenpanzerung: Doppel-Victalen
 Besatzung: 8 Mann
 Veltall'f6fiigka'tt]'6g'#
 Stillschwebefähigkeit: 8 Minuten
 *lla°mal'°a-qlucf#blgFat0i Tag' WC° %eOb0
 Grundsätzliche Einsatztauglichkeit: 60 %
 Frontverfügbarkeit: Nicht vor Jahresende 44
 Bemerkung: Die SS-B-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 zu sein.

HAUNEBU II



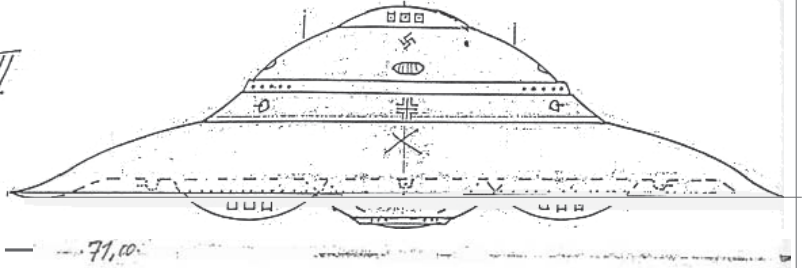
7.aoffice i9#3
 WS-B, io l. ", *. 11.

MITTELSCHWERER BEWAFNETER FLUCKRBEISEL, TYPE „HAUNEBU II“

Durchmesser: 26,3 Meter
 Antrieb: „Thule“-Tachyonator 7c (gepanzert; Ø TY.-Scheibe: 23,1 Meter)
 Steuerung: Mag-Feld-Impulser 4a
 GSs " i ia ' lr 6000 loB''at .s us ' fr-c a. *ask i. cs. 2100.0 -oglc<h)
 Reichweite (in Flugdauer): ca. 55 Stunden
 Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11' cm KSK in einem Drehturm, oben
 Außenpanzerung: LFS194ho°i°Wictalst'
 Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)
 Veltall'f6fiigka'tt]'6g'#
 Stillschwebefähigkeit: 19 Minuten
 Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig.
 Grundsätzliche Einsatztauglichkeit (V7): 85 %
 Verfügbarkeit „Haunebu II“ (bei weiterem Erprobungsverlauf wie V7) ab Oktober.
 Dann Serienherstellung ab Jahresende 1943/44, jedoch noch ohne verbesserte Kraftstrahl-
 Xa°eo -D0#m-A-K MFI', **"4 Frontreihe nicht vor 1.44. asgeocmes. v r68Q

Vom Führer verlangte hundertprozentige Einsatzreife rundum kann allerdings nicht erreicht werden.
 Begerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik- und
 peat' Yorçall m FlugkaleaV'uné, KGXe-x(r8 wçgau Jar zocb.aa10tsuDez es Hçra°al-,

HAUNEBU III



Ducelmeaaer' 71 Xeter

*a***atu Ohül -Ta#aloaator to blue mm#oeasn-Imitut#r a (g'PAaser*)

Steuerung: Mag-Feld-Impulsler 4a.

ceebvt448g+Et i en. 1000 Yt2 e a. p: Stuaede (nabo-st-ob bla so J-0000)

BeleBvelGe tftt, xlegtauar) es. 6. Yeebea (bal BNS-P2ug 40a eebr)

Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 8cm KSK

L- DseXetneca glaa. 6 z' St- 108d 8 x, 3e- XsE' eragaeteaez-t.

Außenpanzerung: Dreischott-Victalen

Besatzung: 32 Mana (erg. Transportverm. max. 70

Weltallfähigkeit: 100 %

Stillschwebefähigkeit: 25 Minuten

Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht

Grundsätzliche Einsatztauglichkeit: Etwa 1945.

Bemerkung: SS-R-IV hält 4ac-ztase la"" ltr. eötv-e-d@, {4a8 te

"Haunebu II

stehen ist, Leg+o. /e/z' ällScee'fxea 'fistseUtMa- ab-- -lla""

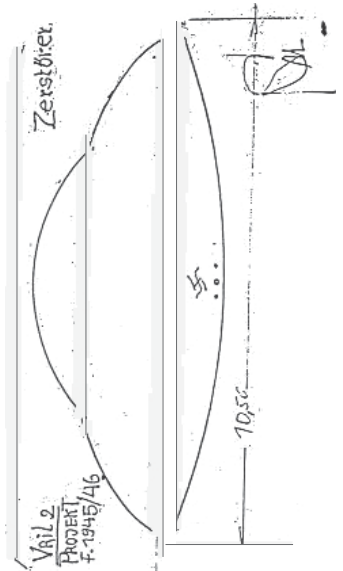
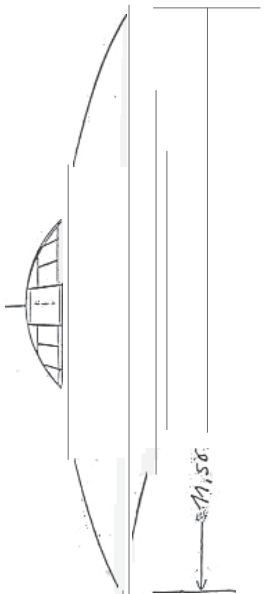
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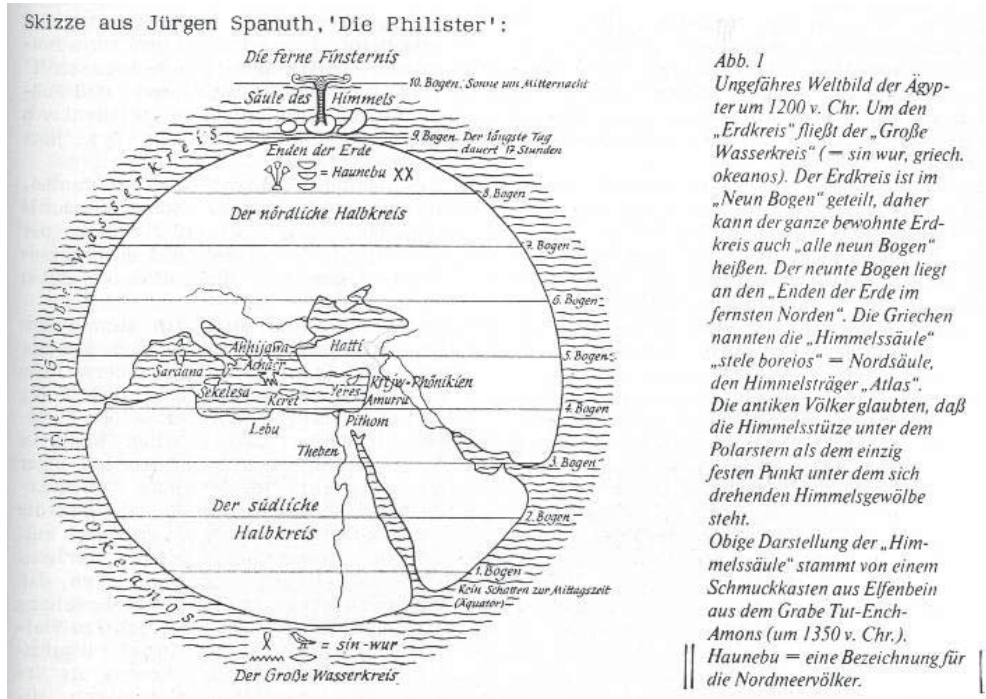
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Vril' is a well-known term in esotericism, which therefore does not need to be discussed in detail here. There was even a Vril Society in Berlin before 1945. The term 'Haunebu' appears in Jürgen Spanuth's books 'Die Atlanter' and 'Die Philister', on a sketch in the area of the North Pole. Haun or Haune means in North German and in Frisian: Hüne = giant.



One of our readers suggested that the abbreviation 'KSK' used under 'Armament' could possibly mean 'Kraftstrahlkanone'.

In the flying disc sketches 'Haunebu' and 'Vril' the name 'Schumann' appears several times, as well as Schumann Group and Schumann Levitators. The name could possibly refer to:

1) Prof. Dr.-Ing. W.O. Schumann; worked at the Technical University in Munich in 1926; together with his colleague Prof. Dr.-Ing. M. Klose (TH. Berlin) tested the 'magnetic current apparatus' of the German inventor Captain at Sea, Hans Coler (see: 'Geheime Wunderaffen', Vol.III, p. 54/55).

2) Prof Dr Erich Schumann, head of the German army's research tasks and scientific advisor to General Field Marshal Keitel during the war (see: Geheime Wunderaffen , vol. III, p. 27).

While we Germans remaining in the occupied motherland were unable, or rather **unwilling**, to recognise the new post-war situation, our enemies were very busy in two groups. One group worked to completely explain away the German flying disc sightings all over the world as natural celestial phenomena before the general public. The other group, like the American Major Keyhoe (in German: Schlüsselhaken),

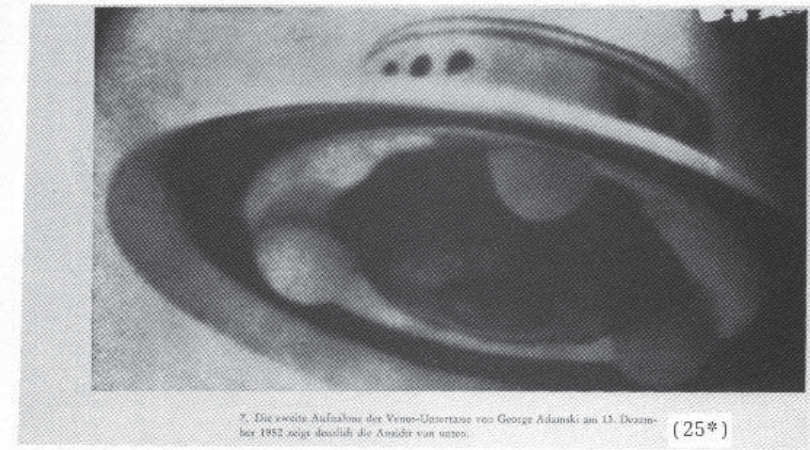
or the Jewish woman Elisabeth Klarer (today South Africa), who worked for the British Secret Service during the war, or Georg Adamski (Jew?) from Poland together with Desmond Leslie (British fighter pilot in WWII and great-nephew of the mass murderer Churchill) and many other people in Allied service. and great-nephew of the mass murderer Churchill) and many other people in Allied service, interpreted the German flying discs for individuals and groups that had become aware of them as a space flight operated by 'extraterrestrials', thus launching the topic into an unbelievable offside for many, which then aroused hardly any interest.

Adamski claims to have had contact with a landed 'Venus man' in the Californian desert on 20th November 1952, who allegedly left behind footprints and a message (see sketches) and later sent him pictures of his 'Venus spaceship' (see one of the pictures) by dropping it. It is interesting to note that the footprint and message clearly contain swastikas and that his 'pictures' of the 'Venus spaceship' are almost identical to the 'Haunebu II' type shown above. While we assume that Adamski knew the origin of these flying discs and merely used his - perhaps only faked - 'contact' to pass the German matter off as coming from Venus, engineer Erich Halik, who was very well informed about the German developments, still assumed in his 1954 report 'No Invasion from Outer Space' that Adamski himself was the deceived party. Halik wrote:

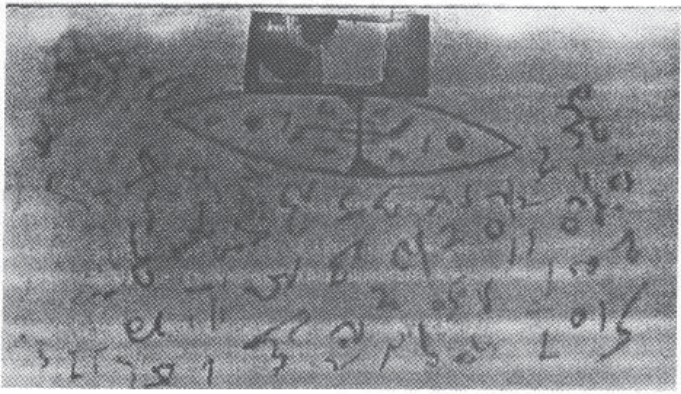
There are now two recent book publications that have chosen the concept of 'cosmic humans' and thus seem to contradict my own interpretation: the first is the book 'Flying Saucers Have Landed'.

have landed) by Desmond Leslie and GeorgeAdamskiLeslie hands over the of the book to his colleague Adamski, who now strictly claims to have had a one-hour encounter with the crew member of a landed 'flying disc' in a desert in the state of Arizona, USA, on 20 November 1952. Adamski's description of this event contains a number of details that make it seem credible, but which must escape the superficial observer because recognising them requires a certain esoteric knowledge - which, incidentally, Adamski himself seems to lack completely. First of all, he lets it be known that there must have been at least a mental connection between him and the crew from the beginning, because he leaves it up to circumstances to lead him to the right place, or at least pretends to do so to his companions. Once he has found his way and is confronted with the improbable, he supposedly continues this connection as a supplement to the otherwise poor means of communication (inadequate English, facial expressions and gestures). And this is where the dramatic break in events occurs that Adamski has still not been able to reverse: he falls under the spell of his bias, which devalues the entire encounter. Adamski **thinks he is** looking at a 'man from Venus' despite the completely feminine appearance of his counterpart. His conclusions stem entirely from the notorious 'space consciousness' of the North Americans, from scientific and technical fiction. And thus he loses the possibility of paying attention to those details that could have opened up the whole incident for him. He knows nothing about the dark or black markings (note HUGIN: the signs of the 'Black Sun', the esoteric SS) that his companion, Dr Georg Williamson (the very etymologist quoted by Leslie), as an aircraft connoisseur experienced in war, was able to see on the flanks of the cigar-shaped mother ship from which the small flying disc from which his counterpart emerged came. He no longer recognises the deep meaning in the colour scheme of his interlocutor's clothing, who is wearing a dark brown, metallic shimmering Overall and blood-coloured shoes (note HUGIN: i.e. the colours of the NS blood-and-soil theory, red and brown). He also stands quite helplessly in front of the footprints left behind, which his fictitious 'Venus man' pointed out to him most emphatically

