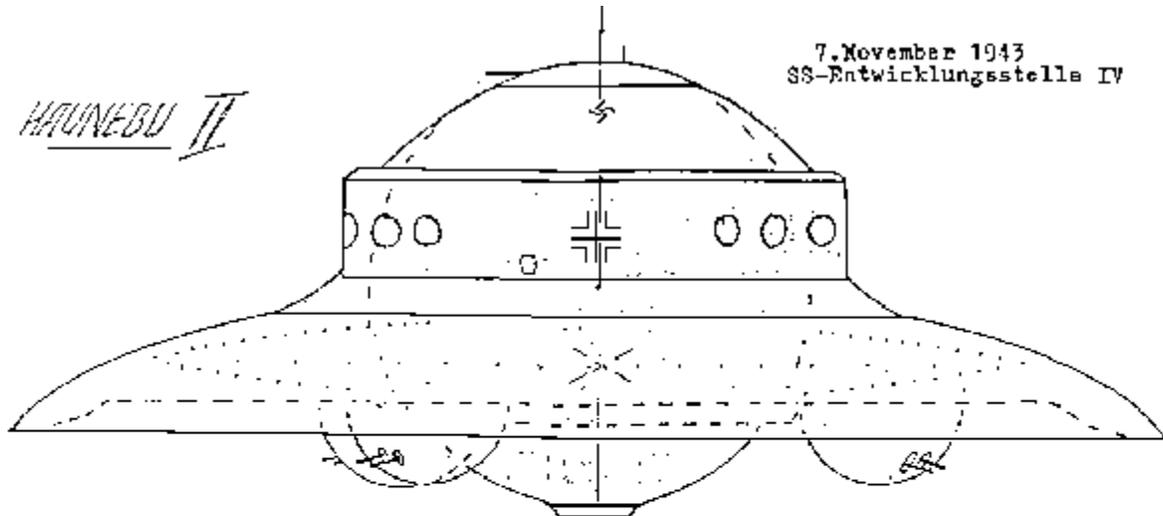


SS Projects. Hitler's UFO Projects ss  
What really was the Foo Fighters  
[Burlington UFO and Paranormal Research Center](#)  
[BUFO Paranormal and UFO Radio](#)



MITTELSCHWERER BEWAFNETER FLUGKREISSEL, TYPE „HAUNEBU II“

Durchmesser: 26,3 Meter  
Antrieb: „Inula“-Tachyonator 70 (gepanzert; Ø TV.-Scheibe: 23,1 Meter)  
Steuerung: Mag-Feld-Impulser 4a  
Geschwindigkeit: 6000 Kilometer p.Stunde (rechnerisch bis ca. 21000 möglich)  
Reichweite (in Flugdauer): ca. 55 Stunden  
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehtur  
Außenpanzerung: Dreischott-„Victalen“  
Besatzung: 9 Mann (erg. Transportverm. (bis zu 20 Mann))  
Weltallrähigkeit: 100 %  
Stillschwebefähigkeit: 15 Minuten  
Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig  
Grundsätzliche Einsatztauglichkeit (VT): 85 %

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Reference: [www.violations.dabsol.co.uk/ind2.htm](http://www.violations.dabsol.co.uk/ind2.htm)  
[Secrets of the Third Reich](#)

[VIOLATIONS 1999](#)

**Yes, the Nazi's did have UFOs During WWII, which our pilots called the Foo Fighters!**

Germans developing advanced technologies during the end of the war is a matter of public record.

As Sir Roy Feddon, Chief of the Technical Mission to Germany for the Ministry of Aircraft Production stated in 1945. "...I have seen enough of their designs and production plans to realise that if they (the Germans) had managed to prolong the war some months longer, we would have been confronted with a set of entirely new and deadly developments in air warfare."

Captain Ruppelt, Chief of the US Air Force Project Bluebook added in 1956, "When WWII ended, the Germans had several radical types of aircraft and guided missiles under development. The majority were in the most preliminary stages, but they were the only known craft that could even approach the performance of objects reported to UFO observers..."

