

"UFO's" - ARE WE ALONE IN THE UNIVERSE?

THE NAZI UFO SECRET



"The Nazi party had a secret flying disc already off of the drawing board and flying and it was capable of 1200 miles an hour. Vertical take-off, 90° changes, much like a helicopter, and of course was far superior to anything the Allies powers had at that time. Secondly they also had another craft about to be up and going it was capable of doing 2500 miles per hours, which was double the original. Not only did it have the characteristics of the original craft, but it also had a laser weapon aboard it which capable of penetrating four inches of armour. Needless to say that really spooked the allied forces into making a redemptive attempt against Von Braun and bringing him ... into a state of capitulation." (6)

Bulgarian Physicist Vladimir Terziski also wrote the following about these mystery craft. "According to Renato Vesco ... Germany was sharing a great deal of the advances in weaponry with their allies the Italians during the war. At the Fiat experimental facility at Lake La Garda, a facility that fittingly bore the name of Air Marshall Hermann Goering, the Italians were experimenting with numerous advanced weapons, rockets and airplanes, created in Germany. In a similar fashion, the Germans kept a close contact with the Japanese military establishment and were supplying it with many advanced weapons. I have discovered for example a photo of a copy of the manned version of the V-1 - the Reichenberg - produced in Japan by Mitsubishi. The best fighter in the world, the push-pull twin propeller Dornier-335 was duplicated at the Kawashima works." "This appears to be the extent of information that can be verified to a degree. However there is much more that 'fits' within the known facts, but cannot be verified independently and therefore may well be fiction portrayed as fact. That said, much of the following information does flow with the themes explored further in the subsequent chapters of this book. Claims have also been made that Nazi Occult societies were involved in the development of such unconventional saucer craft. One such, the 'Vril Society' was allegedly 'channelling' messages from an alien civilisation in the Aldebaran solar system and planned to develop a craft that could make physical contact with the civilisation there. This may or may not be true; but there was certainly a high level of occult activity in mid-Europe at that time, and no doubt organisations did exist then with unconventional beliefs just as they do today. Whatever the truth of this, by 1934 the Vril Society had apparently developed its first UFO shaped aircraft, known as the Vril 1, which was

propelled by an anti-gravity effect. (This was the same year as Viktor Schauberger discussed his flying disk ideas with Hitler.)

The society then allegedly went on to develop this craft, and later - and again allegedly - produced the RFC-2. This craft was apparently 16 feet long and fitted with an improved propulsion system and for the first time, magnetic impulse steering. Interestingly, when in flight, it reportedly produced colour effects normally associated with UFOs. Yet the RFC-2 was largely ignored with only the SS showing an interest in the Vril Society's work. An inner organisation of the SS then set up its own SSE-4 department to develop new alternative technologies to ensure Germany no longer had to be dependent on external sources of energy and it began work on its own version of the RFC or Vril.

By 1939 the SS had produced the RFC-5, which it called the Haunebu 1. In August 1939 the machine made its maiden flight and proved its viability, being more than 65 foot in diameter and offering considerable storage space. By the end of 1940 the RFC-2 (Haunebu II) had entered service as a reconnaissance aircraft and there is certainly photographic evidence to support this, for example an RFC-2 was photographed near Antarctica in 1940 (see next chapter.) It should be noted that there is scant corroborative and historically verifiable information to support these claims, however the design of the Haunebu II should be noted for future reference. Whatever their exact nature, it appears confirmed that a range of alternative design aircraft were by now either on the drawing board, hovering above the ground, or crashing into it. Some of these designs proved viable and successes were

being reported. On 17th April 1945 Miethe was able to advise Hitler that the V-7 had been tested in the skies above the Baltic. This particular craft was a supersonic helicopter fitted with 12 BMW Turbo aggregate engines. During its first test it reached an altitude of 78000 feet and then 80000 feet on its second test. Miethe reported that the new craft could be powered by unconventional energy sources in principle. However these new technologies were coming on-line too late, for the war was already being lost and won. Within months the Allies and Russians had poured into central Europe, Hitler was dead and the war apparently over. And as soon as the war was over, ghost rockets started appearing over Scandinavia and within two years 'flying saucers' were being reported wholesale over mainland United States. It was no co-incidence.

After the end of the war in 1945, Russian and American intelligence teams began a hunt to track down this perceived military and scientific booty of the advanced German technology. Following the discovery of particle/laser beam weaponry in German military bases, the US War Department decided that the US must not only control this technology, but also the scientists who had helped develop it "to ensure that [America] takes full advantage of those significant developments which are deemed vital to our national security." It therefore launched a project to bring these personnel to the United States. Whilst initially publicised the nature, extent and secrecy of the project, later termed '*Operation Paperclip*' remained classified until 1973. The thinking behind Paperclip was exemplified in a letter Major General Hugh Knerr, Deputy Commanding General for Administration of US Strategic Forces in Europe, wrote to Lieutenant General Carl Spatz in March 1945: "Occupation of

German scientific and industrial establishments has revealed the fact that we have been alarmingly backward in many fields of research, if we do not take this opportunity to seize apparatus and the brains that developed it and put this combination back to work promptly, we will remain several years behind while we attempt to cover a field already exploited." There was however, one slight problem: It was illegal, for US law explicitly prohibited Nazi officials from immigrating to America, and as many as three-quarters of the scientists in question were allegedly committed Nazis. (Indeed as at least 1600 scientists and their dependants were taken to America under Operation Paperclip and its successor projects, it could hardly avoid including Nazis.)

However President Truman decided that the national interest was paramount and that America needed the German scientists to work on America's behalf. In fairness to Truman, he expressly ordered that anyone found to "have been a member of the Nazi party and more than a nominal participant in its activities, or an active supporter of Nazism or militarism" must be excluded from the operation. Operation Paperclip was carried out by the Joint Intelligence Objectives Agency (JIOA) and had two aims: Firstly, to exploit German Scientists for American research by rounding up Nazi scientists and taking them to America. and, secondly, to deny these intellectual resources to the Soviet Union (7). (The name 'Operation Paperclip' derived from the fact that those individuals selected to go to the United States were distinguished by paperclips on their files joining their scientific papers with regular immigration forms.(8)) The Joint Intelligence Objectives Agency (JIOA) then conducted background investigations on the identified scientists, and in February 1947 the Director of the JIOA, Navy Captain Bosquet Wev, submitted the first set of dossiers to the State and Justice Departments for review. These dossiers, though, proved to be damning, with Samuel Klaus, the State Department's representative on the JOIA Board claiming that all the scientists in the first batch were 'ardent Nazis'. The visa requests were consequently denied. (Wev already knew those proposed had Nazi backgrounds this for in a memo dated 27th April 1948 to the Pentagon's Director of Intelligence, he wrote "Security investigations conducted by the military have disclosed the fact that the majority of German scientists were members of either the Nazi Party or one or more of its affiliates." (9) Wev was furious and he fired off a memo to the State Department in March 1948 warning that "the best interests of the United States have been subjugated to the efforts expended in 'beating a dead Nazi horse'" (10).