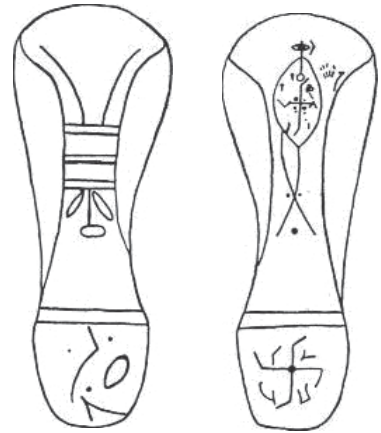
and which show some **symbols that can be assigned to a thoroughly earthly esotericism: a kind of swastika**, here definitely to be understood as a symbol of the 'Great Bear' orbiting the Pole Star, and a Saturn representation that Mr Lambert Binder believes he recognises as such. When Adamski finally parted in friendship, he was left with a feeling of wistful longing for the supposed home planet of his extremely beautiful 'friend' from 'outer space'. On 13 December 1952, Adamski is given one last chance to see things properly after all: Near his home at Palomar Gardens in California (the 'Venusians' must have a well-functioning information service here on earth!), a low-flying disc of the same type drops a photographic plate that Adamski took during his encounter on 20 November to the stranger at his request. In place of the erased photograph, it bears a series of cursive handwritten characters that present Adamski with new, almost unsolvable puzzles. Once again, there is a depiction of a cigar-shaped object with the swastika and the black circles (note HUGIN: symbolic for 'black sun') that Dr Williamson perceived. And underneath, curly signs in writing from another world, Adamski dreams to this day. Well, by a lucky 'coincidence' I was able to read this writing a few days after receiving the book: It is a text in Old Church Slavonic script and Latin! It mainly emphasises the **uselessness of pursuing the objects**, and it does so in very concise words. This brings us to a point where the whole affair seems dangerously close to the possibility of a skilful mystification. But even if the Adamski team were mystified - and we are talking here about several people who testified to their observations in notarised form - there are enough details in the accounts to allow the esotericist to categorise the whole Adamski story in group esoteric terms. (11*, No.9, 15 July 1954)



7. Die zweite Aufnahme der Venus-Untersuche von George Adamski am 13. Dezember 1952 zeigt deutlich die Ansicht von unten. (25*)



10. Botschaft von einem anderen Plaketen. Diese rätselhaften Zeichen kamen bei der Entwicklung des Filmes heraus, den der Venus Mensch am 20. November 1952 mitgenommen und am 13. Dezember 1952 zurückgebracht hatte. (25*)



unterhalten und wo er absichtlich seine Spuren eingedrückt hatte, Verwunderung betrachteten alle die seltsamen Spuren. Hier war wahrlich eine Botschaft hinterlassen, deren Deutung und Auslegung viel Arbeit und Mühe erfordern würde. (25*)

Auo ug uus: (25*)

Expeditionsleiter Kapitän des Schiffes	Kapitän Alfred Rittscheer Alfred Kottas, DLH
Schiffsarzt	Dr. Josef Bludau, NDL der Dornier-Waltes „Passat“, DLH
Luftbildner	Mov Bundermann, Hans Luftbild G. m.
Flugkapitän	Richardheinrich Schirmacher, Führer der
Flugzeugmechaniker Flugfunker	Kurt Loesener, DLH Erich Gruber, DLH siogfn 4 s gu 'r. ce afilld C.-a.n.
L. Meteorologe	Dr. Herbert Regula, Deutsche Seewarte,

Biologe	Wilhelmshaven Studioschef, Erich Barkley, Reichsstelle für Fischeri (Institut für Walforschung)
niker	and. geophys. Leo Gburek, Erdmagne- tisches Institut, Leipzig
ph	Dr. Ernst Herrmann
graph	and. phil. Karl-Heinz Paulsen

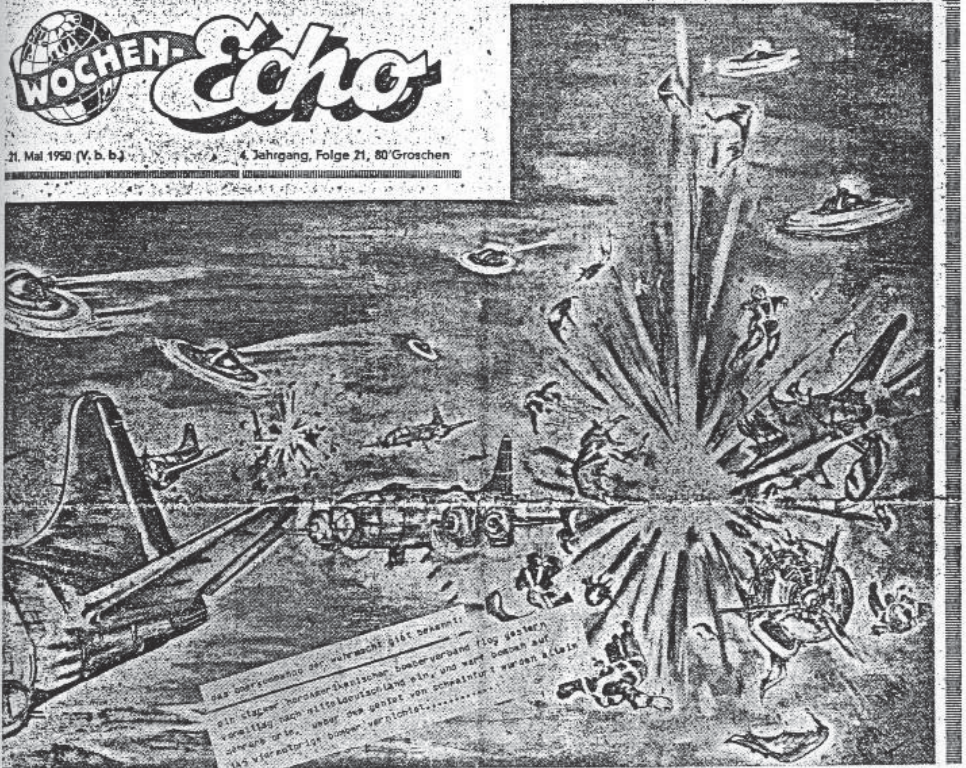
III. Offizier	Hans Werner Viereck Vincenz Grisar Erich Harmsen Kurt Bojahr Ludwig Müllerstetad Karl Uhlrig Robert Schulz
III. Ingenieur	Henry Maas
IV. Ingenieur	Edgar Gäng
IV. Ingenieur	Hans Nielsen
Ing. Assistent	Johann Frey
Ing. Assistent	Heinz Stewert
Werkmeister	Herbert Bolle, DLH Wilhel Hartmann, DLH
Lagerhalter	Alfred Rücker, DLH
Flugmechaniker	Franz Weiland, DLH
Flugmechaniker	Axel Mylius, DLH
Flugmechaniker	Wilhelm Lender, DLH
	Willy Stein
I. Zimmermann	Richard Wehrend

Matrose	Karl Hedden
Matrose	Eugen Klenk
Matrose	Fritz Jedamezyk
Matrose	Emil Brandt
Matrose	Kurt Obnemülle
1. Stichtmatrose	Alfred Peters
Decksjunge	Alex Burtscheid

DAS WUNDER VON SCHWEINFURT 1944
**DEUTSCHE UNTERTASSEN
VERNICHTEN 145 SUPERFESTUNGEN**

WOCHEN-*Echo*

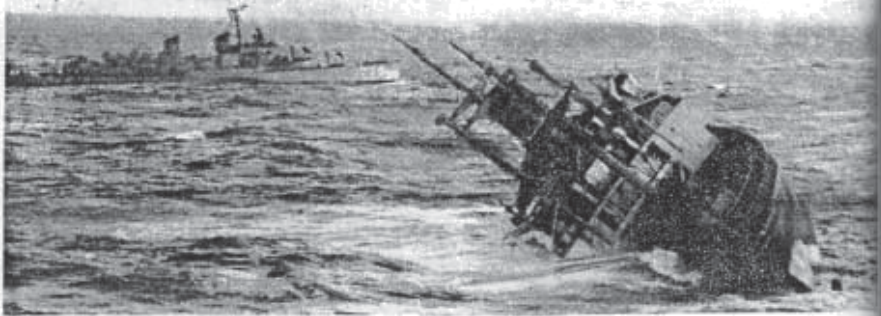
21. Mai 1950 (V. b. b.) 4. Jahrgang, Folge 21, 80 Groschen



The one-sided report accompanying the above sensational news item is largely misleading, as were all reports on German flying disc developments before 1945. From 1950 to about 1957, the occupation press tried to dispel any remaining and justified German hopes by claiming, or at least assuming, that the German 'wonder weapons' had fallen into the hands of the Allies during the invasion, just like all other military developments. This was or had to be widely believed at the time.

Decades have now passed and the evidence has piled up to show that the Americans and Soviets in particular are in a constant battle against the so-called 'UFOs'. From today's perspective, it is therefore completely illogical that the enemy powers should have come into possession of German flying disc technology in 1945!

As in so many areas of anti-German lies, agitation and enemy propaganda, we have to realise that this issue is no different.



Der Frachter „Flying Enterprise“ kurz vor seinem Untergang am 10. Januar 1952. Bis zum letzten Moment hatte Kapitän Carlsen sein vom Sturm schwer angeschlagenes Schiff nicht aufgeben wollen. Der Versuch, den havarierten Frachter in den rettenden Hafen von Falmouth zu schleppen, schlug fehl. Foto: dpa

German target coniuin was the world's first nuclear submarine bestimmt

Taucher me Fracht des See-Heldm Captain Carlsen

Von JOSEF LUCKE
Hamburg (dpa) - Tagelang hielt der Toteskampf des amerikanischen Frachters „Flying Enterprise“ und das Schicksal des einsamen Kapitäns an Bord des Havarierten die Welt in Atem.

Gebannt blickten die Menschen auf den Mann, der um die Jahreswende 1951/52 bis zuletzt auf seinem Schiff ausharrte, allein, durchnäßt, ohne Essen, ohne Schlaf, und schließlich doch aufgeben mußte: Kapitän Kurt Carlsen, der sein angeschlagenes Schiff retten wollte.

Am 10. Januar vor 35 Jahren versank die „Flying Enterprise“ im Atlantik vor der britischen Küste. Carlsen wurde auf dem Broadway in New York eine solche Konfettiparade bereitet, wie sie bis dahin nur Charles Lindbergh nach seiner Atlantik-Überquerung zuteil geworden war. Was die Öffentlichkeit nicht wußte und erst später Taucher ans Licht brachten: Sein Schiff hatte geheime, nicht deklarierte Fracht an Bord.

Das Barometer fällt. Das Wetter verschlechtert sich. Im Kanalaustrag toben orkanartige Stürme. Windgeschwindig-

keiten von 175 Stundenkilometern peitschen die See zu meterhohen Wellen. Am ersten Weihnachtstag erschüttert ein schwerer Schlag den Frachter. Das Schiff zeigt Risse und droht auseinanderzubrechen. Mit 30 Grad Schlagseite trägt die „Flying Enterprise“ in der tobenden See. Carlsen lehnt dennoch die Hilfe des französischen Hochseeschleppers „Abeille 25“ ab.

Vier Schiffe - „Noordam“, „Greaseley“, „Golden Eagle“ und „Southland“ - halten sich am 29. Dezember in unmittelbarer Nähe der „Flying Enterprise“ auf. Seine Schlagseite beträgt bereits 60 Grad, als die Passagiere in das eiskalte Wasser springen und von den Rettungsbooten der Hilfsschiffe aufgefischt werden. Die Besatzung der „Enterprise“ verläßt noch am gleichen Tag das sinkende Schiff.

Nur Kapitän Kurt Carlsen bleibt an Bord und hofft noch immer, daß sein Frachter gerettet werden kann. Allein treibt er auf dem manövrierunfähigen Wrack in den Wellenbergen, bis am 3. Januar 1952 der britische Bergungsschlepper „Turmoil“ am Unglücksort eintrifft. Dem ersten Steuermann Kenneth Dancy gelingt es, an Bord der „Enterprise“ zu kommen. Carlsen ist nicht mehr allein.

Am 5. Januar können beide eine Schleppverbindung her-

stellen. Mit dem Wrack auf dem Haken macht die „Turmoil“ drei Meilen Fahrt in der Stunde zum nächsten Hafen Falmouth am südlichsten Zipfel der britischen Insel. Die „Abeille 25“ und der US-Zerstörer „Willard Keith“ begleiten den Schleppzug.

Keine 80 Seemeilen - etwa 150 Kilometer - vom rettenden Hafen entfernt, bricht die Schlepptrasse. Der Frachter hat sich inzwischen fast völlig auf die Backbordseite gelegt. Es gibt keine Rettung mehr für das Schiff. Am Nachmittag des 10. Januar verläßt Kapitän Carlsen „Land“. „Turmoil“-Steuermann Dancy, der todwunde Schiff, 13 Tage hatte Carlsen um sein Schiff gekämpft.

Vieles an dieser Schiffsfahrtskatastrophe blieb lange Zeit rätselhaft.

Gerüchte

Die sowjetische Marine-Zeitschrift „Rote Flotte“ behauptet später, das Schiff wäre zu retten gewesen, wenn der Kapitän als Nothafen Brest angelaufen hätte. Das habe ihm die Reederei aber streng verboten. Damit erhielten Gerüchte neue Nahrung, die „Flying Enterprise“ habe geheime Fracht an Bord gehabt. Sie werden lauter, als in aller Heimlichkeit mit Bergungsarbeiten begonnen wird.

Sehr interessant scheint hier-

bei die Bergung von sechs kleinen Stahlkisten, die unter strengster Geheimhaltung nach New York gebracht worden. Sie enthielten reines Zirkonium, ein Metall, das in der Atomindustrie verwendet wird. Die Lieferung war für die amerikanische Atomenergiebehörde bestimmt. Das Geheimnis der sechs Kisten war unzufällig gewahrt worden, als selbst Kapitän Carlsen ihre Inhalt nicht kannte.

Überall, wo Material einer besonders hohen Temperatur beansprucht wird, etwa in den Brennelementen von Dölkensgeräten oder Raketen wird ein stabiles, glänzendes Metall benötigt.

Für die „Nautilus“

dahin be-
ode
Graphit hemmt es die Kettenreaktion in Atomreaktoren. Die Bundesrepublik war damals das einzige Land, das die technische Ausrüstung besitzt, um ein Zirkonium herzustellen.

Ein amerikanischer Atomwissenschaftler gab das Geheimnis der Ladung erst vier Jahre nach dem Untergang der „Flying Enterprise“ preis. Er es hieß, war das Metall für den Kernreaktor des ersten atomgetriebenen Unterseebootes, der „Nautilus“, bestimmt. Es lag 1954 vom Stapel.

15 000-Tonner mit 37 Mann im Bermuda-Dreieck verschwunden

h.l. New York — Das mysteriöse Bermuda-Dreieck — ein Gebiet im Atlantik, dessen Dreieckspunkte Puerto Rico, Bermuda und Norfolk sind — hat ein neues Opfer in die tödliche Meerestiefe gezogen:

Der fast 200 Meter lange Erzfrachter (15 000 t) „Sylvia L. Ossa“, der unter der Flagge Panamas fuhr, ist verschwunden. Mit ihm 37 Besatzungsmitglieder.
Die amerikanische Küsten-

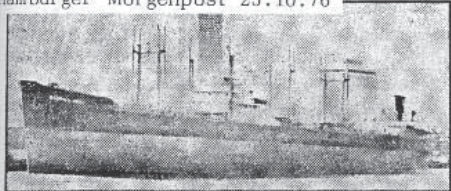
wache und andere Schiffe haben keinerlei SOS-Rufe des Erzfrachters, der auf dem Weg von Brasilien nach Philadelphia war, aufgefangen.