Some of these German war-time technical advances were well known. The first military jet was the German Heinkel 178 that flew in 1939. In 1943 the Germans also deployed the only jet fighter to go into regular service during the war, the Messerschmitt 262. This jet could easily overtake the fastest Allied aircraft, yet fortunately Hitler ordered that these planes should be fitted as bombers rather than

defensive fighters which saved Allied aircraft from devastating casualties.

Then Heinrich Focke was involved in the design of and production of the FW6, Fa223, Fa226, Fa283 and 284 models during the war. He designed a propulsion system known as the 'turbo-shaft', which is still used in most helicopters today. Using this technology, Focke designed this upright, vertical take-off aircraft, which was just coming off the drawing board as the war ended. At the end of each of the three long arms of this technologically advanced craft was a small jet propulsion unit. The rotating arms were used to lift the body from the ground like the blades of a helicopter.

In 1939 Focke patented a saucer-shaped craft with enclosed twin rotors described as follows: "The exhaust nozzle forked in two at the end of the engine and ended in two auxiliary combustion chambers located on the trailing edge of the wing. When fuel was added these combustion chambers would act as afterburners to provide horizontal propulsion to Focke's design. The control at low speed was achieved by alternatively varying the power from each auxiliary combustion chamber."

Cruise missiles were also first used by the Third Reich and V-1 bombs were launched from German occupied territories across the channel into England.

The next German rocket, the V-2 proved to be the predecessor of the Intercontinental Ballistic Missiles that filled the arsenals of the former Soviet Union and US during the Cold War. This missile could travel 225 miles at five times the speed of sound and a single hit could take out a city block. The Germans also developed a rocket-powered fighter, the ME 163 and although it was never put into regular service, it was the first aircraft to fly faster than 600 miles per hour.

These then, were some of the known German advances. However there were also hints of darker technologies not fully understood. It was in 1944 that knowledge of these became public for the first time when the New York Times of 14th December reported "Floating Mystery ball is New German Weapon.

"Supreme Headquarters, Allied Expeditionary Force, Dec 13 - A new German weapon has made its appearance on the western air front, it was disclosed today. Airmen of the American Air Force report that they are encountering silver coloured spheres in the air over German territory. The spheres are encountered either singly or in clusters. Sometimes they are semi-translucent." (1)

A typical incident was reported by a veteran pilot of the 415th Night Fighter Squadron. He was flying a mission over Hagenau, Germany on 22nd December 1944 when at 6.00am, whilst flying at an altitude of ten thousand feet, the pilot and his radar operator saw two "large orange glows" rapidly climbing towards them. "'Upon reaching our altitude' the pilot reported, the objects 'levelled off and stayed on my tail.' He went into a steep dive and the 'glows' followed in sharp precision. He banked as sharply as he dared and the objects followed. For two minutes the 'lights' stalked the fighter through several intricate manoeuvres, peeled off under perfect control, then blinked out..." (2)

The purpose of these strange objects was a mystery, for they merely followed warplanes, but apparently never opened fire or otherwise attacked them. These objects were named 'Foo Fighters', a term which came from a headline 'Where There's Feu, There's Fire.' Each side in the war seemed to believe that the Foo Fighters were the inventions of their enemy and several reconnaissance missions were launched to gain further information. To date, it has never been clearly established where the technology came from, and the origins of the foo-fighters remain an historical puzzle alongside the Scandinavian ghost rockets. What was clear, however, was that it wasn't Allied technology, and that was a serious cause of concern.