The following month, 27th April 1948, Wev again wrote to his superiors concerned about the delays in approving the German scientists. He stated "In light of the situation existing in Europe today, it is conceivable that continued delay and opposition to the immigration of these scientists could result in their eventually falling into then hands of the Russians who would then gain the valuable information and ability possessed by these men. Such an eventuality could have a most serious and adverse effect on the national Security of the United States." (11) By this time the Nazi Intelligence leader, Reinhard Gehlen had met with the future CIA Director (26th February 1953 - 29th November 1961), Allen Dulles (right), and they had hit it off. Gehlen was a master spy for the Nazis and had infiltrated Russia with his vast intelligence network. (In 1942 the future CIA Director Dulles had moved to Bern, Switzerland, as Head of Office of Strategic Services to negotiate with some Nazi leaders who were already convinced they were going to lose WWII and wanted a

deal with the US about a possible future war with the USSR.) Dulles was not above pursuing his own agenda with the Nazis, for he had worked with many of them before the war; as a prominent New York lawyer (1926-1942 and again from 1946 to 1950) When Gehlen surrendered to the US, he was taken to Fort Hunt, Virginia, where he and the US Army reached an agreement: his intelligence unit would work for and be funded by the US until a new German Government came into power. In the meantime, should he find a conflict between the interests of Germany and the US, he could consider German interests first (12). For almost ten years the 'Gehlen Org' as it became to be known, operated safely within the CIA and was virtually the CIA's only source of intelligence on Eastern Europe. Then in 1955 it evolved into the BND (the German equivalent of the CIA) and continued to co-operate with its US counterparts. The scientists immigration problem was then side-stepped with the dossiers being 'cleansed' of incriminating evidence and, as promised, Allen Dulles delivered Gehlen Org, the Nazi Intelligence Unit, to the CIA, which later opened many umbrella projects based on earlier Nazi research. Operation Paperclip also had a part to play in events at Maury Island. Washington State, itself, was the location of several aerospace defence contractors, which were benefiting from the then secret Paperclip Operation. It was also the location of sightings in 1947 of a number of aircraft that looked suspiciously like some that had been seen on Nazi drawing boards and in the skies above Europe towards the end of the war. The officers who attended the Maury Island incident, Davidson and Brown belonged to G-2: It was G-2's responsibility to ensure Operation Paperclip was kept as a covert activity and provide the necessary security to achieve this. Another function of G-2 was the surveillance of anyone whose activities put Paperclip security at risk. That they were on their way to Wright-Patterson AFB with the objects Crisman had given them, was entirely logical - Wright Patterson (then Wright-Field) was the major research and development centre where many of the Nazi scientists had been taken to continue their work. One of the most prominent of the Paperclip physicians was Hubertus Strughold, later known as the 'father of space medicine' and after whom the Aeromedical Library at the USAF School of Aerospace medicine was named in 1977. His April 1947 intelligence report stated "[H]is successful career under Hitler would seem to indicate that he must be in full accord with Hitler." However he was admitted under Operation Paperclip on the grounds that he was "not an ardent Nazi." (13) Other Nazis included Klaus Barbie, the so-called 'Butcher of Lyon', Otto von Bolschwing, infamous for his holocaust activities and the SS Colonel, Otto Skorzeny (14). However the cleansing of the files did not always stand up to the scrutiny of time. In 1984, Arthur Rudolph, who, in 1969 had been awarded NASA's Distinguished Service Award, left the country rather than face charges as a Nazi war criminal.

Another former alleged Nazi was Wernher Von Braun. Born on 23rd March 1912, von Braun became one of the world's first and foremost rocket engineers and a leading authority on space travel. Born the son of Prussian aristocrats Baron Magnus and Baroness Emmy von Braun, the young Wernher read Hermann Oberth's *'By Rocket into Planetary*

Space' (De Rakete zu den Planetenaumen), and his new interest led him to later enrol at the Berlin Institute of Technology in 1930. In 1932 he received his bachelor's degree in mechanical engineering and he was then offered a grant to conduct and develop scientific investigations on liquid-fuelled rocket engines (15). Von Braun's

rocket experiments were tested at the Kummersdorf Proving Grounds, sixty miles south of Berlin, between 1932 and 1937. Kummersdorf was the launch site of two German V-2 rockets in 1934 (16). After their launch, Braun started work on a jet-assisted take off vehicle for heavy bombers and all-rocket fighters (17) however Kummersdorf was too small for this task, and so von Braun relocated to Peenemunde on the Baltic Coast where he became director from 1937-1945. This site was then equipped with laboratories and industrial facilities to facilitate the development, production and testing of the German V-1 (Vengeance Weapon 1) and V-2, (Vengeance Weapon 2) rockets (18). It was this V-2 rocket that inflicted such heavy damage on England during the war. Von Braun was not a reluctant Nazi. Indeed, "he joined the National Socialist Aviation Corps, getting his pilot's license in 1933, the DAF trade organisation, a hunting organisation associated with the Nazis, the air raid protection investigation, and the SS horseback riding school (19)." Von Braun's own admissions in US Army records further show that he was a former SS Major who frequently visited the underground rocket factory where 25,000 prisoners from the concentration camp Dora had died. According to the former executive producer of CNN's investigative unit, Linda Hunt, von Braun attended a meeting that discussed rounding up of citizens off the streets of France to be taken to Dora. As the war entered its dying throws in 1945, von Braun ordered two men to find an abandoned mine in the Harz Mountains to hide data about the V-2s. Several large boxes were then placed in a discovered cave and von Braun sent his younger brother Magnus off on a bicycle he had borrowed from a local innkeeper to look for Allies to whom they could surrender. Von Braun and his scientific staff duly surrendered to the US Army whilst most of the production engineers were taken prisoner by the Soviets (20). After entering America as part of Project Paperclip, on a pay of \$6 a day plus lodging in a military installation, Braun worked on guided missiles for the US Army. He returned to Bavaria in 1948 to marry his second cousin and he later served as Technical Director then later Chief of the Guided Missile Development Division of Redstone Arsenal from 1950 to 1956 whilst living in Huntsville, Alabama (21). Von Braun was later appointed Director of Development Operations Division of the Army Missile Agency, which developed the Jupiter-C rocket that was to successfully launch the western's hemisphere's first satellite, 'Explorer-I' on 31st January 1958, auguring the birth of the American Space Programme (22). Two years later von Braun and his team were transferred to NASA's Marshall Space Flight Centre where he served as Director from July 1960 to February 1970. During the 1950s and 60s he achieved an almost celebrity status as one of Walt Disney's experts on the 'World of Tomorrow'. In 1970 he became NASA's associate administrator and without him, it is unlikely that the organisation would ever have put man on the Moon.

Over a course of twenty years, von Braun received approximately 25 honorary degrees and he accepted many other awards and medals, presented to him from small cities, to NASA and even the President. (Right - Von Braun with President Kennedy.) His dossier was apparently rewritten so he didn't appear an enthusiastic (alleged) Nazi and he attempted to play down his real Nazi involvement by claiming "In 1939 [sic] I was officially demanded to join the National Socialist Party. At this time I was already Technical Director at Peenemünde ... The technical work had ... attracted attention at higher and higher levels. Thus, my refusal to join the party would have meant that I would have to abandon the work of my life. My membership in the party did not include any political activity (23)." However, von Braun's claim

was simply untrue, for other scientists successfully used an old rule of the Weimar Republic that was still in use, forcing anyone in the military to abstain from political affiliation.

Wernher von Braun's mentor, Hermann Oberth also entered the US after the war under Operation Paperclip. Born 25th June 1894 in the Transylvanian town of Hermannstadt, Oberth is widely recognised as the founding father of modern rocketry, having published the paper in 1923 that was to so inspire von Braun, '*Die Rakete zu den Planetenraumen*' (By Rocket into Planetary Space.) This was followed by a longer version (429 pages) in 1929 that was internationally regarded as a work of tremendous scientific importance. When in his thirties, Oberth took Wernher von Braun (who affectionately referred to Oberth as his 'teacher') on as an assistant, and they worked together at Peenemunde developing the V2 rocket. After entering the US at the end of the war along with the remaining 100 V2 rockets and components, Oberth again worked with Von Braun as the entire Peenemunde team was re-assembled at the White Sands Proving Grounds. Oberth and Von Braun continued their work and it was a later development of the same V2 rocket which had inflicted so much damage on Northern Europe that was eventually to propel the first American into space in the Saturn V rocket. Oberth retired three years after entering the US and returned to Germany where he headed up the Oberth Commission for the German Government into the UFO phenomenon.

War Department
Bureau of Public Relations
Press Branch
Tel. RE 6500
Brs. 3425 and 4860

October 1, 1945

IMMEDIATE

RELEASE

OUTSTANDING GERMAN SCIENTISTS
BEING BROUGHT TO U.S.

The Secretary of War has approved a project whereby certain understanding German scientists and technicians are being brought to this country to ensure that we take full advantage of those significant developments which are deemed vital to our national security.

Interrogation and examination of documents, equipments and facilities in the aggregate are but one means of exploiting German progress in science and technology. In order that this country may benefit fully from this resource a number of carefully selected scientists and technologists are being brought to the United States on a voluntary basis. These individuals have been chosen from those fields where German progress is of significant importance to us and in which these specialists have played a dominant role.