Als einzige Spur entdeckte die Küstenwache einen riesi-

gen Ölfleck auf dem tiefblauen Wasser, ein gekentertes Rettungsboot und einen Rettungsring mit Brandspuren.

In dem „Bermuda-Dreieck“, von Seeleuten als „Friedhof des Meeres“ gefürchtet, sind in letzten Jahrzehnten Dutzende von Schiffen und Flugzeugen und viele hundert Menschen verschwunden, ohne daß logische und natürliche Erklärungen dafür gefunden wurden.

Die „Sylvia L. Ossa“ hatte am vergangenen Mittwoch letzten Funkkontakt mit dem New Yorker Eigentümer. Ihre Position: 145 Meilen westlich von Bermuda. Zwei Tage später sollte das Schiff im Zielhafen sein.



Niemand weiß, wo der Erzfrachter „Sylvia Ossa“ geblieben ist: Zuletzt meldete sich Kapitän El Bakh am 13. Oktober um fünf Uhr morgens

Bermuda-Dreieck: Riesiges Schiff spurlos verschwunden

at Miami, 2. November

Drei Schwimmwesten — nicht benutzt. Ein Rettungsfließ — nicht aufgeblasen — das war alles, was nach tagelangem Suchen von dem Frachter „Sylvia Ossa“ entdeckt wurde. Der 180 Meter lange Erzfrachter ist vor zwei Wochen mit 37 Mann im berühmten Bermuda-Dreieck verschwunden.

Und wieder stehen die Experten vor einem Rätsel: 21 Schiffe, 16 Flugzeuge und mehr als 1000 Menschen sind in dem Teufelsdreieck zwischen Puerto Rico, Florida und den Bermudas verschollen. Eine logische Erklärung für diese Fälle gibt es nicht — auch nicht für das letzte Unglück.

● „Das Schiff ist nicht explodiert — sonst hätten wir Wrack-

teile finden müssen“, schreiben die Experten in ihrem Bericht.

● Die „Sylvia Ossa“ (15 000 Tonnen) kann auch nicht bei Sturm untergegangen sein. Sogar ein 8,50 Meter langes Segelboot erreichte im gleichen Gebiet sicher den Yachthafen.

● Das Schiff kann auch nicht auseinandergebrochen sein. In diesem Fall hätte der Kapitän Zeit für SOS-Signale gehabt. Von der „Sylvia Ossa“ kam überhaupt kein Signal.

Kapitän El Bakh, der seit Jahren Eisenerz von Rio nach Philadelphia bringt, meldete sich zuletzt am 13. Oktober um 5 Uhr morgens, 210 Kilometer westlich von Bermuda. „Einen Tag zuvor ließ er sich an unseren Computer-Rettungsdienst anschließen“, sagt Francis Eyre von der US-Küstenwache...

Geisterflotte in den Versicherungslisten umfaßt 70 Schiffe

Lloyds fällt Todesurteil für „Kiki“

Mitte Januar auf der Fahrt nach Jugoslawien spurlos verschwunden

LONDON (ap)

Mitte Januar dieses Jahres lief der in Famagusta (Zypern) beheimatete 3750-BRT-Frachter „Kiki“ von Emden nach Jugoslawien aus. Am 21. Januar meldete sich das Schiff zum letzten Male. Was danach geschah, wird vermutlich immer ein Geheimnis bleiben. Am heutigen Mittwoch wird bei der Lloyds-Versicherung in London das Todesurteil über Schiff und Besatzung gesprochen: Die „Kiki“ wird, nachdem alle Suchaktionen vergeblich blieben, auf Beschluß des Lloyds-Vorstandes offiziell als „vermißt“ geführt.

Der Eigner kann jetzt seine Versicherungsansprüche anmelden, die Ehefrauen der Besatzungsangehörigen werden nun auch amtlich Witwen. Die Eintragung in den Lloyds-Listen bedeutet, daß weder Überlebende, noch Tote, noch Wrackteile gefunden wurden, das Schiff ist einfach spurlos verschwunden.

Die „Kiki“ gehört nun zu der Geisterflotte von immerhin 70 Schiffen, die in den letzten zehn Jahren das gleiche unerklärliche Schicksal erlitten.

Es waren keineswegs nur Norfolk (Virginia) nach England klapprige „Seelenverkäufer“, land unterwegs, löste sich sondern auch Schiffe mit modernen Funk- und Navigationsgeräten, so beispielsweise der 10 000-Tonner „Milton Itriadis“, der mit einer Ladung schweren Seegang gemeldet Speiseöl von New Orleans hatte.

Von 2766 Schiffen, die in den letzten zehn Jahren vet- Standort melden sollte. Man hat nach dem Auslaufen nie wieder etwas von dem Frachter gehört. Auch die „Ithaca Island“ (7426 BRT), mit Getreide von

den letzten zehn Jahren vet- weiß man bei Lloyds, wo und wie es geschah. Bei der „Kiki“ und 69 anderen heißt es nur „vermißt“.

UFO shock and rescue in the Bermuda Triangle

by Riki Moss

Researchers on the Bahamas are investigating reports that a UFO saved a family from drowning after their boat sank in Bermuda. Bermuda-Dreieck sank. Dr Leoold Stinson reported at a symposium in Caracas/Yeoezuela* that the incident, wöfcher occurred on. 5 May 1966. ...all the signs of a reprehensible

Begegnung mit Außerirdischen trägt.



Stineon zftlërta the F-anllle, wleie öie eü4ge- sagt hot, dass daä UFO eua der See in der Höhe'stieg, g'erä gekunden; nechdem ihr 11 m langes Bgot uYe@Ing. "Un'gläublich, tie nefimen die Hilfe des Raumschiffes an önd retten eich In daö hwabgelassene Rettungööoot, day die Toeignleñ der US-Air-Force trug."

"It's oleaee.Gchlauohboot-;:eagte:8tinson, „deä em für alle mal'bewelsen könnib, da8 auRerirdöche Intelligenz+iri Im Ben 'muda-Dreieöe operleren. Oaa boat /s/ eiti type that was certainly built in the 1950s. If any of the official numbers of any aircraft, of which we know that it was lost in Bermuda DC at that time, would suggest that it had been 'stolen' and taken under the ocean.

vielleicht von Menschen, die nicht .of this world sind.'

'Stifison meinte, daß .das .die Suche ñac.fi eiriei eritsgrëchendeñ Nun'ner, infoiöë cler großer O Oen Artzailil von Flugzeugeti, .die im Bermuda- Dreieck..verschwinden, cler weeks, months odes Jehre in ens'gruch nehmen könnitë.

Below ground, the investigations are focussed on the rescued family.

"Eo emo Leuæ, who' express themselves clearly and at the same time' cooperate'," he continued. "oer. Memann and die Frau, aind both Medizinef 'aue Brasillen. They have two children, both of whom attend the college."

cz "näe or. The family was on a leisurely sailing trip through the Caribbean. They were on their way to the Bahamas when their boat took on water.

Their eigenaä rescue'boat was in aöer fñner. Part of the yachi. was blocked, but. the boat same se. echneIT, öthat öle öe could not corroborate with the animal. They reported mm that they. 6OS funkier; but inehale reckoned ö1e richer mh death."

The family weile-: .:tas UFO - gofdfar6en und eternförmig ausöehend - öchoß' ca. 7d m from the Waögär hereuö. 'zü dlöæer Zeit waren sie alle wie von Sinnen vor Anget", äü8erte sich \$2Insoci.

"But I remembered that the UFO knlsterie and öummte, ads. it öthrough the Oberfläche der See drang und sich zu ihnen moved towards. Öe sögeteri, die Raumschin came 6 - . 9 Heter to oer Ställe, .where her boat sank and lfeö dösSnhfauchboöt.derAlrföene aus seinem.Schlft8Innen down."

They thought mm: ;,aas the pöumsehiff hovered a few seconds over your head, then it disappeared at the top. The speaking kiee, but then the foml le saw to the...shauchba.ot and kfetterte on board: Shaken by their fearsome edebnis8en, they dröngled in the finetemi9. 4 of the near sea," said Mingon his.

"Their capsized boat glided noiselessly under the ocean din and a bizarre calm came over the fleeing familv. Sie lat-teten betend die Hände und warteten.

About 20 minutes apfiter the crew of elnes Sportfischer-Booteö der Behärnas öie söltwinjmande Familie In fhærn Boot una btachjö äle ans uer;"eagtä Stineon.

Sis reported the case to offi- cial authorities who bennchrichtigtön Dr Stinsonö UFO research groupö for the Bermuda-Öreieck. Carloe Garcla, em his- öenschattsreporter in Caæeas. rnö'inte, tie reactions'. among Stineona Symposlums- colleagues were divided.

"Now you can look forward to reading their reports in the newspapers, then you can evaluate the evidence," he says.

We'oMy World News", P4: 6. 1986

UN translation: Erich fimmel/UA6,

UN No - 302 J an.. / l'r bi'. .I 987

US Navy lifts a UFO out of Puget Sound

A crashed UFO that looked "like solid gold" and was found by two divers near the US coast under W5ÇSOR has mysteriously disappeared. However, suspicions are growing that the crashed flying object of extraterrestrial origin was recovered by the US Navy on a secret mission. The government is concealing the mysterious UFO crash near Seattle.

See also "Divers search for UFO" in UN No. Z92, IVtärt/Aqiril 1986, which already mentioned the crash in the USA in the introduction, with a reference to additions that have now been made. UN-Red. ¶ N No. 296. Jan. /hebr. 1°60

Das metallische, mit einer Kuppel ausgerüstete Flugobjekt wurde genau an dem gleichen Platz gefunden, wo vorher Augenzeugen berichtet haben, daß ein „glühendes UFO“ in das kalte Wasser des Puget Sound von Bellingham, Washington, gestürzt sei. Die Augenzeugen berichteten, das Welt- raumschiff sent a shower of sparks and flames at least 4 70 F-uB (22 m) high into the air and turned the water into a boiling foam.

and looking like eirie upside down undertaaae. Half covered by Gchlaizrm with elwa

It made us very nervous," he says. It was about 3.5 metres high, but we couldn't tell for sure if it was in the slime."

Burke and Welker made several more diving attempts, on x ei subsequent days. Three days later, they returned to recover the UFO. But this time they could no longer find it.

"We've had devices for hours that can locate everything on the seabed," said the researcher-visitor Sahattter Oate Goudie, who wanted to help with the recovery of the UFO. "We know exactly where the object was. It had been there for 5 months without moving. Why did it want to disappear? We heard reports that NAVY went out to recover it."

Under growing suspicion that the 'en- tagon arranged the recovery, government officials denied any knowledge of the UFO and refused to comment. "I don't know whether we have the object or not," explained a high-ranking NAVY officer in Yadrington, D.C. "If it were so, it would be a secret matter. It could also be a military device."

Bnice Maçcavee, Phyalcker from the Verteldl- gungs-Hfnstedum said: "Oaa uritertas- oenförmig object could em AocAgradiger UFO-Beu/ein pure, but would never come to the OttentntMkeit" "PuBet Sound Is fully loaded with N8wy-Ausr- rüatungen," said Dr hiacaavee the "Weekly World News. "tch deme, if the Navy recovered the object, they could have done it without anyone noticing. My opinion was that there was something there and it just 'disappeared'. But if the NAVY has it, it's because 3 lch can't force it, daa UFO to be released'.

"Wee'My World jews". 90. 4. 198s
LTN-Obar\$atzung: Erich fimmel/USA



A few weeks later, the divers named John WalAer and Richard Bu/1'e from SeeltHø made three dives at the same place where the UFO landed in 8 water.

stürzte. Beide berichteten, daß sie ein großes, kuppelförmiges Objekt fanden, goldfarben und 60 m tief unter Wasser halb im Schlamm steckend. Trotz seines gespenstischen Aussehens in den turbulenten und schlammigen Tiefen, verleitete das versunkene Objekt Burke zu aufgeregten Schreien. „Mann! Ich stehe auf dem UFO“, schrie er durch seinen Helm-Sprechfunk. „Es ist verdammt groß“. Burke beschrieb das Objekt als etwa 6 m im Durchmesser

Was it really a flying disc accident? If so, was the crew able to repair their flying disc themselves and fly away again? Or did another flying disc carry out a rescue or recovery? We cannot believe in a rescue by the US NAVY! The Third Power simply could not have allowed that, if only because of the secrecy of flight!

Biskaya-

Von HANS ILG-MOSER

ichtigsten
en Brest
tötet sein
ltinger Öri-
che Strö-
tunde ein

Mittendrin: der italienische Frachter „Tito Campanella“ mit 25 Männern an Bord.

In Brest versuchen die Funker der französischen Marine-Präfektur seit Stunden verzweifelt mit dem 13 000-Tonnen-Frachter in Kontakt zu kommen.

Doch die „Tito Campanella“ meldet sich nicht mehr...

Am nächsten Morgen, als der Orkan abgeflaut, die Sicht besser geworden ist, steigen Suchflugzeuge der französischen Marine auf. Sie sollen das Schiff orten und feststellen, was mit ihm geschehen ist.

„Nackte Angst“

Die Piloten fliegen die Route des Frachters nach, halten nach Trümmern, Rettungsbooten und Ölflößen Ausschau – ohne Erfolg: Die „Tito Campanella“ bleibt verschwunden, hat sich spurlos aufgelöst...

Das war am 19. Januar 1984. Wieder einmal hat das Schicksal im Atlantik zugeschlagen – im tödlichen Biskaya-Dreieck!

Die Schreckensnachrichten reißen nicht ab:

● Der Panama-Frachter „Radiant Med“ wird in der Biskaya wie ein Streichholz geknickt, säuft ab. 17 Seeleute sterben. Das Wrack wird Tage später an die gefährlichen Klippen südlich von Brest geworfen.

● 13 Tage später sinkt aus bisher ungeklärter Ursache der ebenfalls in Panama registrierte Frachter „Midnight Sun“ – acht Menschen ertrinken.

● 30 Seeleute sterben, als der 32 000-Tonnen-Frachter „Marina de Equa“ bei einem Orkan auseinanderbricht und in wenigen Minuten sinkt. Die Besatzung hatte noch nicht einmal Zeit, einen Notruf zu funken...

Die Liste des Schreckens, des Todes, läßt sich beliebig verlängern.