Over the years fact and fiction regarding the exact nature of these advanced German technologies have become fused, however it is now clear that the Germans were developing craft that could be mistaken for what would nowadays be considered UFOs. In fact, such developments make perfect sense:

Each side during the war relied heavily on their aerial capabilities, and one sure way to disable such abilities was to take out enemy runways. Either side could have had the best air fleet on the planet, but without somewhere to take off from, such a fleet was impotent. Therefore the development of craft that did not require any runway, like Focke's designs, could potentially alter the eventual course of the war. As it turned out, the designs were only coming on line as the war ended, but had the conflict continued, it is conceivable that these new technologies could have altered the shape of history.

However, exactly what was being developed is now less a matter of historical record, and more of an historical jigsaw, with not only pieces missing, but other pieces conceived in the minds of writers who then peddled fictitious Nazi flying saucer myths to those who chose to believe them.

Establishing fact from fiction from over fifty years ago is no easy matter, and we are forced to consider information that is largely unverifiable. Yet when pieced together a plausible story of Nazi flying disk technology does begin to emerge.

One person who made claims regarding the development of 'flying saucers' in Nazi Germany is former Luftwaffe Flight Captain and aircraft designer Rudolph Schriever. He claimed in 1950 that he and a small team had worked at facilities near Prague developing a saucer-type vehicle.

This story first appeared in 'Der Spiegel' magazine on 30th March 1950 in an article entitled 'Untertassen-Flieger Kombination' which stated "... Rudolph Schriever, who says engineers throughout the world experimented in the early 1940s with flying saucers, is willing to build one for the United States in six to nine months. The 40-year-old Prague University graduate said he made blueprints for such a machine, which he calls a flying top, before Germany's collapse and that the blueprints were stolen from his laboratory. He says the machine would be capable of 2,600mph with a radius of 4,000 miles, Schriever is a US Army driver at Bremerhaven." (3)

His claims are backed up by a 1975 Luffahrt International Report that noted that after Schriever's death in the late 1950s, papers found amongst his belongings revealed incomplete notes for a large flying saucer, a series of sketches of the machine and several newspaper clippings of himself and his alleged flying saucer. Up to his death, Schriever had repeatedly claimed that the UFO sightings since the end of the war were proof that his original ideas had been taken further with successful results.

Researcher Bill Rose was able to discover that Schriever was involved with other scientists Klaus Habermohl and Giuseppe Belluzzo (an Italian engineer) as well as one Dr. Walter Miethe. Rose's research established that Miethe had been the Director of the saucer programme at two facilities located outside Prague. We know little more about Miethe's activities at this time but it does seem that he knew Wernher von Braun (of whom much more later) as there is a photograph of them together in 1933.

We certainly do know that one scientist, Viktor Schauberger, was involved in the production of flying disks, and that he flew one in 1945 near Prague, just as Schriever had claimed. His experimental prototypes were based on levitation. Born in 1885, Schauberger considered the natural world his greatest teacher although many in the world considered Schauberger to be somewhat deranged. In forests, alongside rivers, he studied what he considered life-enhancing energy, water and air vortices.

He argued that "Prevailing technology uses the wrong forms of motion. It is based on entropy – on motions which nature uses to break down and scatter materials. However, nature uses a different type of motion for creating order and new growth. The prevailing explosion-based technology – fuel burning and atom splitting – fills the world with expanding, heat-generating centrifugal motion." Schauberger believed that energy production could instead use inward-moving cold-generating centripetal motion, the same as nature employs to build and enliven substances. Even hydroelectric power plants, Schauberger said, use a destructive motion – they pressure water and chop it through turbines. The result is 'dead water'. He built suction turbines that he considered enlivened and invigorated, resulting in clean, life-giving water downstream.

Schauberger also produced electrical power from a unique suction turbine using implosion principles and was later pressured into developing a propulsion system using the same principles applied to air.

His work came to Hitler's attention and his son (left) recounts the meeting between his father and Hitler: "In June of 1934 my father was invited by the Reich's Chancellor Adolph Hitler to discuss his work. Hitler wanted to know about his discoveries and talk about the various possibilities and what his great plan was. And he said 'yes, I'm looking for a new technology that must once again harmonise with the natural order of things and that is my real programme.'