Throughout their temporary stay in the United States these German scientists and technical experts will be under the supervision of the War Department but will be utilized for appropriate military projects of the Army and Navy.

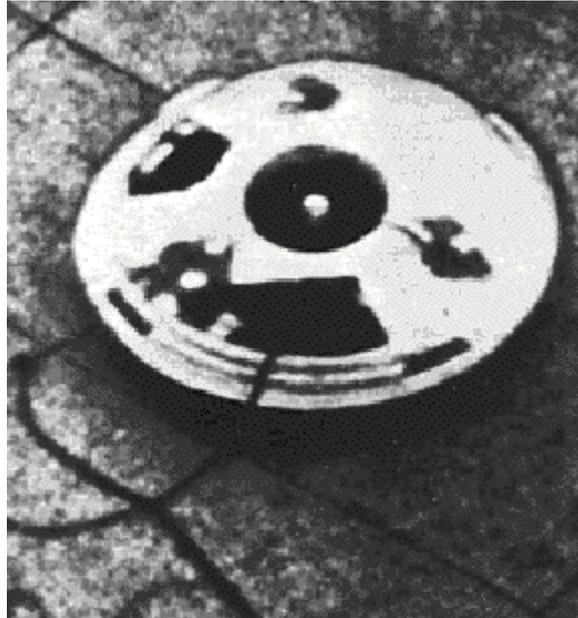
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Another scientist who brought new knowledge to America was Viktor Schauberger. Although there is no evidence that Schauberger had Nazi sympathies, he was viewed by the Americans as a collaborator and put 'into protective custody' for six months at the end of the war. Dr Walter Miethe, and Rudolph Schriever also entered America under Operation Paperclip, however it is believed that their colleague Habermohl fell into Russian hands. Whilst in the US, Miethe continued his 'flying disk' work working primarily for the US Air Force, however he was sub-contracted to A. V. Roe and Company.

In 1959 Jack Judges, a freelance cameraman was flying over this company's plant in Canada when he saw and photographed this picture (left) of a disk shaped craft sitting on the ground.



After the photograph was published in the papers, speculation grew that the disk was a secret weapon, and one that may have accounted for many of the UFO sightings during previous years. In response to the speculation, the US Air Force released the following official photograph of the craft.

It was called the `Avro' and had first been launched in 1955.

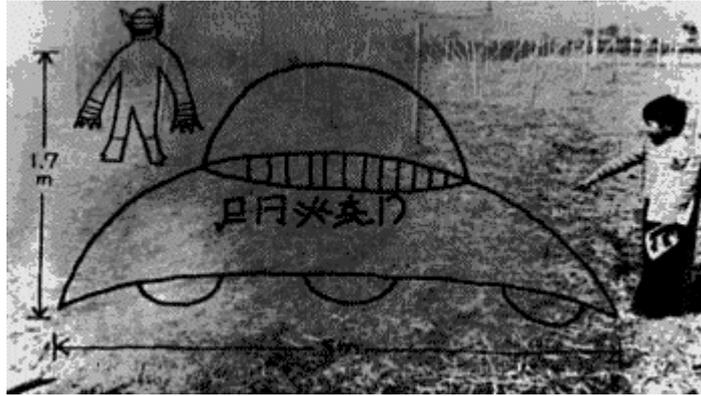
A CIA memo of that year confirmed that the craft was based work undertaken by German scientists, notably Miethe, during WWII. The design was later abandoned in the late 1960s with the Air Force maintaining it was still at an experimental stage when abandoned. The 1990s were to reveal the craft was part of the secret `Project Silver Bug', a project to develop a craft that had VTOL (vertical take-off and landing) capabilities that would dispense with the need for runways - and reduce the risks of such runways been targets of attack thus immobilising any aircraft that may rely on it.

Other German scientists similarly brought their expertise - and designs - into the US after the war. `America's Aircraft Year Book' notes how many of them worked at Ft. Bliss (von Braun et al above) and Wright Field:- the first and second homes of the Roswell wreckage. Among those in the German group at Wright Field were Rudolph Hermann, Alexander Lippisch, Heinz Schmitt, Helmut Heinrich, Fritz Doblhoff and Ernst Zundel.

Hermann was attached to the Peenemunde Research Station for Aerodynamics where Germany's V-2 rockets were hatched and launched against England. A specialist in supersonics, he was in charge of the supersonic wind tunnel at Kochel in the Bavarian Alps. He was also a member of the group entrusted with Hitler's futuristic plans to establish a space-station rocket-refuelling bases revolving as a satellite about the Earth at a distance of 4,000 miles - a scheme which he and certain high ranking AAF officers in 1947 still believed possible."

One of these scientists Dr. Alexander Lippisch had designed another German craft that could be mistaken at the time for a flying disc, certainly at least when viewed from the side.

Lippisch had developed a number of projects leading up to the war, having been inspired by witnessing a flight by Orville Wright in September 1909 when a boy of 14.



By November 1944, Lippisch, along with his students, had constructed the DM-1, a delta with 60° swept leading edges. This craft was later to be flown at a speed of 497mph under the power of a rocket motor, and was shipped back to the US at the end of the war along with its creator. The DM-1 was to inspire the design of many US delta-wing aircraft such as the F-102 and F-104.

Lippisch joined Collins Radio Company as an expert on special aeronautical problems and in 1966 founded the 'Lippisch Corporation'. He went on to develop the X-113A Aerofoil Boat before dying in 1976 at the age of 81.

Another craft that looked suspiciously like a 'flying disk' was the AS-6. This craft was built by Arthur Sack following encouragement from Ernst Udet, Germany's Air Minister in 1939.

Constructed at the Mitteldeutsche Motorwerke Company, and completed at the Flugplatz-Werkstatt at the Brandis Air Base in early 1944, the plane was not a success, and not further developed.

A similar craft to the AS-6, the V-173, was built by 'Chance-Vought', and known as the 'flying pancake'. The V-173 has the honour of being the one occasion that the US authorities actually 'admitted' that technologies developed in Germany during the war years could account for the wave of UFOs seen over America in the 1940s.

The Navy released this picture of a V-173 in 1947 during the wave of UFO excitement generated by Kenneth Arnold's sighting and the headline of the saucer crash at Roswell.

The Navy stated that the V-173 was the only craft in operation at that time that could in any way come close to the flying disks being sighted everywhere.

Certainly the V-173, or another development at Chance-Vought was mistaken for a UFO by a local resident Thomas C. Smith whilst working for the company a year before the famous Roswell incident. In 1997 Smith disclosed his story which appeared in the Lancaster New Era newspaper in Lancaster, Pennsylvania on 12th July, 1997. In the article Smith stated he had seen a flying saucer, but not a visitor from another planet but one that "was a human-engineered, experimental aircraft nestled in a Connecticut hangar.

"My God, what is that?' the 20-year-old Smith wondered. 'It was standing there on these stilts.' It reminded Smith of something out of Orson Welles' 1938 radio broadcast 'The War of the Worlds,' about a Martian invasion of Earth. Armed with U.S. government security clearance, Smith watched, he says, as the 40-foot-wide elliptical craft hovered 10 feet off the ground and flew away, driven by twin propellers. A pilot lying in a cramped cockpit guided the craft. Smith, now a retired 72-year-old executive, recalled the experience during the UFO frenzy created by the 50th anniversary of the Roswell episode this month. Does he have proof that a craft like the one he saw crashed in Roswell during a test flight? No, but he says he believes that theory is more probable than visitors from outer space.

At the time, Smith was a mechanical-engineering graduate just out of Penn State University. He was working for Chance-Vought Aircraft in Stratford, Conn., which was building planes for the U.S. Navy. Smith was testing the high-altitude bonding of a composite material: wood sandwiched between two layers of metal.

He says he was curious about what would be built with the material, and since he had security clearance, a supervisor led him into a guarded hangar. He was shown a new jet the company was developing, but his attention was attracted to the other craft in the hangar, a flying saucer made of the material he had been testing.

'It was very streamlined,' Smith recalls. The khaki-coloured saucer was a few inches thick at the edges to about two feet thick at the pilot's cockpit, which had a bubble window allowing the pilot to

look forward and down at the ground. 'I saw him get in, and he lay down flat,' Smith says. The craft had two propellers and rudders in the back. Smith went back at night to watch test flights. The saucer, he says, would float straight up, then fly off.