Die Biskaya – ein neues, unheimliches „Bermuda-Dreieck“?

„Wir haben nackte Angst vor diesem verfluchten Stück Atlantik“, sagt ein Besatzungsmitglied des englischen Luxusliners „World Renaissance“. Die Männer des 22 000-Tonnens haben sich jetzt geweigert, das „englische Traumschiff“ von Plymouth nach Lis-

sabon zu fahren. „Die Biskaya ist uns zu unheimlich geworden, da machen wir nicht mehr mit!“

Die englische Reederei mußte die 150 Kreuzfahrt-Passagiere mit dem Flugzeug nach Lissabon bringen, die „World Renaissance“ wurde von einer eilends angeheuertem Not-Crew nach Lissabon überführt – unter weiträumiger Umgehung der Biskaya.

Liegt auf der Biskaya ein tödlicher Fluch?

„Ich habe Angst vor diesem Trip“, schrieb der 2. Offizier der „Tito Campanella“, Marco Incorvaia, an seine Mutter in Neapel, kurz bevor er mit seinem Frachter in Malmö auslief.

Marco Incorvaia und 24 seiner Kameraden sind mit ihrem Schiff verschwunden...

Immer mehr Seeleute fragen sich: Wer wird der nächste sein? Wen von uns trifft's?

Über 50 Schiffe sind in den letzten zehn Jahren in der Biskaya gesunken, mehr als 150 Menschen fanden zwischen Brest, La Rochelle, Santander und La Coruna ihr Seemannsgrab.

Modernste Radar- und Funkanlagen, Wetterberichte vom Satelliten, Superschiffe mit neuester Technologie – die Biskaya kümmert sich nicht darum, sie holt ihre Opfer, wann immer sie will.



Schlechtes Gefühl vor dem letzten Trip: 2. Offizier Marco Incorvaia (oben) und Maschinist Tomis Baus (unten)



Aberglaube . . . ?

Capitano Juan Rudilos von der Küstenwache Santander (Spanien): „Die Biskaya ist das tödlichste Wetterloch der Welt, wie ein Waschkesel, der von allen Seiten beheizt wird.“

ezf#hfene/Seeruazzn vom Verclanó fi'ez not so recht erlc'lären, wunun co. many ships vezirdcen. spurlos versch./Inflen.

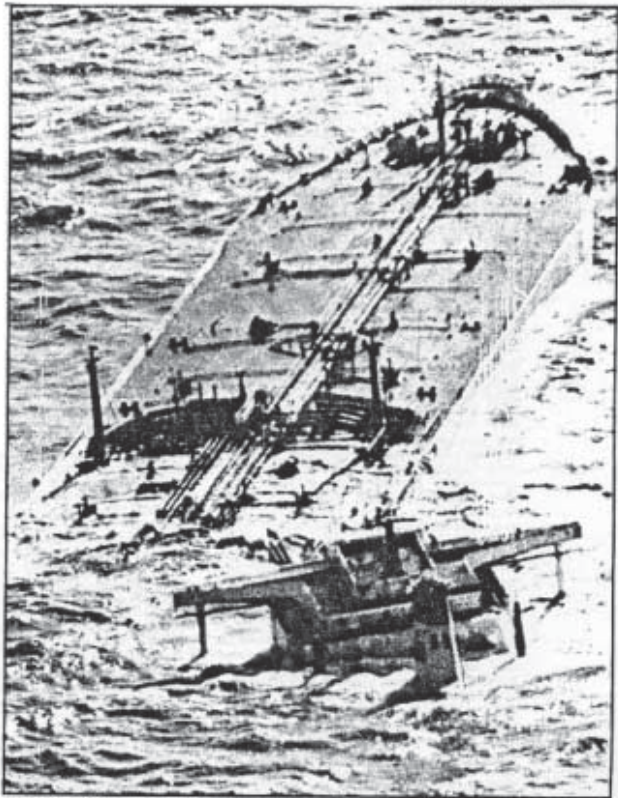
Aberglaube, Angst vor den Naturgewalten, vor Überirdischem?

The seamen *iüd .site agree: On the Biskayu

Todesdreieck im Atlantik

Auf geheimnis-
volle Weise
verschwinden
immer mehr
Schiffe vor der
französischen
Westküste

Seite 78 BILD am SONNTAG, 19. Februar 1964



Ein brodelndes, kochendes Wasserinferno: Viele Superschiffe sind in den letzten Jahren scheinbar grundlos in der Biskaya versunken

Not all of these shipwrecks can be linked to our topic! The vast majority are due to conventional causes.

Wherever unexplained shipwrecks occur more frequently, they are referred to as new triangles.

Why, to distract? To localise what is actually happening worldwide?

NASA-Physiker entdeckt

UFO base vor the Florida coast

From Frank Nalson

BEWEISE DEUTEN DARAUF HIN, DASS DAS VERSCHWINDEN VON MEHR ALS 120 SCHIFFEN UND FLUGZEUGEN IM GEHEIMNISSVOLLEN „BERMUDA-DREIECK“ AUF FLIEGENDE UNTERTASSEN ZURÜCKZUFÜHREN IST.

Unidentifizierte fliegende Objekte benutzen eine abgelegene Bahama-Insel als Basis für die Überwachung der US-Raumflüge und als Ausgangspunkt, um menschliche „Musterexemplare“ von der Erde wegzuholen.

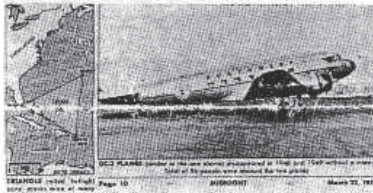
Dr. Jonathan Wright, NASA-Physiker, enthüllte die So exciting Nactir lcht last week in his hotel in Nassau



(Hauptstadt der Bahamas, D. O.), nachdem er von einer dreiwöchigen Forschungs-Kreuzfahrt durch die abgelegene Inselwelt zurückgekehrt war.

„Es besteht kein Zweifel darüber“, sagte Dr. Wright, „wir haben eindeutige Beweise dafür, daß UFOs regelmäßig auf einer winzigen Insel landen, ungefähr 50 Meilen von Grand Cayman entfernt.“

Dr. Jonathan Wright ist überzeugt, eine UFO-Basis auf den Bahamas gefunden zu haben.



Die „Dreieck“ genannte „unheimliche Zone“ umreißt das Gebiet vieler merkwürdiger „Verluste“ DC-3-Flugzeuge (wie das oben abgebildete) verschwanden spurlos 1948 und 1949. Insgesamt 56 Passagiere waren an Bord der beiden Flugzeuge.

Zahlreiche Boote, die in dieses Gebiet segelten, verschwanden auf unerklärliche Weise.

Dr. Wright ist der Leiter einer besonders vorrangigen UFO-Forschungsabteilung der NASA. Er war auch Mitarbeiter der UFO-Studie, welche vor 2 Jahren von der Universität von Colorado für die Air-Force durchgeführt wurde.

Das NASA-Team wurde kurz vor Weihnachten auf die Bahamas beordert, als wieder einmal zwei Schiffe und ein Flugzeug auf rätselhafte Weise verschwanden; in einem Gebiet, welches „das Bermuda-Dreieck“ genannt wird.

Mehr als 120 Schiffe und Flugzeuge sind bis jetzt in dem Dreieck zwischen Bermuda, Miami und den Bahamas spurlos verschwunden.

„Jahrelang verwunderten wir uns darüber, was sich in dieser Gegend abspielte“, sagte Dr. Wright. „Im Kontrollzentrum von Kap Kennedy empfangen wir zu den Startzeiten immer wieder seltsame elektronische Signale. Unsere Instrumente zeigten an, daß sie aus diesem Gebiet stammten.“

Es gab dann auch dieses „berühmte“ Verschwinden von Flugzeugen und Schiffen in diesem Dreieck. Und insbesondere lagen uns von einigen dieser Inseln verschiedene Berichte

und das Flugzeug verschwanden, entschlossen wir uns, der Sache nachzugehen“ fuhr er fort. „Mit einem kleinen Boot, bestückt mit elektronischem Gerät, fuhren wir zu einer der kleinen Inseln und warteten ab.“

After twelve weeks, Dr Wright reported that a Forscherteam three glänzerdo circular Objekte sichtete, die in nicht allzu großer Entfernung am Horizont niedergingen.

Eine Woche später stiegen sie dann wieder auf und verschwanden im Nachthimmel. Dr. Wright fuhr mit seinem kleinen Boot näher heran, um besser beobachten zu können; und zwei Wochen später landeten die drei Objekte von neuem.

„Diesmal waren wir sehr nahe“, führte er aus, „wir konnten zwei kleine Fenster an dem sehr kleinen Fahrzeug sehen. Die UFOs selbst hatten die Form von Thunfisch-Konservenbüchsen und schweben und aelwerfs fliegen.“

Dr. Wright beriet die Mannschaft an dem fremdartigen Maschinen, aber er möchte nicht darüber stehen.

„Ich nenne an, daß eines Tages der vollständige Bericht veröffentlicht wird“, sagte er, „aber jetzt noch nicht. Alles was ich sagen kann: Als wir den Objekten sehr nahe waren, stiegen diese mit unglaublicher Geschwindigkeit auf und schossen himmelwärts in Richtung Bermuda.“

Dr. Wright sagt, daß ein bestimmter Zusammenhang besteht zwischen den in Kap Kennedy empfangenen mysteriösen Radiosignalen und dem Verschwinden von kleinen Flugzeugen und Luxusyachten im Bermuda-Dreieck.

Die NASA läßt nicht sehr viel über die Radiosignale verlauten, aber jedermann kann von den spurlos verschwundenen Flugzeugen und Booten lesen, die alle im Monat Dezember in verschiedenen Jahren verlorengingen.

Am 5. Dezember 1945 starteten sechs Marine-Flugzeuge von Fort Lauderdale und verschwanden spurlos. Ein Mitchell-Bomber mit 13 Mann Besatzung, der sie suchen sollte, verschwand ebenfalls nach dem Funkspruch, daß er die Orientierung verloren habe.

Die Marine entsandte einen Flugzeugträger in dieses Gebiet und 50 Flugzeuge suchten nach Überresten der verlorengegangenen Maschinen, aber sie fanden nichts — nicht einmal einen Ölfleck.

Im Dezember 1948 verschwand im Gebiet des „Dreiecks“ eine DC-3 mit 32 Passagieren an Bord, und im Dezember 1949 verschwand spurlos eine weitere DC-3 mit 24 Menschen an Bord. Von keinem der beiden Flugzeuge wurde auch nur ein einziges Wrackteil gefunden.

Im Dezember 1957 verschwand eine Regatta-Yacht südlich von Bermuda.

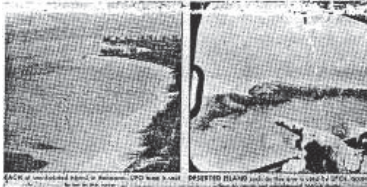
Im Dezember 1963 verschwand eine weitere DC-3 zwischen San Juan und Miami.

1957 spurlos ein Kalifboot genau

Segelboote und ein Sportflugzeug.

Dutzende von Suchflugzeugen fanden auch nicht eine Spur in dem genau bestimmten Gebiet, aus dem die Bootskapitäne und der Pilot ihre letzten Funksprüche durchgaben.

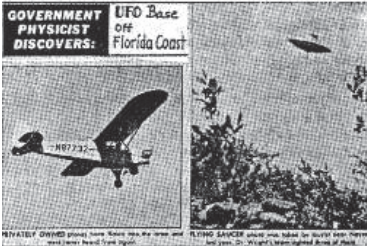
Sehr merkwürdig ist, daß alle UFO-Sichtungen auf den Bahamas immer im Monat Dezember gemacht wurden!



Der Strand einer unbewohnten Bahama-Insel. In diesem Gebiet soll sich eine UFO-Basis befinden.

Eine unbewohnte Insel wie diese wird nach einer bis jetzt noch nicht freigegebenen NASA-Untersuchung von UFOs benutzt.

Kap Kennedy liegt nahe genug der UFO-Basis, um genau beobachtet werden zu können.



Von Privatflugzeugen, die in dieses Gebiet fliegen, hat man nie mehr etwas gehört. Fliegende Untertasse. Dieses Foto wurde letztes Jahr von einem Touristen in der Nähe von Vassau aufgenommen. Dr. Wright und sein Team sichteten drei UFOs.

Die Zeitschrift MIDNIGHT konnte einen Eingeborenen der Insel Grand Cayman ausfindig machen, der in der Nacht, als das Sportflugzeug verschwand, ein helles Licht sah, das am Horizont niederging.

„Erst sah das Licht wie ein sehr heller Stern aus“ sagte er, „aber dann fing es an, sich hin und her zu bewegen und stieg immer weiter herab. Es blieb ungefähr 15 Minuten lang genau über dem Horizont stehen — dann verschwand es.“

ch hielt weiterhin Ausschau, und eine halbe Stunde später erschien es wieder, viel näher und heller. Dann stieg es plötzlich senkrecht hoch und entschwand.“

Dr. Wright kommt zu der Folgerung, daß „extraterrestrische Wesen“ aus dem Weltraum geschlossen haben, die Erdbewohner von einem sicheren Ort aus zu beobachten, der zudem

ganz in dir N6he elnee der wldutgeten Y/I*sen-
Wä Ersn'4'm T'fegt.

„Die Bahamas sind geradezu ideal hierfür“, *ipi nr.' Wright "weil dick 'Weeen Kartennedy boobs&it-n und auf ele4c1ionB&iaiii Weq-wHeo mINar/o n cönnen, wae aofi gegWieht Galöztöztlg kdnnen sie glii-uöa' \$4unterexaniplare- wn. of the earth. hoTgn. Indom ale Ffngzszge a'8 kTeine 8oote kape dTg ut@.Tn öag'0e-blet des /Drele 'e' cegem

Nun haben sie das eigenartige Geheimnis um das Bermuda-Dreieck einmal geschaffen — und the' lsi hiir.'cie 'ten'.9r'o&sm we'it...

Sie können weiterhin im Dezember vereinzelt Schiffe und Flugzeuge rauben, und sie sorgen dafür, daß es dann so aussieht, als ob ein unbekanntes Naturphänomen die Ursache sei, damit sich die Menschen nicht ängstigen.

Die Leute werden eben sagen: „Ach ja, im Bermuda-Dreieck ist wieder ein Flugzeug 'unter

„Meine persönliche Meinung ist, daß ein großes Mutterschiff — oder UFO — in einigen hundert Meilen Höhe über dem „Dreieck“ schwebt und alles beobachtet, was hier vorgeht. Wenn because -in Mondlu'g odar eoazt etwaa ron lfflor-et"+ a 6 tefa..."-<híoa.e ala ki-man E/"unduoqs-UFOe'I+efürner.