"Shortly before the meeting, Hitler as Reich Chancellor gave the two deputies his orders. The two had come to discuss Herman Goering's plan. And he said 'Viktor Schauberger, you will speak with the two Reich's deputies and tomorrow or by the latest the day after tomorrow a second meeting will take place. And he said to the two deputies 'I find the plan fascinating. Yes, we Germans will bring about a whole new science.'" (4)

Hitler wanted Schauberger to supervise the building of a new flying craft that could levitate without burning any fuel. This idea for this new craft was based upon a discovery made by Schauberger a few years before of how to develop a low-pressure zone at the atomic level. The scientist claimed to have achieved this in a laboratory setting when his prototype whirled air or water 'radically and axially' at a falling temperature. Schauberger named this resulting force as 'diamagnetic levitation power' and noted that nature already used this direct or 'reactionary' suction force in weather generation, solar fusion stability etc.

Schauberger was given a team of scientists to help him with his work, and he insisted that these be treated as free men rather than prisoners of the Nazis. During their work, however, their research headquarters was bombed and they were all transferred to Leonstein. There they perfected the 'flying disc' powered by Schauberger's turbine which rotated air into a twisting type of oscillation resulting in the build-up of immense power causing levitation. Schauberger's prototype was then developed into a vehicle known as the Belluzzo-Schriever-Miethe Diskus, a machine built up to 22ft in diameter. These craft travelled at over 2000 km/hr and were planned to go over 4,000 km/hr. By 1945 they could reach 1300 mph and gain an altitude of 40,000 feet in less than three minutes. The craft was also noted to glow blue-green as it rose and left a silvery glow.

The Munich publication, 'Da Neue Zeitalter' wrote in 1956 "Viktor Schauberger was the inventor and discoverer of the new motive power, implosion, which, with the use of only air and water, generated light, heat and motion."

The publication reported that the first unmanned flying disc was tested in 1945 near Prague, that it could hover motionless in the air and could fly as fast backwards as forwards. It was also reported to have a diameter of 50 meters.

Other evidence in support of this event had appeared earlier in an interview given on 18th November 1954 to the Zurich-based 'Tages Anzeiger'. One George Klein stated that he had witnessed a flying saucer test on 14th February 1945 and that the craft had reached a height of 30,000 foot in three minutes and could travel at hundreds of miles an hour.

In this interview, Klein gave further information regarding developments behind the disks, claiming that some of the work had taken place at Peenemunde, where the V-2 rocket was being developed and where Wernher von Braun was director. Klein also stated that the stability of the craft had been achieved by using a gyroscope; the same method used by the Von Braun-Dornberger team. The research then moved to the Mittlewerke underground facilities near Nordhausen in the Harz Mountains.

The 'Bible' of the story of the development of the Atomic bomb, 'Brighter than a Thousand Suns', also confirms these events: "The first of these flying saucers, as they were later called – circular in shape, with a diameter of some 45 yards – were built by the specialists Schriever, Habermohl and Miethe. They were first airborne on February 14th 1945, over Prague and reached in three minutes a height of nearly eight miles. They had a speed of 1250mph which was doubled in subsequent tests." (5)

That these events occurred is also supported by former CIA agent Virgil Armstrong who commented "We know that in the early parts of the war there were certain factions of the Allied forces that did not believe he had a secret weapon and it wasn't until the Americans made much emphasis of this that they began to look at it seriously and indeed did discover that Hitler not only had a secret weapon, he had what we would call today a UFO or spacecraft.