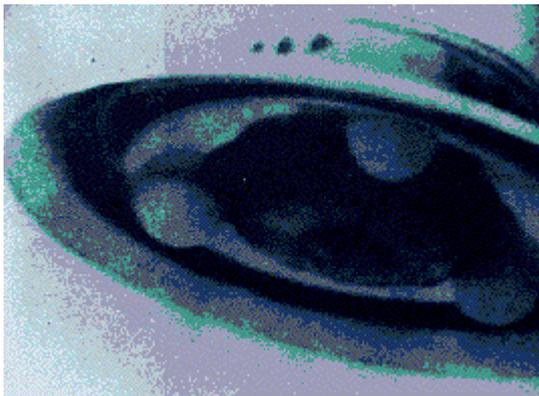
'They'd get it off the ground and it would disappear' into the darkness, he says. He says there were reports in the area of unidentified flying objects. About the time he left Chance-Vought in 1947, it moved operations to Texas, where it would have better conditions for test flights, Smith says." (24)

Thus, Chance-Vought moved to a state next to New Mexico the year of the Roswell crash. Other aircraft, at the time, seemed equally unconventional. In the 1930s and 1940s in Germany, the Horten brothers, Walter and Reimar, built a range of planes that they called the 'Ho' series. The first of this series, the Ho I, was a simple flying-wing sail plane.

By the end of that decade the brothers had developed the Ho III, a metal framed glider that was fitted with a folding blade propeller for flight. Then in 1944 they finished the prototype HO IX, their first combat intended design, powered by the Junkers Jumo 004B turbojets, the craft had a metal frame and plywood exterior. It made its maiden flight on 2nd February 1945 and satisfied with its performance, the Air Ministry ordered forty of the craft to be built by the Goetha Waggonfabrik under the designation Ho-229.

When the US Third US Army Corps reached the Goetha plant on 14th April 1945 they took over the factory, and shipped back to the US the near completed HO IX V3. Another similar looking craft was this 'airplane' photographed in Germany at the end of the war.

In fact, many of these German designs seemingly account for many of the reports of Unidentified Flying Objects seen over the US after the war.



Kenneth Arnold himself described what he saw as a flying disc, yet when Arnold actually drew a picture of what he had seen, it looked little like the popularly conceived silver-round disc that readily springs to mind.

In fact, the diagram Kenneth Arnold actually drew of what he had seen that fateful day in 1947 looks remarkably like the German HO IX or other craft developed during the war.

George Adamski's UFOs also have a similar Nazi connection. This light enhanced frame from a 8mm cine film taken by George Adamski in the presence of Madeleine Rodeffer (Picture credit: Madeleine Rodeffer) and other witnesses at Silver Spring, Maryland in February 1965, looks remarkably like the drawings for the Nazi Haunebu II during the second world war.

Notice the bubble effects under the diagram of the Nazi craft and those captured in the alleged Adamski UFO. Indeed, it obviously is the Haunebu craft.

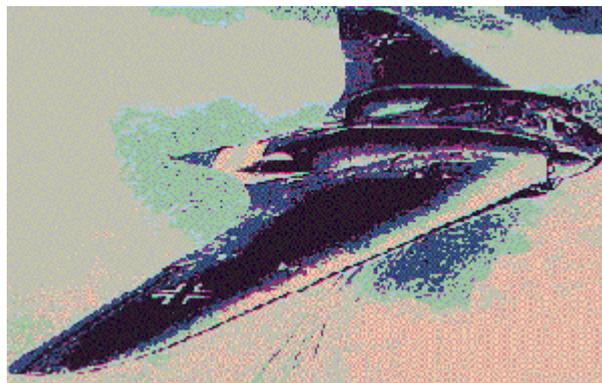
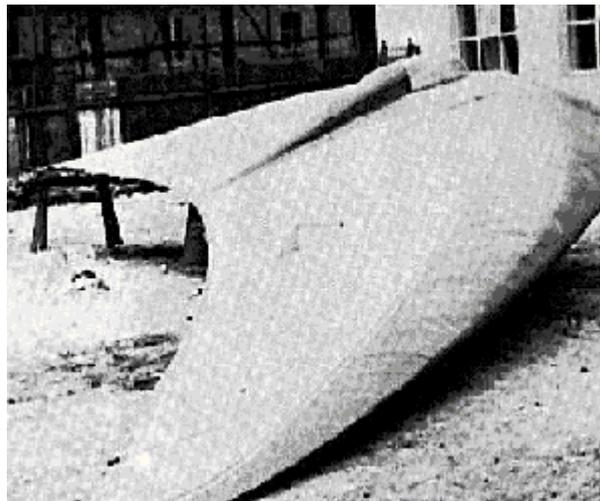
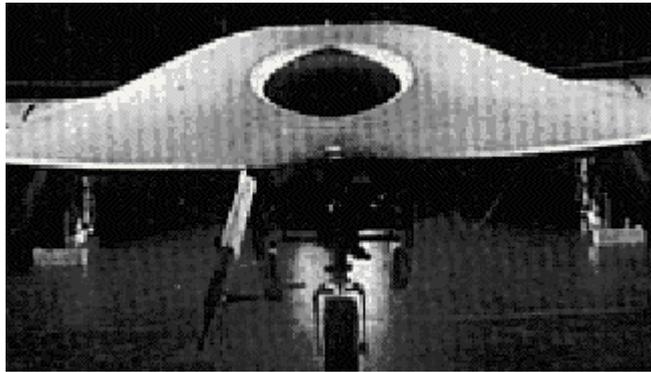
Again, this object photographed in February 1954 by Stephen Darbishire and his cousin Adrian Myers in the Lake District of England looks suspiciously like the German craft.

Its contours and design are too much like the Haunebu craft to be a coincidence, and on the bottom left hand side can be seen one of the 'bubbles'.

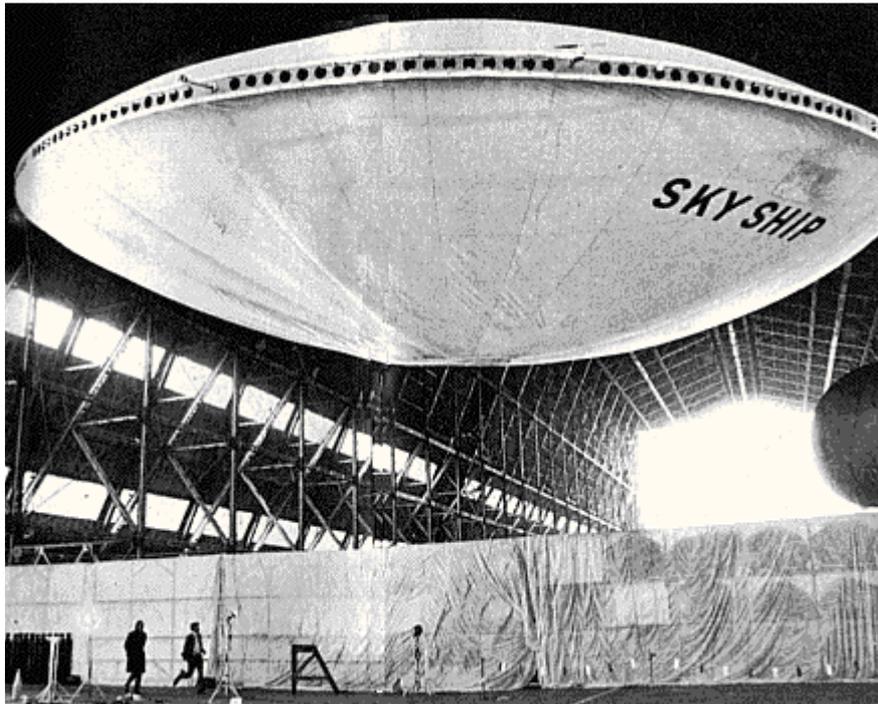
This following picture was drawn following an alleged UFO touchdown near Kofu City, Yamanshi Prefecture in Japan on 23rd February 1975 - thirty years after cessation of hostilities in Europe. A

According to the artist, an occupant came out of the craft and touched a child on the shoulder, temporarily paralysing him. (Well, wouldn't you be startled if an alien touched you?) The idea of such flying disks should come as no surprise for after the war there were a number of such designs in existence.