D-a Ylnd aofdi-, ale str ele on. the. Ineef eahen, und aufgrund dessen, was sie da machen. Icbnneu wlr eagen, dae ele vnsaro ue "a-start vom 25. Januar überwachen.

Sie sind bei dem ganzen Unternehmen sehr vor-el'fldg,' fia, ale n-llen aje die. Me'nedwW -o dai fifde nichi In Psnle' vardst m 8lt fiöaböctbfin i-aiiioi -im "im new iiiiid "i e,e,rit, u "isi rid-Pr-qr--ni,"i'nd neflMsn only efm'obce tmf

D- Wr'l8ht mödite 'l'alne: dete lllüirte. AtU/saga. darüber machen, wie er sich das Verschwinden DON. Solff=N and flight eyes döntk, but he defi@t die M6g Tichkelt sñ. Ya0 the 'rieelge UFO- Ruthr80hiff.zuf Erdoberflüge her'öbomrnt und In d-r at ganze Yacht9n.:aua derñ Waseer h'ebt, Od@y nziöen eine kfeinan Flngzsvg lies here and it in the air.kaperL-

n8lS eefien- fghrt ai fozf, .a- -Wge. dörrle jem nen Argwohn erwecken, da kleine Flugzeuge und Boote immer wieder verschwinden. Die Menschen beunruhigen sich nicht so sehr, nur weil sich ein paar Leute scheinbar Gedanken d-rtlber wn'l*o.r., anri they relatar uann.mli jet-n-m #%oo ed c. ougöut ,c thslgen Das gehört schließlich zu den Risiken des Se-gsline eiler Fliegens.

Aber diese Leute sind für die Weltraumwesen ideale „Studienobjekte“. Es sind in der Regel g-n- i-1-11111-1-1. ts- saen, o-waist- e, a - d'lotende Psaenllchcaiten aea 6ltenjllai-n -za-

„Eines kann ich Ihnen sagen“, schloß Dr. Wright „Ich fahre nie wieder mit einem kleinen Boot zu dieser Insel zurück, und ich werde nie mehr das Bermuda-Dreieck überfliegen.“

„MIDNIGHT“ v. 22. 3. 1971 — Übers.: Dipl.-Hdl. W. Bühler 'ffFO-Naclw. ' , Nt, 1,7 z, 11.1971

UFOs über dem

Von William Gryzik

Die große „Untertassen-Jagd“ des Jahres 1960 über dem Michigan-See ging planmäßig im Oktober zu Ende. Sie wurde von vielen Augenzeugenberichten umrahmt, wonach viele Unbekannte Fliegende Objekte sowohl im Michigan-See, nordöstlich von Chicago, als auch in der Bucht von Guantanamo (Stützpunkt der US-Marine) auf Kuba gelandet sind.

„Raumschiffe, allgemein „Fliegende Untertassen“ genannt, benutzen die Tiefen der Gewässer als Treffpunkte,“ erklärte der Chicagoer Patentingenieur und Weltraum-Enthusiast Radiokommentator John Otto.

Eine Gruppe von 75 Mitgliedern der „Great Lakes Identified Flying Objects Association“ fuhr mit elektronischer Spezialausrüstung an Bord von Fischerbooten von Waukegan aus hinaus auf den See, um ernsthaft Kontakt aufzunehmen. Diese von Normann Jack Maynard aus Waukegan geführte Gruppe wurde durch den Obermaat Charles V. Dillon von der Marineschule der Großen Seen begleitet.

Dillon, ein „Achtzehnder“ der Marine, hatte dieses Phänomen während seiner Dienstzeit in Kuba beobachtet und zum ersten Mal öffentlich bei einer Zusammenkunft der Forschungsgruppe Maynard in Waukegan darüber gesprochen.

Am 11. Juli 1968, 11 Uhr, wurde ein Objekt beobachtet, das sich der Stelle weit genug entfernte, um zwei Augen zu sehen. Er wies seine Anzeichen der Stelle an.

Das Objekt war eine Kugel, die sich in einem Berghang bemerkte. Sie schien sich der Stelle weit genug zu entfernen, um zwei Augen zu sehen. Er wies seine Anzeichen der Stelle an.

Dillon sagte, er habe den Eindruck, daß der Bodeneindruck durch das Objekt verändert wurde. „Ich glaube, daß es von sonstwo her kam. Woher? Ich weiß es nicht. Das Universum ist riesig, ich meine, es könnte überall sein.“

Maynard behauptete, er habe sich sicher sein können, daß er seit sechs Jahren UFOs über dem Michigan-See beobachtet habe.

„Am Heiligen Abend 1954 sah ich ein Objekt aus dem See heraus aufsteigen und im Raum verschwinden. Ich sah es so klar, daß ich sogar den Sprühregen erkennen konnte,“ berichtete er der UFO-Studiengruppe. „Meine letzte Sichtung hatte ich vor einigen Wochen, als ich die Zollstraße entlang fuhr und ein sehr großes, zigarrenförmiges Fahrzeug — man konnte es nicht übersehen.“

Über die Ergebnisse der „Untertassen-Jagd“ wurde nichts bekanntgegeben. Zwei Versuche, brieflich mit dieser Studiengruppe Kontakt aufzunehmen, blieben erfolglos.

In über 100 Fällen gab es viele Meldungen man in den See stürzen jedoch Ölflecke oder und was noch merkwürdiger.

Am 13. & B auf 190g: 'suehlen all Hubachzau- bre dir Harntlüeger-Station, Gienviöör and em Küstenflucht-Kuttsr, die 'narität', in der Dämmerung den Michigan-See vor der Küste von West-Universität gemeldet hatte, er habe etwas beobachtet, was wie Leuchtsignale aussah. Auch habe er eine Explosion auf dem See gehört. Hühzji Flit, rü ü a xutter fände i for the bezeichnung 'Gzber ober nur ein K'eing Fischerboot und einen Tanker der „Sinclair Oil Co.“, bei denen aber alles in Ordnung war in cancer. todern. Y'-ll, aim zL üprß 19at; zbeado, was yen. vtelen &inxeöohniro Cnt-cagos eine glühende, flammende Kugel beobachtet, die anscheinend im Michigan-See verschwand. Man glaubt, es sei ein großer Meteor gewesen. Doch zu gleicher Zeit wurde in einem Gebiet von drei Staaten eine starke Stoßwelle wahrgenommen. War es ein Flugzeugabsturz? Ein Meteor? Fachleute gerieten durch eine rätselhafte Stoßwelle aus der Fassung, die in verschiedenen Teilen des Mittelwestens, darunter Illinois, Kentucky und Ohio verspürte.

Die unerklärliche Explosion gegen 19.30 Uhr war besonders stark in der äußersten Südostseite Chicagos und wurde durch einen spürbaren Luftdruckanstieg für einen Moment spürbar. Die Explosion wurde von den Beobachtern als ein Geräusch beschrieben, das wie ein Knallen klang.

Sergeant W. M. Kacak von der Polizei in Chicago erklärte, daß er während der Explosion in seinem Stuhl gehauen wurde. Zahlreiche Einwohner meldeten ratternde Fenster und andere, wahrscheinliche Effekte der Stoßwelle.

Einem unbestätigten Gerücht zufolge soll der Stoß durch das Auskippen von Schlacke in den Michigan-See in der Nähe der Industriegebiete von Indisrie verursacht worden sein. Leitende Männer der Ölraffinerie erklärten, daß die Luftwaffe vor der Ansicht der Stoßwelle auf dem See getört wurde, weil die Stoßwelle als die Effekte der Stoßwelle wahrgenommen wurden.

Eine Meldung, datiert vom 25. Juni 1963, daß ein Flugzeug auf dem Michigan-See notgelandet sei, erwies sich als falsch.

Eine andere Meldung, datiert vom 25. Juni 1963, daß ein Flugzeug auf dem Michigan-See notgelandet sei, erwies sich als falsch.

The Ala braefite tie Poizei, äie „Feugrw.ehr solie die Msrloe urid do'n üstnaöiuti-euzn Einsatz.“ Es wurde berichtet, daß ein Flugzeug in der Nähe von Chicago abgestürzt sei.

Walter (61) aus West Jarvis bei der Polizeizentrale anrief und meldete, er habe aus seiner im 3. Stock gelegenen Wohnung mit dem Fernglas ein Flugzeug beobachtet, das in der Nähe des Sees abgestürzt sei.

Vier Polizeiboote, drei Küstenschutz-Kutter und ein Fischerboot waren in der Nähe des Sees aufgestellt, um das Objekt zu untersuchen.

Ich, dāB' s'Oi' 'dlviii' Griippe' auf8et8st is. Rr'mēinle,ñ babe aicff' iø cine i Bntfernuņ fast:
v.o n nifeirrečo Ki löiñfern v'or dir Kl't'ele

fanden aber nicht einmal einen Ölfleck. Daraufhin wurde die Suche eingestellt.

Weder von der Flugsicherung der Flughäfen O'Hara und Meigs Field noch von den militärischen Stellen in Glenview und Bunker Hill A. F. B. in Peru, Indiana, wurden Flugzeuge als vermißt gemeldet.

Viele Chicagoer Einwohner wurden in den letzten Jahren durch zahlreiche sogenannte „Schallmauer-Knalle“ erschreckt. Einige davon waren durch Flugzeuge verursacht worden, andere blieben ungelöste Rätsel. Der „rote Schein“, der manchmal im südlichen Teil Chicagos beobachtet wird, wird mit „Reflexionen des Stahlwerkes in Gary, Indiana“, wegerklärt. Rätselhaft bleiben auch die „blauen Blitze“, die hauptsächlich in den Wintermonaten gesehen werden. Sie scheinen aus der Gegend südlich von Chicago zu kommen. Erwecken Chicago und seine Umgebung, einschließlich des Michigan-Sees, etwa eine besondere Neugier der UFOs?

„Saucers, Space and Science“, Nr. 34/1964.
Übers. Manfred Landeck.

UFO breaks through polar ice

German translation from the magazine 'People', Australia, 27 May 1985:

Many naval experts are convinced **that UFOs operate from bases located deep below the surface of the sea**. This theory received a huge boost during the US Navy's Operation Deep Freeze in the Antarctic. Crew members aboard an icebreaker in Admiralty Bay were astonished to see a huge, silvery craft break through the thick ice and then speed off into the night sky. According to the logbook, the ice that tore the bullet-shaped object apart was at least 12 metres thick. Huge blocks of frozen seawater were thrown high into the air and cascaded down around the exit hole - where the sea was boiling and spewing steam. This **incident was just one of hundreds that have occurred** between ships and UFOs in the last 40 years. So many saucers appeared over the seas around Australia that in 1966 the US Navy sent Professor McDonald here to study them. His discoveries, of 'drifting reefs' and glowing balls of light observed submerging in the Bass Strait (between Australia and the island of Tasmania), were never released to the public. But this overwhelming evidence shows that something strange is going on beneath Australia's seas. Many sea captains and their officers have reported seeing gigantic, seemingly 'alien' craft near their ships.

A typical witness was Captain Julian Ardanza of the Argentinian ship **Naviero**. Whilst cruising off the Brazilian coast, he and his crew saw a 'huge glowing cigar' on the starboard side. 'It made no noise and there was no sign of a sea ear'

UFO SMASHES THROUGH POLAR ICE

MANY NAVAL experts are convinced that UFOs operate from bases deep beneath the ocean.

The theory received a dramatic boost during the US Navy's Operation Deep Freeze in the Antarctic.

While crew-members aboard an icebreaker in Admiralty Bay watched amazed, an immense silvery craft smashed upward through thick ice and hurtled into the night sky.

According to the ship's log, the ice through which the bullet-shaped object sliced was at least 12m thick.

Huge blocks of frozen seawater, hurled high into the air, came cascading down around the exit hole, in which the ocean boiled and spouted steam.

This encounter was only one of hundreds reported between ships and UFOs in the past 40 years.

So many saucers have appeared above seas around Australia that in 1966 the US Navy sent a Professor McDonald here to study them. His findings, about "floating reefs" and glowing globes of light seen plunging into Bass Strait, have never been publicly released.

But the sheer weight of evidence suggests that something very strange is going on beneath Australia's oceans. Many sea captains and their officers have reported seeing gigantic, seemingly alien craft near their ships.

● A typical witness was Captain Julian Ardanza of the Argentine ship Naviero. While sailing off the Brazilian coast, he and his crew saw a "huge, glowing cigar" on the starboard side.

"It made no noise and there was no sign of periscope.

UFO ATTACKS SOVIET SHIP IN THE ARCTIC

Soviet icebreaker is fooled by UFO

A Soviet . Icebreaker cruising in the Kara Sea located a bizarre object with sonar.

By William Schandler:

The crew of a Soviet icebreaker played cat and mouse for 72 hours with a mysterious underwater object, which was later described by a reliable East German source as being the **size of a football pitch**.

The exciting encounter began when the Soviets located the object - reportedly a black disc surrounded by flashing red lights - on radar in the Kara Sea. According to the report, the object did not respond to the Soviet radio message designed to force it to the surface. It has been officially confirmed that depth charges, which are occasionally used to break up thick ice floes, **were thrown at the disc without success**. It is said that at least one Soviet sailor was washed overboard when the object crashed through the polar ice and disappeared into space. The East German informants also said that the icebreaker received damage on the surface from huge chunks of ice falling from the disc as it shot into the sky.

'I believe the object hovered over the ship for 20 minutes after it rose from the sea,' said one informant, who asked to remain anonymous. 'It was described as glowing black, like onyx, with flashing red lights around the edges. Strangely, nothing was said about whether it made any noise, though it appears to be an object the size of which suggests this.

The informant said that Soviet fighter pilots taking off from a Siberian base failed to intercept the object, which travelled first north, then south and suddenly disappeared into space. Soviet military spokesmen have angrily denied that any such encounter took place. The Kremlin bosses added that the icebreaker may have had 'an encounter with a pod of sperm whales'.

But a Swedish amateur radio operator, Lars Gundersonn, told the press that he heard the Soviet pilots talking about the object during the chase. 'They said they were after a flying disc,' Gundersonn said. 'One of them said it was as big as a football pitch. Another said, 'Don't shoot. We don't want to hurt you'.

The sighting of the object followed a year of unprecedented UFO activity in and around the Kara Sea.

Asked to explain the alleged Soviet encounter, French UFO researcher André Poinot said: 'There are reasons to believe that something is going on there'.

Now UFO researchers are speculating about what the UFO did there. Some believe aliens from outer space collected samples of terrestrial underwater life in the cold waters of the Arctic Circle (nice nonsense; note HUGIN). Others believe the UFO may have hidden under the ocean to make some makeshift repairs. # End of report.