"He had one already off of the drawing board and flying and it was capable of 1200 miles an hour. Vertical take-off, 90° changes, much like a helicopter, and of course was far superior to anything the Allies powers had at that time. Secondly they knew he had another craft about to be up and going it was capable of doing 2500 miles per hours, which was double the original. Not only did it have the characteristics of the original craft, but it also had a laser weapon aboard it which capable of penetrating four inches of armour. Needless to say that really spooked the allied forces into making a redemptive attempt against him and bringing him ... into a state of capitulation." (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 Miethé was able to advise Hitler that the V-7 had been tested in the skies above the Baltic. This particular craft was a supersonic helicopter fitted with 12 BMW Turbo aggregate engines. During its first test it reached an altitude of 78000feet and then 80000 feet on its second test. Miethé 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 (left) 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 (left) 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-1' 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 (right with von Braun) 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.

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

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

Another craft that looked suspiciously like a 'flying disk' was the AS-6. 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 (Appendix I) 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. 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.) (below left with Edwards O'Connor, Corso, Lt. Gen. Arthur Trudeau and Victor Fediyay).

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

(C) VIOLATIONS 1999

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Foundations for Globally Managing Extraterrestrial Affairs – The Legacy of the Nazi Germany-Extraterrestrial Connection

## ABSTRACT

There is compelling evidence that in the early 1930's, the technology and presence of one or more extraterrestrial (ET) races became known to the leaders of Nazi Germany who embarked on an ambitious effort to communicate with these races for the purpose of acquiring their advanced technology. Using communication techniques that would be widely dismissed today as 'psychic channeling', there is evidence that the Nazi sponsorship of occult societies that specialized in this form of communication with these ET races, was successful in gaining information that produced rapid technological breakthroughs that eventually came to the attention of the intelligence services of Britain, France, USSR and the USA. While predictably dismissive of such esoteric practices by the Nazi regime, each of the intelligence services of these major states initiated efforts to attain whatever intelligence information they could gain on the purported Nazi communication methods with an ET race(s) while monitoring the 'ET inspired' technology being developed by Nazi Germany.

In this paper I analyze how global management of what can be defined as 'Extraterrestrial Affairs' – government policies dealing with the existence of ET races and ET inspired technology - has as its foundations events that occurred during the 1930's when ET's first began to communicate with the leadership of a major world government. The fact that this government was that of Nazi Germany who soon began a campaign aiming to establish military dominance in Europe, was significant in terms of how the ET presence would later be globally managed by the victorious Allied powers who emerged from the carnage of the Second World War. I begin by analyzing Nazi Germany's 'success' in communicating with ET races and gaining information for the development of ET inspired technology that would be used to build offensive weapons for the Nazi war effort. I will argue that the 'successful' conclusion of the Second World War led to a rude awakening on the part of the Allied powers of the full ramifications of the Nazi successes in developing ET technology. Not only had Nazi Germany successfully developed and/or reverse engineered ET technology through questionable psychic channeling methods, discovery of ET artifacts and retrieval of ET craft, but a significant number of the Nazi elite had escaped with the most advanced of their ET inspired technology to hidden locations in Antarctica and South America. This meant that contrary to public perceptions of a successful conclusion to the Second World War, a significant portion of Nazi Germany's most advanced technological assets and military-scientific elite was outside the reach of the victorious Allied powers.

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### Foundations for Globally Managing Extraterrestrial Affairs – The Legacy of the Nazi Germany-Extraterrestrial Connection

#### Introduction [1] :

There is compelling evidence that in the early 1930's, the technology and presence of one or more extraterrestrial (ET) races became known to the leaders of Nazi Germany who embarked on an ambitious effort to communicate with these races for the purpose of acquiring their advanced technology. Using communication techniques that would be widely dismissed today as 'psychic channeling', there is evidence that the Nazi sponsorship of occult societies that specialized in this form of communication with these ET races, was successful in gaining information that produced rapid technological breakthroughs that eventually came to the attention of the intelligence services of Britain, France, USSR and the USA. While predictably dismissive of such esoteric practices by the Nazi regime, each of the intelligence services of these major states initiated efforts to attain whatever intelligence information they could gain on the purported Nazi communication methods with an ET race(s) while monitoring the 'ET inspired' technology being developed by Nazi Germany.