This craft was developed by the Lockheed Skunk Works in Palmdale, California. An unmanned aerial reconnaissance vehicle, it had a saucer shaped body with long wings and could easily be mistaken for a flying disk when seen at certain angles.



This craft (below), is the prototype of a giant 'flying saucer' designed to revolutionise air transport. Designed by British firm, Airship Industries, the Skyship was planned to cruise at about 100 miles an hour at an altitude of 5000 feet.



It seems likely, therefore, that many of the UFO sighting reports made after the war can be accounted for by misidentified or unrecognised German/US designs that were being developed in a secrecy necessitated by firstly the Cold War and secondly by the fact that most of the technologies were the result of works undertaken by former Nazi scientists secretly and often illegally brought into the US. Yet this cannot account for all of the sightings, for it is inconceivable that the CIA, NSA, FBI etc. would have been in such a blind panic as described in previous chapters had the sightings simply been known terrestrial if unconventional aircraft. (Each agency may not always have been aware of all developments at all times, but the official investigation into the UFO phenomena in the US went on officially for over twenty years, it would not be unrealistic to have expected a terrestrial explanation to have been circulated within that time frame.)

So if unconventional but terrestrial craft cannot account for many of the sightings - and the official interest - then what can. There have certainly been rumours circulating for many years that the German designs were actually man-made attempts to reproduce crashed real 'flying saucers' - attempts that failed because the engineers and scientists involved were unable to recreate the steering and propulsion systems of the alleged crashed craft.

As bizarre as this sounds, this claim certainly better explains the number of sightings over hundreds if not thousands of years and the inability of the major governmental agencies to account for much of the activity in the skies after the war. And it is a claim that is backed by some major players on the world stage.

One of the most impressive of those backing this claim is Colonel Philip J. Corso (Ret.)

Corso published a book entitled *'The Day After Roswell: A Former Official Reveals the US Government's Shocking UFO Cover-up'* in which he makes a number of revelations.

Corso's background itself is formidable. He was Chief of the US Army's Foreign Technology Division, and was a member of President Eisenhower's National Security Council. He later went on to work for Senator Strom Thurmond after retiring from the army in 1963. Corso was interviewed by Michael Lindemann of CNI News on 5th July 1997 and asked;

ML: There have been rumours and speculations that Roswell, and what came from Roswell - the way we exploited Roswell technology - might not have been the very first time such a thing happened. There have been indications or speculations that the Nazis had done such a thing, that some of their extraordinary technological developments may have come from a similar source. What do you think of that?

PC: Yes. True. I had German scientists on my team. I discussed this with them. I discussed this with Oberth, von Braun. I was part of 'Project Paperclip' with General Trudeau... There were crashes elsewhere, and they [the Germans] gathered material too. The Germans were working on it. They didn't solve the propulsion system. They did a lot of experiments on flying saucers. They had one that

went up to 12,000 feet. But where all, we and they, missed out was on the guidance system. In R&D we began to realise that this being [a captured alien] was part of the guidance system, part of the apparatus himself, or itself, as it had no sexual organs."

In his book Corso also describes the UFO that crashed at Roswell and noted General Twinning's observations regarding the design; "The crescent-shaped craft looked so uncomfortably like the German Horten wings our flyers had seen at the end of the war that he had to suspect the Germans had bumped into something we didn't know about. And his conversations with Wernher von Braun and Willy Ley at Alamogordo in the days after the crash confirmed this. They didn't want to be thought of as *verruckt* but intimated that there was a deeper story about what the Germans had engineered." (25)

Certainly this 'deeper story' was confirmed by the father of the modern rocket, Hermann Oberth. He independently confirmed that during the war years there was a Nazi-Extra-terrestrial connection when he stated, "we cannot take credit for our record advancement in certain scientific fields alone. We have been helped." When asked by whom, he replied, "the peoples of other worlds." (26)

Wernher von Braun was equally frank about the issue and did not doubt that extraterrestrials were visiting the Earth nor that many of the advancements he was involved in were a result of back engineering alien technology. Indeed, he talked openly about the issue following an incident on 3rd June 1959 when the *Discoverer III* failed to achieve orbit, having been deflected whilst travelling. Von Braun commented, "We find ourselves faced by powers, which are far stronger than we had hitherto assumed, and whose base is at present unknown to us. More I cannot say at present. We are now engaged in entering into closer contact with those powers, and in six or nine months it may be possible to speak with some precision on the matter." (27)

If these reports from Oberth and Von Braun are to be believed, then clearly the Germans held a knowledge not previously available to the Western allies. And it appears that the scientists entering the US after the war under the auspices of Operation Paperclip shared this knowledge with the US military who within weeks set in place one of the fastest but little known invasions of the Twentieth Century.

THE VRIL, THE RFZ AND THE HAUNEBU

However, several projects was elaborated, and later on built, whose characteristics were impressive:

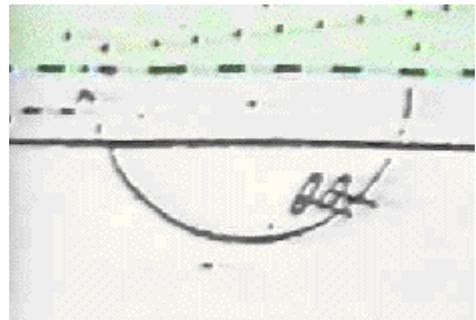
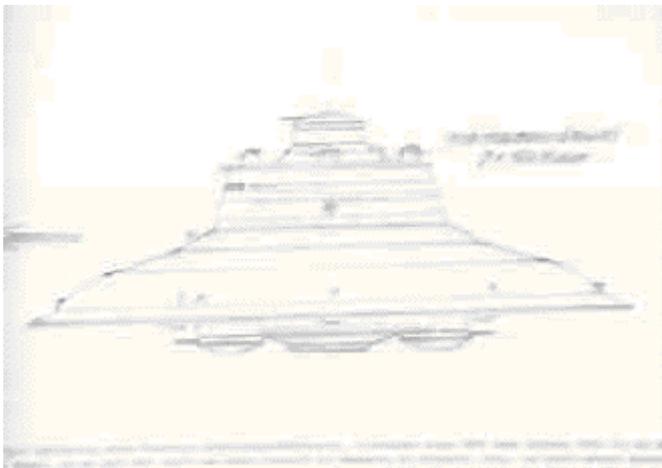
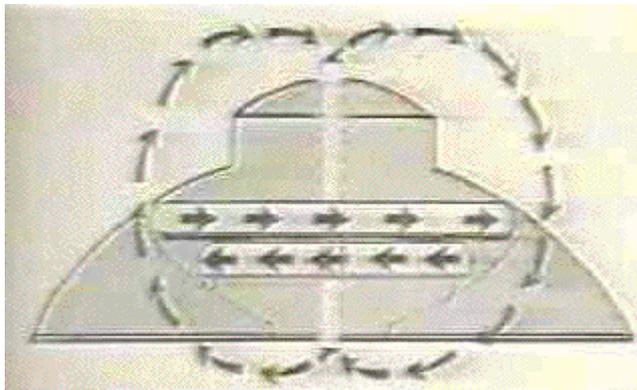
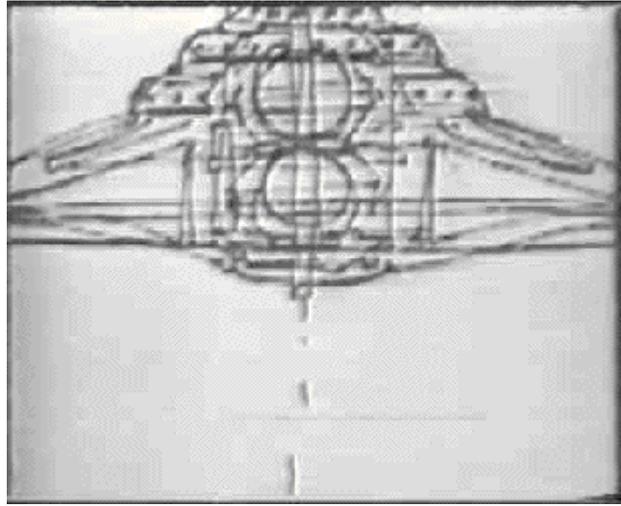
For example, in August of 1939 the RFZ 5 in its first flight to Antarctica in NEU-SCHABENLAND it reached the speed of 4.500 Km/h and, not very later, 15.000 Km/h. It was equipped with 2 weapons (black laser, also as the " ray of the death ") KSK - KRAFTSTRAHL KANOEN of 6 cm;