In our opinion, the same chess moves and battles with the Soviets are taking place here in the northern Arctic Ocean (Kola Peninsula, Barents Sea, Novaya Zemlya, Kara Sea) as with the Americans in the Bermuda Triangle. One should also remember the explosive destruction of the military installations on Kola in 1984 (see the red HUGIN publication: 'World Bolshevism'). Furthermore, it is not impossible that on the part of the UFOs/USOs

there is also an underwater base here that the Soviets are trying to track down and destroy. If so, it is an endeavour that will remain fruitless.

UFO ATTACKS SOVIET SHIP IN ARCTIC

WEEKLY WORLD NEWS YOUR LUCKY NUMBERS! Top psychic's horoscope guide to riches & romance

MIND-BOGGLING MYSTERY IN THE ARCTIC CIRCLE

Soviet icebreaker matches wits with UFO

72-hour standoff ends when starship crashes through polar ice cap!

Deutsche Übersetzung auf der nächsten Seite:

WEEKLY WORLD NEWS September 18, 1986 \$ 47

I SAW A PHANTOM U-BOAT

From the Norwegian illustrated weekly magazine 'Vi Menn', No. 3, 1986, translated into German by Olaf Braun, Norway:

Time and time again, unknown submarines are reported in our waters. But they disappear without a trace. Spy submarines of a foreign power? Not always. The American Navy has admitted that there are phantom submarines. These USOs are the sea's answer to UFOs.

Submarine hunts in Norwegian and Swedish waters end as usual. The intruders disappear without being identified.

The official story is that the unknown underwater vehicles that haunt Scandinavian waters year after year belong to a foreign power. What they actually are, who they belong to, who is manning them and why they operate in secret is a global mystery.

The fact that the oceans and coastal waters are visited by USOs was a well-kept secret until 1962. But then the US Navy's secret service, ONR, was forced to admit their existence.

The world's naval forces are powerless against these mysterious invaders and have so far only managed to confirm their fantastic properties. They appear unexpectedly in shallow waters.

They resist anti-ship mines and anti-submarine missiles. They can rise from the water and fly away at rocket speed,

to disappear into space within a few minutes.

The Swedish journalist Jan-Ove Sundberg, who is writing a book about these mysteries, has collected unique material about these mysterious submarines, which VI MENN is publishing here for the first time in Norway:

On 27 January 1962, a US Navy icebreaker was in the waters of Admiralty Bay in the Antarctic. It was part of a fleet carrying out **clandestine military operations**. Suddenly a rumbling noise was heard from the ice. The next moment 'something' shot out of the sea. Through seven metres of thick ice. A shiny silver vehicle about ten metres long, resembling a submarine, rose 'to the clouds' and disappeared at dizzying speed. Enormous blocks of ice were thrown far and wide and water cascaded 30 metres high from the hole. A scientist on the icebreaker, Rubens Villela from Rio de Janeiro, leaked the news to the mass media in Brazil. And when American journalists took up the matter and presented it to the navy, the latter had to admit that there was a type of unknown underwater craft, so-called USOs or phantom submarines. This revelation was not a sensation in South America, where phantom submarines had been visiting since the 1950s. Just after midnight in July 1952, the crew of the Brazilian cargo ship '**Naviero**' outside El Salvador got the shock of their lives. A self-luminous vessel resembling a submarine emerged from the storm-lashed sea and set out on a collision course. It was at least 30 metres long, glowed blue-white in the darkness and looked menacing. 'Naviero' swung the engines astern. But the phantom submarine suddenly increased speed, swerved and disappeared like a rocket over the foaming waves. In February 1957, the crew of an Argentinian patrol boat saw a giant glass-domed craft glide into the Rio de la Plata. Two hunters (no doubt meaning hunting boats) blocked the outlet. Helicopters equipped with hydrophones searched. And five corvettes simultaneously began dropping anti-ship mines into the bay. The hunt lasted five days. Several contacts were recorded. Since then, the submarine had disappeared without anyone knowing how. When the Antarctic event became known, another sensation leaked out: 'Captain Nemo has been resurrected,' joked a retired American naval officer in an interview with the New York Times. 'I myself saw a phantom submarine in the North Atlantic. We were near Greenland, on a submarine-hunting exercise, when it appeared. The episode happened during the Second World War. And believing it was a submarine

Nazi Germany, the captain of the fighter gave the order to open fire. The Phantom submarine, which had a glass-like superstructure with a very fast-rotating periscope, was hit by several volleys. But it was still undamaged. As the bombardment continued, it dived away vertically and disappeared into the depths.

In the 1960s, submarines began to operate in the Baltic Sea. Fruitless hunts for them replaced each other. At the same time, the Swedish navy registered an increase in collisions between trawlers and 'something' in an underwater position.

On 23 June 1968, the Norwegian tanker '**Texaco Bogota**' sailed from Norrköping; a 19,000 tonne vessel that had unloaded petrol. The port of destination was England. The following morning, the tanker passed Kapelludden on Öland. Suddenly it was rocked by a muffled explosion. Two port tanks were blown up and a large part of the side was torn open. The ship began to burn. The captain and crew were rescued in dramatic circumstances. But one man perished in the sea of flames. The ship was towed to the naval dockyard in Karlskrona, where divers examined the hull. There was never an explanation for what was found there. Under the

The damage caused by the explosion was two mysterious holes, 15 cm in diameter and triangular, with the tip pointing upwards. But the most sensational thing was that the edges of the two holes were bent inwards. There were many theories. Self-ignition, torpedoing, mine detonation and grounding. But after a thorough examination of the explosion damage, experts were able to drop all these theories. The only theory was that an underwater object could have caused the damage. And it must have hit the 'Texaco Bogota' with tremendous force. A month later, the Japanese tanker 'Yoho Maru' left the Persian Gulf carrying oil for Japan. Suddenly the crew noticed a tremor in the hull. The 88,000 tonne vessel then began to vibrate. Investigations showed that 11,000 tonnes of oil had flooded out through a huge hole in the centre tanks just below the waterline. (Someone is mistaken here. The centre tanks are in the middle of the ship, seen lengthways. They can only be reached from below. This refers - according to the photo - to the side tanks, starboard, approximately amidships; note Olaf Braun). Four months later, the Japanese classification society issued a sensational statement: An unidentified underwater object collided with the hull of the ship. It tore open a hole that was 16 metres long, 3 metres high at the leading edge and 7 metres high at the trailing edge.

In Swedish waters, one submarine hunt follows another. The geographical proximity of the Eastern Bloc and the fact that there are spy submarines in the Baltic Sea does not, of course, rule out the possibility that one or other foreign submarine belongs to a foreign power. But according to the 'unwritten law' of these submarines, they always leave Swedish waters when they are discovered. The phantom submarines, on the other hand, demonstrably have nothing to fear and can fool the navy for as long as they like. That there are phantom submarines operating in Swedish waters is not in doubt. Only a few inhabitants of the coast have been allowed to say publicly that they have seen something like this. They turned to the navy with their sightings and were muzzled. Civil engineer Gunnar Lindberg from Öckerö outside Gothenburg is an exception. It happened on the night of 26 May 1976, when Lindberg and his yacht 'Cybel 11' were ten nautical miles east of the Skagen beacon. 'A mysterious light suddenly appeared 50-100 metres in front of my boat. It was above the water at first, but sank below the surface as I approached,' Lindberg said. The craft was large, but the glowing surface was no more than 2 metres across. He is certain that it was not an alien submarine. The large, dark mass hidden beneath the mysterious light was in the shape of a torpedo with a curved, closed deck, and it was at least 25 metres long. (Note HUGIN: 'foreign submarines' still refers to conventional ones, such as possibly Soviet boats; the others are therefore the 'phantom submarines'. boats).

Other recreational sailors in the Skagerrak have reported similar craft. In the Kattegatt as well as in the Baltic Sea, trawler crews have seen 'self-luminous objects resembling submarines' rise from the water like gliders and disappear silently. A cargo ship most probably fell victim to a fast Phantom submarine in the waters near Gotland at the end of the 1970s. It was on 2 April 1977, north of Gotska Sandön, the 4600-tonne freighter '**Immen**' was ploughing through the darkness and storm when it was suddenly hit from below by something. The ship sprung a leak and took on water. The 13-man crew took to the rubber rafts and were brought to safety in Visby after a dramatic rescue operation by the Sea Rescue Service helicopters. Opinions are divided as to what sank the 'Immen'. The wreck at a depth of 140 metres was captured by a TV camera from Saab Scania's underwater robot

'Saab Sub' and a new type of diving bell and was also recorded on video by a diver sent down. According to the accident commission in Gothenburg, "a large and heavy object must have collided with the 'Immen' from behind, where it must have torn a 1 x 0.5 metre triangular hole in the stern end". But this is not official. At the Karlstad shipping company Ahlmark, which owned the 'Immen', nobody wants to speak out. They point to the navy. The navy? Yes, in the most mysterious accident in the history of Swedish shipping, the navy plays a confusing role.

Three days after the sinking of the 'Immen', a helicopter flew to the site and lowered a hydrophone. It registered something sensational: 'regular, metallic crunching', which according to a press release from the naval staff 'came neither from the 'Immen' nor from a foreign submarine'. The navy quickly retracted the news of the mysterious sounds, but added at the same time that the 'helicopter matter' is classified.

What does the navy know about phantom submarines? With regard to the phrase 'security of the Reich', we will probably never get to know anything.

In 1978, the American fleet quietly inaugurated the advanced long-range sonar system ASW. It cost 10 billion dollars and can locate any underwater vehicle up to 16 kilometres away, wherever it is in the world. Despite the use of ASW, vehicles, aeroplanes and helicopters, specially equipped hunting submarines and other super technology, the phantom submarines continue to hunt. We in Scandinavia will be visited many more times. But next time we should not claim that the navy is too poorly equipped. Because so far no country has managed to catch one of these mysterious phantom submarines.

JEG SÅ EN FANTOM-UBÅT

Ubergång till östern, og som på följande sidor ser du ett stort, gammalt skepp som ligger i väntan på att bli avskrotat. Det är ett av de många skepp som ligger i väntan på att bli avskrotat i den gamla hamnen i Göteborg. Det är ett av de många skepp som ligger i väntan på att bli avskrotat i den gamla hamnen i Göteborg. Det är ett av de många skepp som ligger i väntan på att bli avskrotat i den gamla hamnen i Göteborg.



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Image captions: 'This is what an echo of an underwater object looks like (the little thing above the frequency lens). It's very difficult to determine exactly what it is. (Photo: Swedish Navy).

'An unidentified underwater object collided with the hull of the (Japanese) ship "Johu Maru" in the Persian Gulf and tore a 16 metre long hole in the side of the ship'

'On the night of 26 May 1976, a phantom submarine dived near the sailing yacht "Cygel II" in the Skagerrak. ' End of translation from 'Vi Menn' , No.3, 1986.

THE CIRCLE OF DEATH

German translation by Olaf Braun, from the Norwegian magazine '**Det Ukjente**', P.Ir.4/1987. The five-page report has been shortened with regard to the description of the 'Texaco Bogota' and 'Immen', which we already know from the previous translation: 'Strange things are happening not only in the American Bermuda Triangle. Something similar is also happening in the Swedish waters near Öland and Gotland. The Swedish sailors call this area the 'circle of death' (Dodens Sirkel: circle of death).

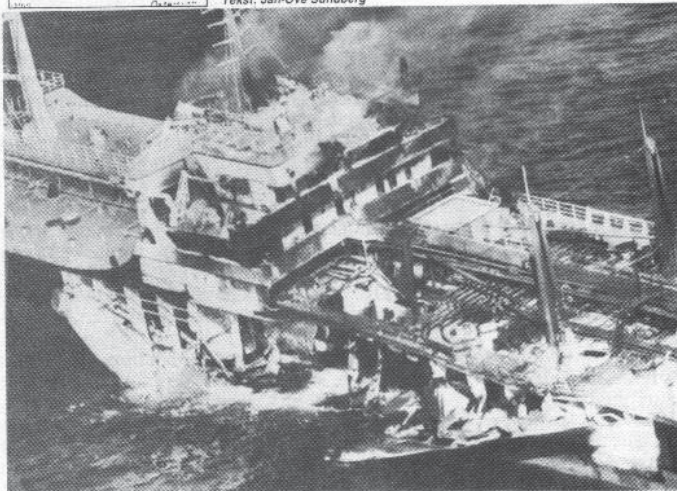


Norwegische Zeitschrift: 'Det Ukjente', Nr. 4/1987

«DØDENS SIRKEL»

Det er ikke bare i det amerikanske Bermudatrianget det skjer merkelige ting. Også i de svenske farvannene rundt Öland og Gotland skjer noe tilsvarende. Svenske sjøfolk kaller disse områdene for «Dødens sirkel».

Tekst: Jan-Ove Sundberg



Siden våre forefedre sjosjaset det første skipet, har utallige fartøyer forlis her. Men ikke før i nyere tid, har man etter hvert fått mistanke om at det er noe mystisk med disse forlisene.

«Dødens sirkel» ble også hjem søkt av fremmede undervannsfartøyer, lenge før de bygninge å drikke opp andre steder i svenske farvann. Og bare i et fåtall av disse hendelser, mener marinen det kan ha vært involvert fremmede makters ubåter.

Tidlig om morgenen den 24. juni 1968, ble tankbåten «Texaco Bogota», truffet av mystiske gjenstander, som laget et triangelormet hull på babord side. Gjenstandene forårsaket brann og eksplosjoner, og en av mannskapet døde. Foto: Pressens Bild.

I luften har man dessuten observert uidentifiserte flyvende gjenstander siden 1950. Enkelte har lignet de klassiske UFO'ene, andre har hatt en helt ukjent form.

Om morgenen 8. november i 1984, var kaptein Björn Somnell på vei hjem i sin Viggen til base F-13 i Norrköping.

Klokken var 11.29, pluss 50 sekunder, når han ga følgende melding til basen på fastlandet: «Jeg stiger fra 300 til 1000 meters».

Deretter ble radiokontaktens plutselig brutt, og Viggen-flyet forsvant fra radarskjermene.

Mystisk og uforklarlig styrket det i

dypet mellom Öland og Gotland — ikke i «Dødens sirkel»!

I hele syv minutter etter krasjet, registrerte landbasens radar via en radar i lav høyde ved Smålandskysten — en eller annen gjenstand med direkte tilknytning til ulykkesstedet. Men av radarbildene fremgår det ikke om gjenstanden befant seg på vannoverflaten eller i luften.

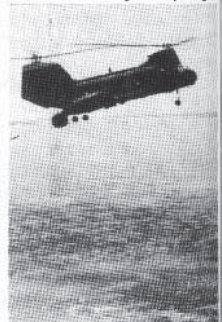
Etter det jeg vet, har vi aldri tidligere sett noe lignende, sier oberstløytnant i luftforsvaret, Gösta Edwards.