At a time of growing international tension where another major European war (World War 2) loomed on the horizon, major global powers would have been concerned about the ramifications of Nazi Germany seeking to acquire advanced technology through

esoteric forms of communication with ET races. While sightings of ET/UFO craft were relatively rare in the 1930's, historically there had been sufficient sightings to raise the possibility of an ET presence on the planet for political leaders. [2] Not only was Nazi Germany actively developing technology that was inspired through such communication, but it had also learned of remote locations around the planet where it could retrieve ET artifacts. The Nazis sponsored numerous expeditions to remote locations the results of which were largely unknown to Western intelligence services. [3] There is also evidence that Nazi Germany was able to eventually retrieve an operational 'ET craft', which suggested the Nazis were being assisted by one or more ET races. [4]

In this paper I analyze how global management of what can be defined as 'Extraterrestrial Affairs' – government policies dealing with the existence of ET races and ET inspired technology - has as its foundations events that occurred during the 1930's when ET's first began to communicate with the leadership of a major world government. The fact that this government was that of Nazi Germany who soon began a campaign aiming to establish military dominance in Europe, was significant in terms of how the ET presence would later be globally managed by the victorious Allied powers who emerged from the carnage of the Second World War. I begin by analyzing Nazi Germany's 'success' in communicating with ET races and gaining information for the development of ET inspired technology that would be used to build offensive weapons for the Nazi war effort. I will argue that the 'successful' conclusion of the Second World War led to a rude awakening on the part of the Allied powers of the full ramifications of the Nazi successes in developing ET technology. Not only had Nazi Germany successfully developed and/or reverse engineered ET technology through questionable psychic channeling methods, discovery of ET artifacts and retrieval of ET craft, but a significant number of the Nazi elite had escaped with the most advanced of their ET inspired technology to hidden locations in Antarctica and South America. This meant that contrary to public perceptions of a successful conclusion to the Second World War, a significant portion of Nazi Germany's most advanced technological assets and military-scientific elite was outside the reach of the victorious Allied powers.

What compounded the serious policy dilemma confronting the Allied Powers with the continuation of remnants of the Nazi regime in Antarctica and South America was the physical intervention of ET races that seriously impacted on the need to manage the ET presence globally. Even more disturbing was the possibility that the elite remnants of the Nazi regime was being assisted by one or more ET races thereby making it impossible for a complete eradication of the Nazi presence. What follows is an effort to identify the main policies used by major states to globally manage the acquisition and development of ET technology, respond to the ET presence, and deal with the policy consequences of Nazi elites hidden in secret bases in the Antarctic and South America.

#### Nazi Germany's Pre-War Programs to Develop ET Inspired Technology

Adolph Hitler's fascination with Occult Sciences, Esoteric philosophies and exotic technologies led him to exploiting whatever avenues he had in gaining access to and developing weapons technologies that would allow Nazi Germany to gain its rightful place, in Hitler's view, as a leading global power. [5] As a student of occult sciences, Hitler was well aware of the possibility of communicating with extraterrestrial races through methods such as 'psychic channeling' whereby an individual could establish communication with non-physical and/or distant life forms and transmit information. Such communication was well known among the Occult societies scattered throughout Northern Europe who studied the work of mystics such as Helena Blavatsky, who wrote extensively of her esoteric communications with other 'life forms' and how to develop these communication abilities. [6]

While such a phenomenon in the contemporary era struggles to be taken seriously by the general public, there is compelling evidence that not only did Hitler take it seriously, but devoted considerable resources of the Nazi state into converting information gained from such efforts into technology development and weapons production. [7] Much of the information gained in such 'psychic communications' led to Nazi expeditions in the period before the Second World War to remote locations such as Tibet, Antarctica, South America, Iraq and elsewhere in search of buried ET artifacts from earlier civilizations.