Years later, the HAUNEBU II, with about 26 or 32 diameter meters, consonant the model, and among 9 and 11 of height, it reached the maximum speed, close to the ground of 6.000 Km/h, with an autonomy of 55 hours and with capacity to transport 20 people;

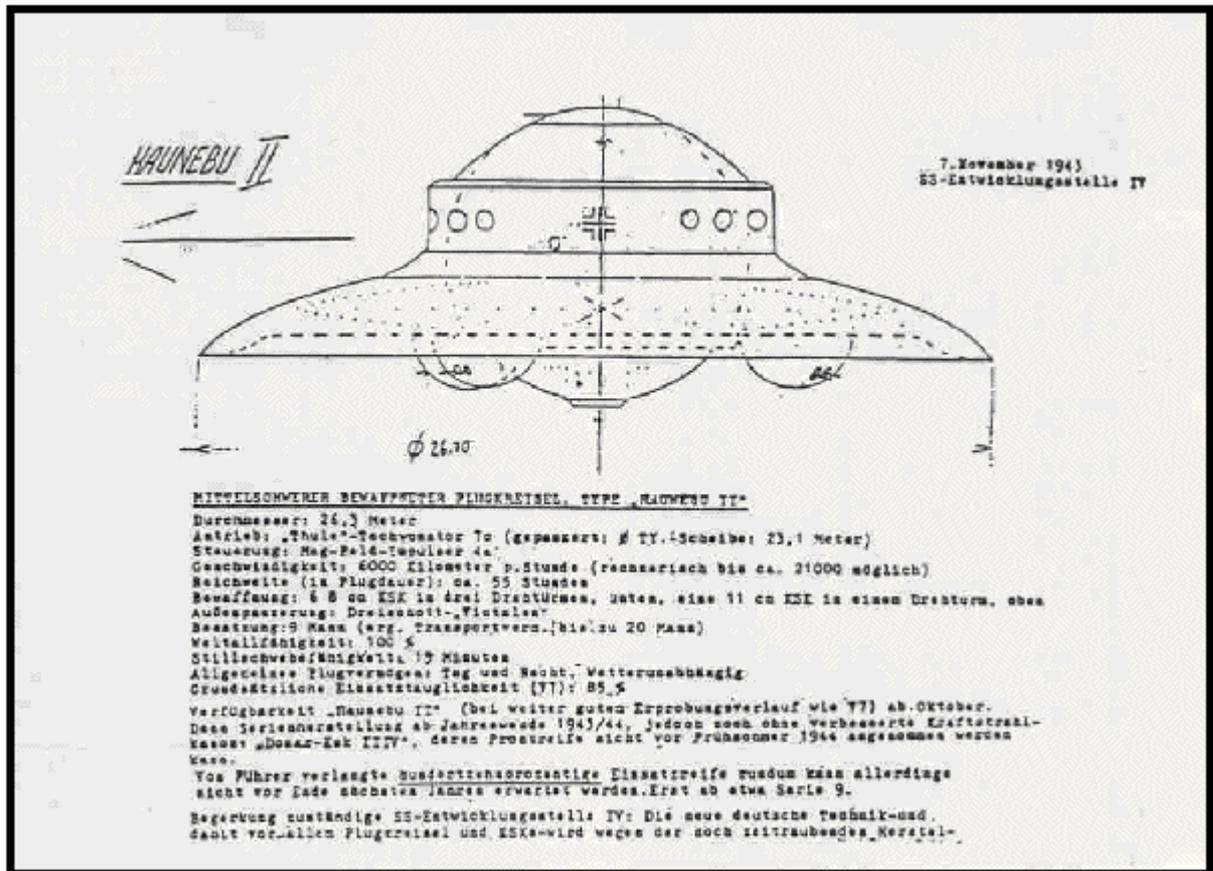
The HAUNEBU III, with about 70 diameter meters, it flew to 7.000 Km/h, close of the ground, could reach 40.000 Km/h at 24.000 altitude meters, tends an autonomy for 8 weeks in flight, transporting 32 people.

Already VRIL 7, that he made its first flight on the Baltic sea, in the Winter of 1944, he had about 120 diameter meters, as we will see more ahead.

Several they were the projects found by the Allies in the SS files , when they occupied Berlin in 1945:



To the beginning, the German technicians thought to apply in those " flying machines " conventional " armaments ", installing canyons of " Panzer " tanks



44

Geheim Kommandoache

44

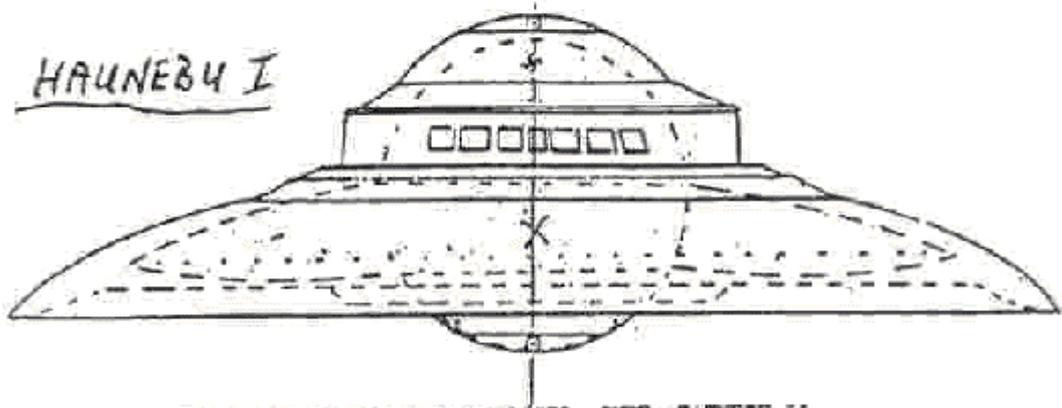
Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

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

Empfehlung:

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

HAUNEBU I



MITTELSCHWERER BEWAPNETER FLUGKREISEL, TYPE „HAUNEBU II“

Durchmesser: 25 Meter
Antrieb: Thule-Tachyomotor 70
Steuerung: Mag-Feld-Impulsor 4
Geschwindigkeit: 4800 Kilom.p.Std. (rechts. bis 17000)
Reichweite in Flugzeit: 18 Stunden
Bewaffnung: 2 x BCM 100 in Drehtürmen und 4 x MK 108, starr nach vorn
Außenpanzerung: Doppel-Vielstah
Besatzung: 8 Mann
Waltfähigkeit: 60 %
Stillachweberfähigkeit: 5 Minuten
Allgemeine Flugfähigkeit: Tag wie Nacht
Grundsätzliche Einsatztauglichkeit: 60 %
Frontverfügbarkeit: Nicht vor Jahresende 44

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

THE VRIL AND THE ANDROMEDA

One of the most perfect " machines " produced by the VRIL society during World War I I, it was the VRIL 7; an enormous object in disk form, very similar to HAUNEBU III, but with about 120 diameter meters. The first test with VRIL 7 was made on the Baltic sea, in the Winter of 1944.