Vraket ligger på 80 meters dyp. Statens havarikommisjon har klart å berge noen vrakdeleer, men mysteriet er bare blitt mere uforklarlig.

Da det ikke fins noe som helst tegn på at flyet eksploderte i luften, spør man seg f.eks. om hvorfor kaptein Somnell ikke hoppet ut fra flyet? Flyhøyden var tilstrekkelig, sikten svært god og været bra.

Oberstløytnant Edwards sier at hverken vrakdeleer, brannrøyk eller fugler, kan ha forårsaket det mystiske radarekket, som de mistok fra medlagfeller.

Ennå, drøye to år etter kaptein Björn Somnells uforklarlige dødstrykning i



Der «Imma» forliste, spilte et helikopter fra marinen inn metalliske blyer, som aldri har fått noen forklaring.

Since our forefathers launched the first ship, countless ships have sunk here. But it is only recently that people have begun to suspect that there is something mysterious about these shipwrecks.

The 'circle of death' had been plagued by foreign submarines long before they appeared elsewhere in Swedish waters. The navy believes that the submarines of foreign powers were only involved in a small number of these incidents.

In contrast, unidentified flying objects have been observed in the air since 1950. Some resembled classic UFOs, while others had completely unknown shapes. On the morning of 8 November 1984, flight captain Björn Somnell was in his Viggen (Swedish fighter plane: O. Br.) on his way home to the F-13 base in Norrköping (southwest of Stockholm: O.Br.).

The clock showed 11 hours, 29 minutes and 50 seconds when he sent the following message to the base on the mainland: 'I am climbing from 300 to 1000 metres'. The radio link suddenly broke down and the Viggen aircraft

disappeared from the radar screens. Mysteriously and inexplicably, it plunged into the depths between Öland and Gotland, into the 'circle of death'.

For a full seven minutes after the crash, the radar at Landbase F-13 registered some object on the radar at low altitude at the Saamland box, in direct relation to the crash site. But it was not clear from the radar image whether this object was on the surface of the water or in the air.

'As far as I know, we've never seen anything like this before,' says Air Force Lieutenant Colonel Gösta Edwards. The wreck lies at a depth of 80 metres. The state accident commission has recovered a few pieces of wreckage, but the mystery has only become more inexplicable.

Since there is no indication at all that the aircraft exploded in the air, one wonders, for example, why Captain Somnell did not eject from the aircraft. He had enough altitude, the visibility was very good and the weather was also good. Lieutenant Colonel Edwards says that neither wreckage, smoke from the fire nor birds could have caused the mysterious radar echoes received from the crash area.

So far, a good 3 years after the inexplicable crash in the 'circle of death', the state accident commission has still not solved the mystery.

A police officer is always regarded as a 'trained observer' or 'trustworthy witness' and nobody doubted what the assistant detective Ernst Aakerberg saw one evening in 1957 on Gotland.

At around 10 p.m. on 5 August this year, Aakerberg and his wife Karin were driving to a fishing hut at Lergravsvik on north-eastern Gotland. Suddenly, the group saw two strange flying vehicles gliding across the bay from the sea. The disc-shaped vehicles passed dangerously close to some high cliffs and the only sound they made was a strong breeze that rippled the surface of the water and moved the trees.

The vehicles were about 25 metres in diameter and streamlined. The colour on the lower half was silver-grey and shone like stainless steel. In a rotating capsule on the upper half were two 'protruding parts', with edges curved upwards. They saw no insignia, windows or portholes - just the outline of an elongated stitch. 'When I later enquired with the military authorities, I was told that the Luftwaffe had no aircraft in the area at the time,' said Ernst Aakerberg.

During an exercise on the morning of 27 January 1965, the submarine 'Springaren' suddenly collided with an unknown underwater object! The collision was not severe and, according to the navy, the 'Springaren' only sustained minor damage. But the submarine had to abort the exercise and go to a harbour for repairs. The matter of who collided with the 800 tonne Swedish submarine has been stamped secret.

According to newspaper reports at the time, a source within the armed forces said that it was 'a type of underwater vehicle completely unknown to us'.

This mysterious vehicle has its field of activity all over the world and is called USO, Unidentified Submarine Object.

'OBSERVED THROUGH BINOCULARS. During an LV 2 firing exercise at the Tofta firing range, the military saw 'an enormous unidentified flying object' over the sea, just north of Öland.

It was 8.10 p.m. on Wednesday 23 August 1978. The two conscript radar observers Kenneth Kurkiaho and Kenneth Berg were standing in the radar tower at the Tofta shooting range, about 20 kilometres south of Visby on Gotland.

Their task during the exercise was to use battery binoculars and radar to monitor

to scout the sea and inform any ships that might appear about the bombardment zone. The sun had already set. The weather was clear and visibility was good. Both radar observers spotted the object at the same time and Kenneth Kurkiaho said: 'First we saw it with the naked eye, then through the binoculars. It was huge and relatively far away, at an altitude of 1500 metres. It lay still in the air and emitted a white light'. The incredible object slowly descended towards the water, towards the 'circle of death'. 'The object was a good 60 kilometres away from us, just north of the northern tip of Öland, but the radar echo was as large as that of a hand-held ship about two miles away,' Kenneth Kurkiaho continues. (Note HUGIN: From the description it must have been a huge object).

Her boss, Ensign Lars Olowsson, immediately notified the coastal surveillance. But before vehicles and aeroplanes managed to investigate the matter further, the object disappeared into the depths!

Afterwards, the commander-in-chief of the eastern military area tried to explain the object as 'part of an exploded satellite'. But the leading air force experts had another explanation: 'It was the northern tip of Öland that had been seen! The many witnesses call this an attempt at concealment. -

The last mystery in the 'Circle of Death' took place on 22 July 1986, when the minesweeper 'Skaftö' was almost hit by a USO in Kalmar Sound. The alien underwater vehicle was discovered on a so-called 'family day', which means that close relatives are allowed to be on board the vessel. For this reason, the commander did not dare to open fire on the vessel. (The Swedish press reported on this incident; the 'VG' on 6.10.86 and the 'Dagbladet' on 7.10.86; the men of the Swedish navy had wives and children on board. Apparently in full knowledge of this situation, the 'USO' allowed itself to be viewed at close quarters; note HUGIN). But parts protruding from the water could be photographed and recorded on video. All pictures of the USO were secretly stamped by the defence staff.

So many mysterious things have happened between Öland and Gotland that professional fishermen, recreational fishermen and others are confronting the authorities with questions: What is actually in the depths that threatens our lives? What caused the holes in the Norwegian tanker (Texaco Bogota)? What sank the 'Immen' and why were the investigations declared secret? What did the navy actually find on the seabed and now later on the surface? What is known about the tragic fatal crash of the Viggen aeroplane?

While the authorities remain silent, mysterious lights flicker in the sky over Öland and Gotland and unknown vehicles chase across the sky and in the depths of the 'circle of death'. End of translation from 'Det Ukjente', No.4, 1987.

The Skjervsy case

The following report from UKO-INFORMATIONEN, Oslo, behandelt eine sehr interesting Norwegian sighting from the year 1963.

The observation was on the cfeil nsel Skjervøy im nördlichsten Teil Norwegens gemacht. Nachfolgend eine Zusammenfassung des Geschehens, wie es von dem Beobachter, Helge Mikalsen, Skjervøy, beschrieben wurde:

Am 21. oder 22. August 1963, nachmittags 5 Uhr, machte ich mich mit meinem Boot zu einem Fischfang im Kagsund, in der Nähe von Skjervøy auf. Das Wetter war klar, kein Wind. Gegen 6.30 Uhr änderte ich meine Position, mehr zu dem versunkenen Felsen „Skjervøyskeret“; westwärts sah ich zur Arnoy. Plötzlich sah ich eine Flamme, wie aus Rakete, dem Abschluß nach kam sie aus der Marine hätte

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mehr mir zuwandte, kam es tiefer und ich stellte
fest, daß es weder Ballon noch Fallschirm war.
Dann kam mir plötzlich der Gedanke, es könnte
ein UFO sein. Nun konnte ich zwei Objekte
ausmachen, ein größeres und ein kleineres.
Das Größere hatte 5 große Fenster in der mir
zugekehrten Seite, die etwa 1,85 m hoch und
an der Spitze oval waren. Die Entfernung zu dem
Objekt betrug ca. 150 m. Es schwebte etwa 15
Meter über dem Wasser. Auf einmal gingen
zwei Schienen aus dem größeren Objekt run-
ter und das schmalere hingte sich hieran und
wurde in das große hineingezogen. Das schma-
lere war oval und etwa 3 m groß. Weder Flamme
noch Rauch konnten beobachtet, auch
kein Laut gehört werden.

Es war jetzt etwa 6.40 Uhr nachmittags. Ich muß gestehen, ich war nervös und hatte Angst. Ich sah mich wegen anderer Zeugen um, konnte aber kein anderes Boot sehen. Der Wind verstärkte sich, die See war dunkel, jedoch blieb unterhalb des Objektes alles ruhig und blank. In einem der Fenster des Objektes sah ich ein green light (leTwe CO cm @), "whose beam is all T mcm gerl chtet. oieaaaa round light 8nderte die colour yon case to dark grun. Trgendelwas echie n to move h'nler the light. I versuchte, einen Fisch ins Boot zu heben, aber es gelang mir nicht. Ich war wie gelähmt. Ob dies auf der Erregung oder auf anderer Ursache beruhte, kann ich nicht sagen.

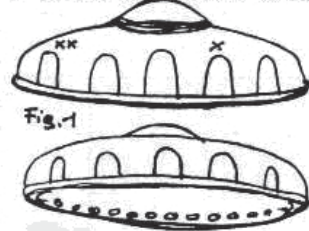
Ich schätzte die Größe des UFOs etwa 9 m und etwa 36 m lang (resp. Durchmesser?). kann Bestimmtheit sagen, ob das rund oval als es sich während Die Unter- war hatte eine Kup-

dung Ich
aber ob es
aus
und in-
Rich-
ent-
nerhalb einer
tung aus dem
war es in
von
schwunden.
Die Farbe des Objektes war metallisch oder silbergrau.

Die erste Skizze (Figur 1) zeigt das Objekt, wie ich es vor mir stehen sah. Durch das mit XX bezeichnete Fenster auf der linken Seite war der kleine Gegenstand in das Innere gezogen worden. Aus dem auf der rechten Seite befindlichen, mit X bezeichneten Fenster kam das grüne Licht.

Die zweite Skizze stellt das Objekt von unten in einem Winkel gesehen dar. Hier ist ein Detail zu sehen, das ich im Bericht nicht erwähnte

Der Skjervøy-Fall/Norwegen, 22.8.1963



I have: a series of round, tear-shaped openings which, in my opinion, are not good, because they tell telgTe downwards, andore In the other direction. Tch capn delea nur beaser beschreiben, da ich sie nur wenige Sekunden erblickte.

Ich gebe mein Ehrenwort, daß dies ein wahres, persönliches Erlebnis ist.

Skjervøy, 22. März 1968
gez. Helge Mikalsen

Nach den von uns eingeholten Erkundigungen wird die Person als durchaus zuverlässig und die Begebenheit als wahr angesehen.

Übersetzung: K. Aasheim
Übermittelt durch: Nils Jacob Jacobsen
Cos-Mos/London; Übersetzt: E. M. Ciossek

UN Nr.186, Febr. 1972

The triumph of order truth can no longer be stopped

NATIONAL
Examiner 69¢
JANUARY 26, 1988 AMERICA'S FASTEST GROWING WEEKLY

UFO mystery solved!

THE SOLUTION to the UFO mystery has been found at long last — the aliens are actually Nazis bent on establishing a bloody Fourth Reich!

And world governments have known about it all along, but they're scared to death, says a leading researcher.

Nazi Germany had built a small fleet of UFOs as early as 1940, according to

They're leftover Nazis bent on establishing a bloody Fourth Reich

Chrint'if Priedri'llt, a/@gr of U.F.U.S. -'N aa i g ec red Weapon? (Samisdat, Toronto, Canada).

Friedrich claims that German UFO scientists es-

h'e'mel and sq 'b'v AU led azate srze clas ing in.

Writes Friedrich: "That some key scientists were obviously missing became clear, and though some plants and their installations were located, the staff with their machinery and prototypes had disappeared. Even the test pilots had vanished."

And Friedrich contends Hitler and his wife, Eva Braun, tricked the world into believing they committed suicide in a Berlin bunker during the last days of World War II.

Among the evidence Friedrich presents that Hitler is alive:

- The bodies of Hitler and Braun were never produced.
- The items introduced as evidence are only circumstantial — two of Hitler's hats, one pair of pants with the initials EB, and a few bones.
- The bloodstains found on the furniture in Hitler's quarters in the bunker were not of his blood type.
- The most important witnesses and the men closest to Hitler have never been found.
- There are too many reports and sightings, eyewitness reports, and even evidence that the suicide attempt was a brilliantly successful, carefully staged scenario.

The researcher says Hitler and Braun were flown to Norway in one of the

world's first jets. The pair then boarded a submarine and were believed to have a secret base in South America.

Friedrich claims Hitler's U-boat convoy engaged in a fierce battle with the British Navy and the Germans destroyed a British blockade with secret high-tech weaponry.

Wrote Friedrich: "It would seem that the secret

spec in such glowing terms only a few days previous, were now put to use for the first time in an actual battle situation.

"The result was one sole survivor from a British destroyer and it was from this, the captain, that the words were uttered, 'May God help me, may I never again encounter such a force.' The report of the captain was carried in El Mercurio, a Santiago,



HITLER TRICKED the world into believing he committed suicide. Chile newspaper

British pounds to finance the construction of secret military bases in South America and UFO bases in Antarctica.

"Hitler had planned far ahead and at long range," according to Friedrich. "Obviously guided by the possible occupation and subsequent loss of Germany itself, he had cast around for land still available for colonization and found that Antarctica was, at that time, the only continent still unclaimed."

Added Friedrich: "The secret Nazi expeditionary force was headed by Kapitän Ritscher and took place in 1937-38. The force landed in the area of Queen Maud Land and established bases there. Over 11,000 photographs were taken for mapping purposes."

Incredibly, the researcher says the US and Soviet governments have known about the secret Nazi UFO bases for more than 40 years, but have covered up the truth because they do not know how to deal with it.

Friedrich claims Nazi spacecraft could have become sophisticated thanks to extraterrestrials who befriended the Nazis while they were hiding in Antarctica.

Writes the researcher: "Did Hitler's scientists perform their miracle alone, unaided, or did flying saucer people, perhaps visitors from other galaxies give them a helping hand because they had mastered the new technology and consequently spoke the same or at least similar technological language?"