Below image: the HAUNEBU II:

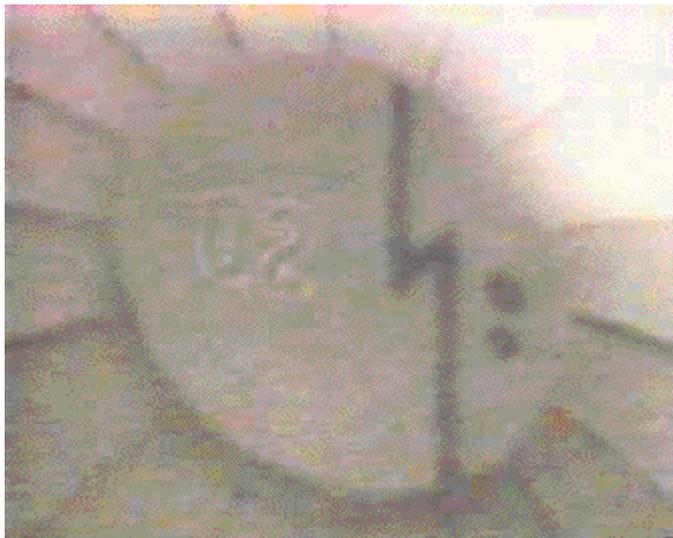


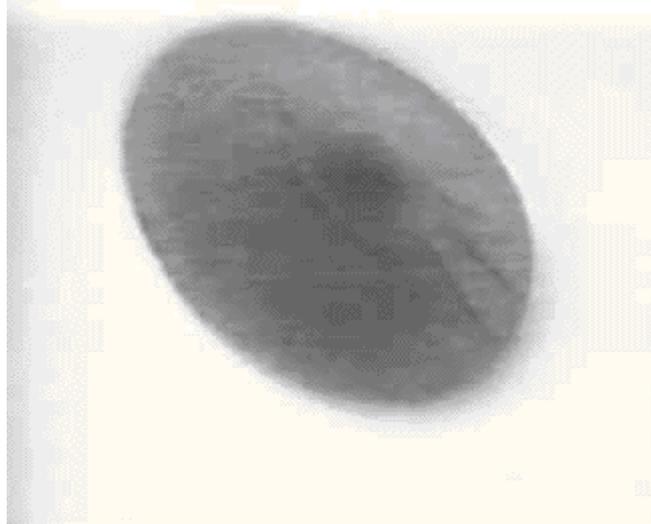
Some images of the VRIL 7 and the VRIL 6:



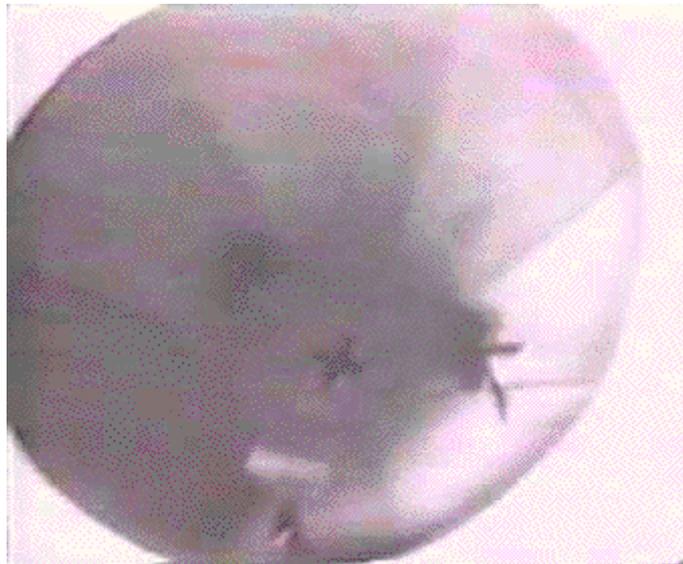


Some diversified details of the interior area of the VRIL 7:

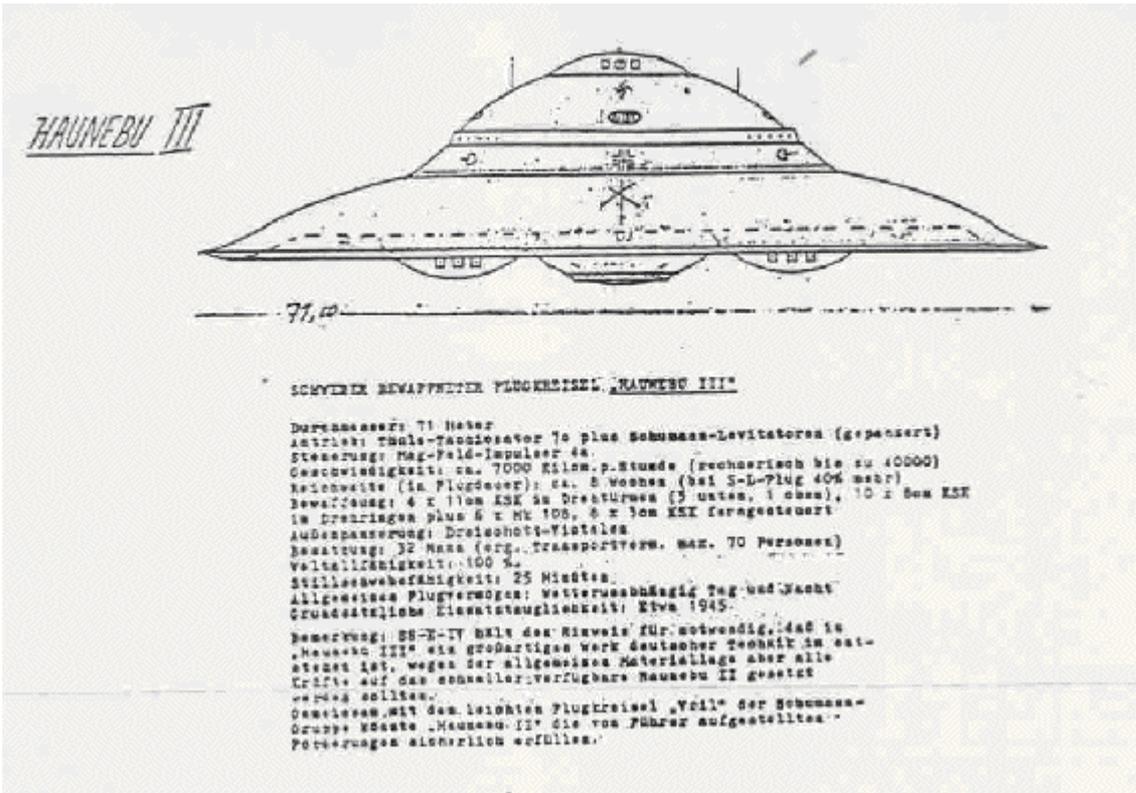




Detail of the inferior part of the RFZ 5:



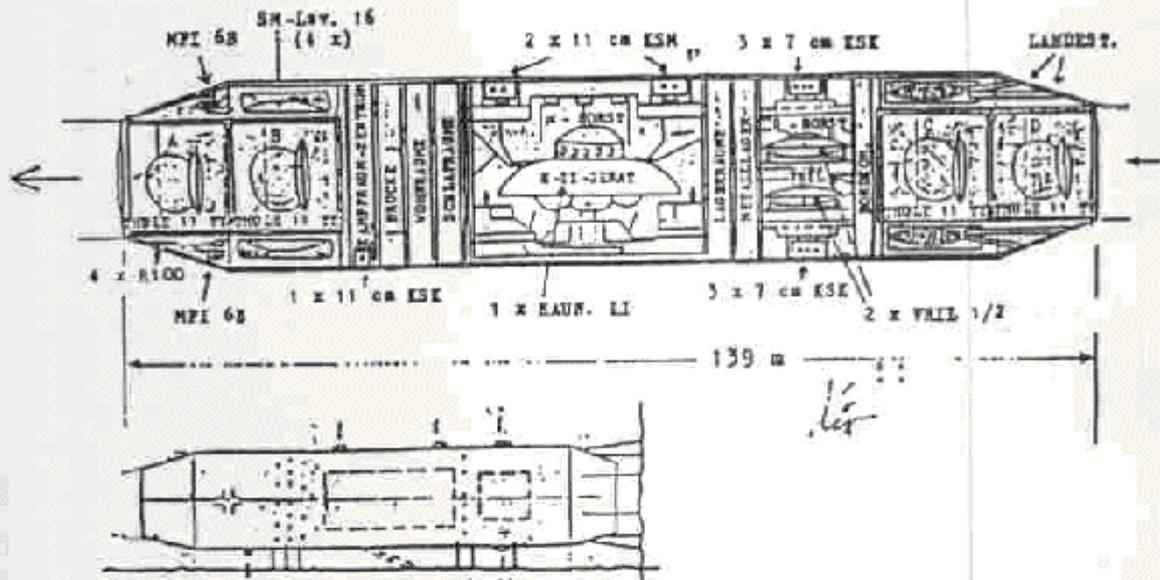
To follow an image of part of the project of the HAUNEBU III:



To proceed, an image of part of the project ANDOMEDA a type of "flying cigar " transporter of several types of objects:

ANDROMEDA-GERÄT

X-V, 2. Dez. 44



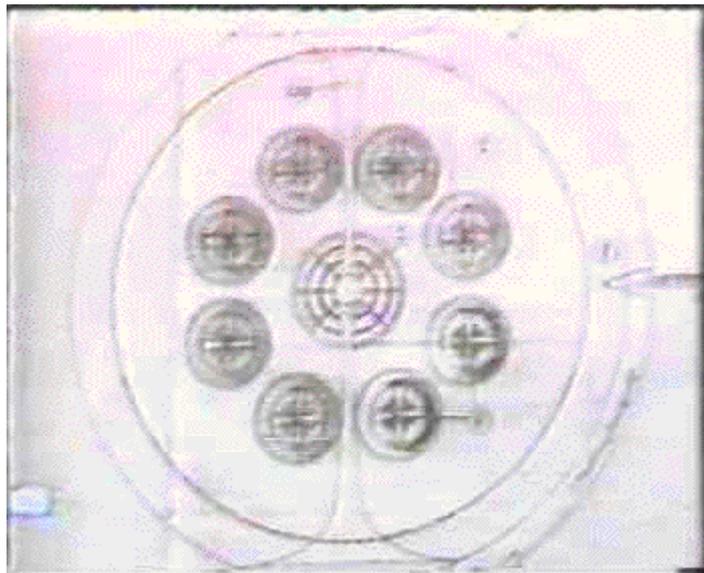
BEWAFFNETES TRÄGER- UND LAUNCHERTRAGSCHIFF "ANDROMEDA-GERÄT"

- Länge : 139 Meter
 Durchmesser : 30 Meter (in der Mitte, errechnet)
 Antrieb : 4 x Turbinen-Schubmotoren 1), 4 x Scramjet-Verbrenner 16 (geplant)
 Steuerung : Mag-Feld-Imprinter 6b
 Geschwindigkeit : Keine Angaben, theoretisch müssten fast 300 000 Kilometer p. Sekunde möglich sein
 Reichweite : Keine Angaben, rein theoretisch unbegrenzt
 Bewaffnung : 2 x Druckw. m. 2 x 2 x 11cm ESK,
 1 x Druckw. m. 1 x 1 x 11cm ESK,
 2 x Druckw. m. 2 x 3 x 7cm ESK,
 4 x R100
 Außenpanzerung : Unbekannt, vermutlich Dreischicht-Fiktalen wie bei Hamnebe-III
 Besatzung : 130 Mann (errechnete Durchschnittszahl)
 Weltallfähigkeit : 100 %
 Stillschwebefähigkeit : Unbekannt, vermutlich 25 Minuten wie bei Hamnebe-III
 allgemeines Flugverhalten : Unbekannt, vermutlich wie bei Hamnebe-III witterunabhängig bei Tag und Nacht
 Grundtastliche Einsatzmöglichkeit : Unbekannt, doch vermutlich war 1945/46 geplant.
 Halbober : M - Gerät - 1 x Hamnebe-II, B - Gerät - 2 x VRII-1 + 2 x VRII-2

From Reichs-German secret SS archives

RFZ 2

On June 1934 VICTOR SCHAUBERGER was invited by Hitler and other members of VRIL society, to work with them to develop a flying machine that could fly and jump the limits of solar system. At its book *"The Spear of Destiny"*, TREVOR RAVENSCROFT, describes "...with twenty years age Hitler was already a adept of the concealed and the mysterious in trying amount to right through drugs, higher consciousness estates..."; In those days that secret society Hitler, created a special group designated for SS "SCHWARZE SONNE" (Black Sun) of which left emissaries for Tibete, with some frequency whose primordial subject was it of they know the techniques of the meditation for communication with extraterrestrial entities. This fact came to confirm when Soviet soldiers found in Berlin on April 25, 1945 the bodies of 6 monks of Tibet, in circle. Contained this small parenthesis, retake. VICTOR SCHAUBERGER together with the Dr. SCHUMANN already, previously referred, they got in the ends of that year of 1934 has just built a new object in disk form, the one that they designated for RFZ 2 whose operation beginning was already previously identical to the tested but improved. Using a propeller VRIL (also known by SSM-L, that is Schumann SM-Levigator) the machine, with 5 diameter meters, it generated a electromagnetic field that moved easily, alternating of color every time that its speed oscillated.



A draw of the RFZ 2

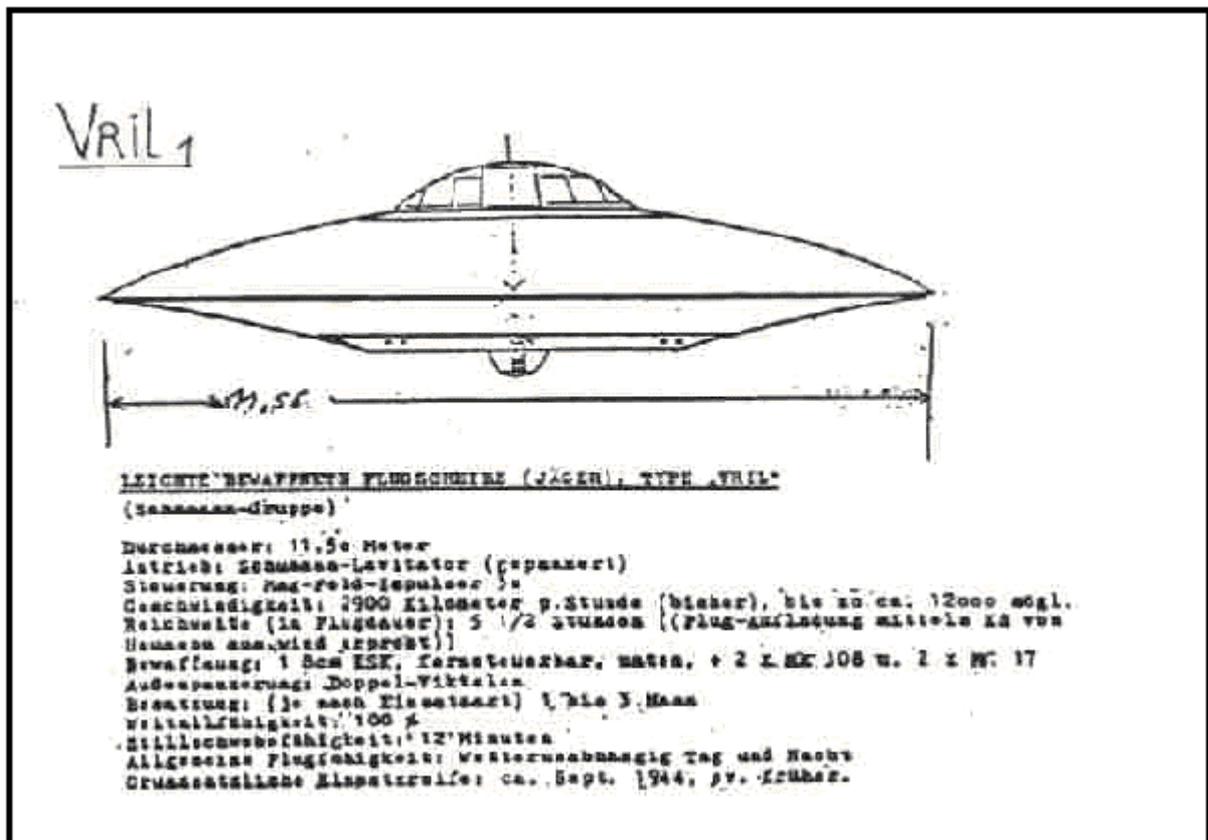


Images of the RFZ prototypes

However this flying machine, always manned by the same person, LUTHER VEITZ, it seemed to be not very safe, because during the tests it dropped a lot of times.



RFZ 2 test flight



And maybe (would it be even maybe ?) would it alter the course of the manufacture of that type of flying machine...