Friedrich believes Hitler's so-called "Last Battalion" will spring into action with a worldwide economic collapse. Then the saucer Nazis will invade strategic areas and rule the



ANTARCTICA was the site of secret UFO bases constructed by Hitler's agents.

counterfeit US dollars and

— GEORGE GLIDDEN

U.S. MILLION-DOLLAR PAPER

BREAK THE SILENCE!

Reproduction of the meaning:

The UFO mystery is solved!

- The solution to the riddle was found a long time ago: The 'aliens' are actually National Socialists who want to found a new, 4th Reich.
- The world's governments are well informed about this, but also totally frightened, says a leading researcher.
- According to Christoph Friedrich, author of 'UFOs; Nazi Secret Weapons?', Samizdat Publishing, Toronto, Canada, Reich Germany built a small UFO fleet as early as 1940.
- Friedrich also claims that German UFO scientists disappeared from Germany with their machines, prototypes and test pilots as the Allied armies approached.
- He claims and proves that the 'suicide' of Adolf Hitler and Eva Braun was only invented and intended to deceive the enemy. Therefore, no bodies could be found and the Allied 'evidence' was merely circumstantial without any value.
- Instead, Adolf Hitler travelled to Norway in one of the world's first jet planes and from there in a submarine to a secret base in South America.
- On the way there, but still in the North Atlantic, Hitler's submarine fleet (around 120 boats; early May 1945) was tracked down by a British naval unit, but the British were completely destroyed with new, secret, high-tech weapons. The only survivor, the captain of a British destroyer, declared afterwards: 'God forbid that I should ever come into conflict with this power again!'
- It seems that the secret weapons that Goebbels had mentioned in his propaganda speeches just a few days earlier were used here for the first time in battle.
- Friedrich claims that Hitler's agents used counterfeit US dollars and British pound notes to establish the secret military bases in South America and UFO bases in Antarctica.
- With great foresight, Hitler planned ahead and, among other things, took possession of ownerless land in the Antarctic. The German expedition took place in 1938/39 under Captain Ritscher. It landed in the area of Queen Maud Land, where it established bases.
- The American and Soviet governments have known about the secret German UFO bases for 40 years, but have concealed the facts.

- Friedrich believes that Hitler's so-called 'Last Battalion' will spring into action in the event of a global economic collapse. Then the Nazi flying saucers will take over strategically important areas and rule the world.

Last attempt by the occupiers?

Has the allied alliance against Germany, which has existed for decades, now been expanded into an even closer military alliance in a secret pact? Will the USA and the USSR now also cooperate closely on land, at sea and in the air against the Reich German flying disc power?

German translation:

USA and Russia invoke the joining of forces
against UFO raid

The last sighting of a gigantic spaceship prompted Ronald Reagan to sign an agreement with the Kremlin rulers.

In a **super-secret pact**, more secret than the A-bomb or the Normandy invasion, President Ronald Reagan and Soviet party leader Gorbachev decided to combine their military forces to defend planet Earth against attack **by enemy spaceships**.

The credibility of the mutual defence alliance was confirmed by a high-class, short military paper that reached a Western journalist through a leaked channel in the Kremlin.

The mutual defence alliance commits both the US and Soviet Russia to unite all their nuclear missiles, spy planes, manned and unmanned spacecraft - including shuttles - in a universal operation to repel enemy attackers from space.

The astonishing pact was signed, sealed and handed to Reagan and Gorbachev just three days after radar control centres in Alaska confirmed that a monstrous UFO approached a Japanese airliner, No.747, last November. This UFO - larger than two aircraft carriers - was just one of hundreds of UFO sightings reported from that country since October 1986. We are of the firm opinion that a certain exercise is taking place here, which shows us what space ships from outer space are capable of, states the short written communication. There is also certain information from our secret agents that some of the enemy spaceships have landed on Soviet territory.

In view of these confirmed reports, the Soviet Union and the United States of America feel compelled to take immediate steps to unite their military strength to defend the Earth in the event of an attack by hostile forces from outer space.

The paper includes the **mobilisation of conventional air, sea and land forces** and the immediate **deployment of Russian and American nuclear submarines**.

Boating.

Of greater importance, however, is the readiness of military satellites already orbiting the Earth, which can direct their laser combat beams at attacking spacecraft while they are still in distant space.

Everyone was alarmed that President Reagan's Star Wars initiative was a threat to world peace.

But an attack on Earth by enemy spacecraft would trigger a global holocaust that no one can imagine, a Pentagon member said.

'I remember President Reagan saying in 1980,' the Pentagon spokesman mentions, 'that we were the generation that would see Armageddon.

But this pact with the Soviets could mean the salvation of the earth. (Note HUGIN: A great error on the part of these 'gentlemen', because the forthcoming 'Last Judgement' is - to use the words of the Bible - directed against these 'Satanic powers' that rule the world today).

German translation from:

'Weekly World News', USA - 14 April 1987 - Mickey McGuire and Vladimir Chienko.

This 'super-secret pact' between the two superpowers was preceded by the report in the American press, which we quote here again from the Berlin 'taz' of 17 February 1987: 'At the meeting in Geneva, the President of the USA expressed the idea that the United States and the Soviet Union - if the earth were threatened with an invasion by extraterrestrials - would unite to repel this attack.' (See also the report in the 'New York Post', dated 4 December 1985, reproduced in the HUGIN publication: 'Germany; Occupied why; Liberated by what', p.70)

According to the 'Weekly World News', this secret pact was concluded shortly after the 'UFO' event of 17 November 1986 over Alaska. The local press covered this remarkable event - a flying object twice the size of an aircraft carrier - only very miserably (see report in the 'Westdeutsche Allgemeine Ztg.', Essen, of 2 January 1987 on page 92). With the reference to 'Beaujolais on board', however, the previously described event is immediately ridiculed again!

We now have 76 pages of photocopied material on this Alaskan event from the US Federal Aviation Administration (FAA), which is circulating on a grey market in the USA and was kindly sent to us by one of our readers - a German living in the USA. While the FAA officials have already compiled pages of interrogation protocols about this one event from 17 November 1986 alone, the world public is still being kept in the dark about these sensational giant spaceships.

In the presence of two other officials and a Japanese interpreter, FAA inspector Richard O. Gordon interrogated the Japanese flight captain Kenju Terauchi of the 'Japan Air Line' (JAL) on 2 January 1987. The interrogation protocol comprises 19 pages. Flight officer Takanori Tamefuji was interrogated by FAA inspector Peter E. Beckner on 5 January 1987; transcript: 23 pages. On 15.1.87 Beckner also interrogated flight engineer Yoshio Tsukuba about the event, which was also observed by the American radar stations in Alaska. radar stations in Alaska. The protocol comprises 5 pages. The transcripts are signed by 'Gordon', 'Beckner' and even the interpreter Sayoko Mimoto has signed them.

The following would be of some interest:

During the thirty-two minute escort through the huge

The aircraft was partly radio interference, partly strange noises over the radio. FAA Inspector Gordon now asks Terauchi the question: 'Did you say these were similar to the German language? What a question, when the 'UFOs' are supposed to come from outer space and be manned by 'aliens'. Here Gordon is asking about German-sounding noises; nanu?!

Let's come back to the above **super-secret pact**. If this was concluded shortly after the Alaska incident, i.e. in November 1986, then Reagan knew exactly what he was talking about with his statement at the beginning of December 1985, namely this pact which was certainly already in preparation.

As we can see, both reports complement each other perfectly. If we also take into account the most recent meeting between Reagan and Gorbachev in the White House in Washington at the beginning of December 1987, when the former offered the latter his friendship with the words 'Say Ron to me', then there can hardly be any doubt about the super-secret pact that actually came about. The fact that this meeting was not about medium-range missiles, as was officially announced, because these are not functional anyway, should be clear to any attentive political observer by now. Rather, this gesture of friendship could symbolise a secret but clear signal for even closer cooperation.

Reagan's statement about joint action against the 'enemies from outer space', the 'super-secret pact' and the close friendship in the White House show in any case that the East-West antagonism, which had been played up in propaganda for decades, was a huge hoax in order to somehow plausibly justify the decades-long armament of the East and the West: the West out of fear of the Bolshevik East and the latter out of fear of the capitalist West. In truth, the two Siamese twins armed and rearmed themselves in order to be armed against the Reich German flying disc force in an emergency!!!

While in the 1970s and early 1980s the threat of a nuclear war was dramatically played up, a total war of annihilation that was to be waged on Europe, if possible limited to Germany, a new and changed situation has emerged in the last two years or so.

The Croats are increasingly talking about withdrawing their troops from Europe, from Germany - and are already realising this to some extent - as well as nuclear and conventional disarmament.

There is talk of a zero, zero/zero (i.e. latrine solution) and triple zero solution. Barracks are being cleared in all occupied parts of Germany, the American headquarters were moved out of Germany to England years ago. The Soviets want to evacuate the Mediterranean with their warships and withdraw from Afghanistan. The Americans have to vacate Spain and give up their longest runway in Europe, in Torreón.

If it's not all a big bluff to strike at the last moment, then the hitherto unknown 'peaceful behaviour' of the major powers is of an arch-mutinuous nature. The big brothers, who were once obsessed with the delusion of nuclear mass destruction, have not spent billions on armaments in order to disarm at the drop of a hat. They will be under pressure from ABOVE! Could their new strategy look something like this? Unlock Europe, retreat to their own territories and from there joint defence with air-sea and land forces? Let's keep an eye on developments.

As early as the 1960s, political connoisseurs had already come to realise this: **The UFOs are the revolution with more staying power!**

Whatever detours or moves our occupiers may try, there can be no doubt about one fact:

IN THE END, THE REICHSDEUTSCHE FLUGSCHEIBENMACHT WILL WIN !

REtORD 62 1 é VTTH 'JAL't .ü#

Richard Gordon, Manager, FSDO-63
Kenju Terauchi, Captain, JAL
Frank Fujii, Interpreter, JAL
Sayoko Mimoto, FAA Airways Facilities

Seite 1

On January 2, 1987, Inspector Richard O. Gordon, FSDO-63, and Japanese
.lotarportor %zoKo hi-onto, .FÄE Please 2,aoolliig\$, inte"-legeE JALL
Captain Kenju Terauchi at JAL Operations, Anchorage, Alaska. The interview
was conducted for the purpose of gathering first-hand witness testimony with
regard to a sighting on November 17, 1986, by Captain Terauchi and his crew of
.ü rlo " lfied Iiyi "e'ob)et*. Tte foif win '*e(C ia.a ' -cord .oi'tke
interview:

Think what I'm going to . . .

F. Fujii Now how about communications, navigation, or interfering of any
sort . . . ?

K. Terauchi TU° u) æll''Jir zâfk near ti 'ëie, 'so eh all the x" :YJ
rransmit'o, (unintelligible) *ifb' h'aoöe."" söt 8 liie ao r'l
of . . . like ah, jamming.

Some kind of interference?

R. Gordon Interference.

i. tgr*uchi

On the VHF?

Seite 8, unten

R. Gordon

K. Terauchi Yes then this one leave for mothership . . .

R. Gordon Ah ha

K. Terauchi Back to normal(?)

R. Gordon Okay, did you say it's like German talking uh?

K. Terauchi Yeah, yeah, yeah.

R. Gordon Okay

Seite 9, oben

S. Mimoto Vis:tt'e sound liko .speailu; ,n'se--. or..juac jæeino aisc?

k. Te'rauchi It was just noise, sounded zaa, zaa

A. Gordon Oh just noise . . . Okay, okay I misunderstood you, I'm glad you

S. Mimoto (unintelligible)

R. Gordon Okay, fine just so we know if someone asks us that question we
can answer. Very good. Well I have a lot better understanding
of what transpired than what we got out of a bunch of people when
'vè tal%ei,' aál l.x:w::: t° 'hanW)ou to}e .o" -gun time: ' really
.spwecig:e a:..

Richard O. Gordon
MER AL-FSDO-63

Seite 19

[Signature]

Kapitän Kenji Terauchi bezeugt vor seinem
Flugzeug durch diese Zeichnung sein gegen-
ständliches UFO-Erlebnis

J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO

JAL FLT which the CAPT. HAD STATED HE WAS BEING followed or shadowed

I observed the A/C
NO OTHER A/C WAS IN
INTL Ramp Area. I

OF TWO (F/O & F/E) THE CAPT. STATED THAT THIS WAS
THE 1ST TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM

the Canadian
appeared 5 to

NM IN FRONT OF THE A/C IT HAD LIGHTS 4005 IN
see drawings) as he said it was bigger
they were (B-747),
this object was

TO THE CAPT. SIDE OF THE A/C (LEFT) NEARBY THE OTHER SIDE
(RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING
THE FAE AREA HE REQUESTED TO FLY P

--- " m o -- , --
-%'I'-'-'-'E &- P.- woo-aa
f/P-' zL;J'g ", .i', t., ,."


'A' gAL f110ht 'engin'emr, Yonh'o Tautuba, as iwterv*#wpd by petu'e
B*G8n- oC FAO on January 19; 178T, through an interpreter,
Sayoko Mimoto, regarding to the UFO which had been sighted on the
i?Ch o* 'Havemécr, U66, 'br Captain lecaurhi.


Beckner: Describe what you saw.

Teukuoa* May I spsak vn Japanese2

Seite 1

Tsukuba: The *i.est 'time I saw ii we through ttn ui vindo , ut
the 11 o'clock position. It looked larger than
navS9ation Rights. I Qo noC ceoemocr' ewact2y how many


Peter E. Beckner
A.S.I.


Sayoko D. Mimoto
Interpreter

SECRET WONDER WEAPONS

Flying saucers, UFOs, aliens, green men are word creations and deliberate diversionary frauds of the Allied powers and their media in East and West.

The fact is: flying discs, flying gyroscopes and fireballs were developed and built in super-secret German workshops before 1945. Proven by BRD press reports from 1950-1957 and Bundeswehr reference works, etc.Sources.

These so-called wonder weapons **did not** fall into enemy hands, as was misleadingly claimed or assumed at the time.

During the last two years of the war, partly by the 'secret squadron KG 200', partly with giant cargo submarines and flying discs, people and material were transported to remote German restricted areas overseas that had been prepared for this purpose and were no longer vulnerable thanks to super technology. Up to 26,000 square kilometres of restricted areas have been reported. Until well into the 1950s, Germans of both sexes were still being transported on organised escape routes, or rather, drop-off routes. The repeated sightings of 'UFOs' worldwide can be clearly and almost completely proven to be the result of these connections!

Revolutionary propulsion and weapon technologies were developed on a higher physical level.

These seemingly fantastic facts can be revealed today, even if the media - at least in the overall context - are still concealing them!

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BOOKS