One of the principal Nazi Occult societies that were supported by Hitler was the Vril Society that "was allegedly 'channeling' messages from an alien civilization in the Aldebaran solar system and planned to develop a craft that could make physical contact with the civilization there." [8] Another significant Occult Group was the Thule Society that was similarly claiming to be in communication with an advanced race; rather than an off-world ET race, however, this was an advanced human race with Nordic features from an ancient Earth civilization that inhabited subterranean territories that were accessible from the polar regions and other secluded areas around the planet. [9]

The seriousness and support given by Hitler to such communications is evidenced by the material support given to these Occult societies in terms of scientific resources for developing their 'ET inspired' technologies. By 1934, for example, "the Vril Society had apparently developed its first UFO shaped aircraft, known as the Vril 1, which was propelled by an anti-gravity effect." [10] While there was predictable skepticism by more traditional branches of the German military of the viability of such 'channeled' information, the Nazi SS were at the forefront of efforts to develop this technology. Later in the Second World War, the Nazi SS would take over complete control of Hitler's 'scientific-military-occult complex' ensuring the highest level of secrecy in developing and operationalising ET inspired technology.

An important insight into Hitler was that he viewed such technologies as part of a 'natural order' he wished to establish as revealed in an interview he had in 1934 with the son of a German scientist, Viktor Schauberger who, was a pioneer in aviation technology based on anti-gravity propulsion:

In June of 1934 my father was invited by the Reich's Chancellor Adolph Hitler to discuss his work. Hitler wanted to know about his discoveries and talk about the various possibilities and what his great plan was. And he said 'yes, I'm looking for a new technology that must once again harmonize with the natural order of things and that is my real program. [11]

Hitler gave powerful material support to Schauberger suggesting the pattern by which technologies, which harmonized with Hitler's occult/naturalistic worldviews, would be supported:

Schauberger was given a team of scientists to help him with his work ... they perfected the 'flying disc' powered by Schauberger's

turbine which rotated air into a twisting type of oscillation resulting in the build-up of immense power causing levitation [anti-gravity propulsion]. Schauburger's prototype was then developed into a vehicle known as the Belluzzo-Schriever-Miethe Diskus, a machine built up to 22ft in diameter. These craft traveled at over 2000 km/hr and were planned to go over 4,000 km/hr. By 1945 they could reach 1300 mph and gain an altitude of 40,000 feet in less than three minutes. The craft was also noted to glow blue-green as it rose and left a silvery glow. [12]

A number of US intelligence sources testified that Nazi Germany had indeed developed technology that resembled modern day UFO's. According to Virgil Armstrong, a former CIA agent

We know that in the early parts of the war there were certain factions of the Allied forces that did not believe he [Hitler] had a secret weapon and it wasn't until the Americans made much emphasis of this that they began to look at it seriously and indeed did discover that Hitler not only had a secret weapon, he had what we would call today a UFO or spacecraft. [13]

Another prominent US military official who testified about the Nazi supported technologies was Captain Ed Ruppelt, who was the initial Chief Investigator for US Air Force Project Bluebook: "When WWII ended, the Germans had several radical types of aircraft and guided missiles under development. The majority were in the most preliminary stages, but they were the only known craft that could even approach the performance of objects reported to UFO observers..." [14] Astronaut Edgar Mitchell also confirmed in 1991 that much of the ET cover up dated from the Second World War. [15]

There have also been reports that Nazi Germany had retrieved a 'crashed' ET craft. [16] Colonel Phillip Corso, who was a senior officer in charge of reverse engineering ET technology during the Eisenhower and Kennedy administrations, gave support to such an event in an interview:

There were crashes elsewhere, and they [the Germans] gathered material too. The Germans were working on it. They didn't solve the propulsion system. They did a lot of experiments on flying saucers. They had one that went up to 12,000 feet. But where all, we and they, missed out was on the guidance system. In R&D we began to realize that this being [an ET] was part of the guidance system, part of the apparatus himself, or itself, as it had no sexual organs." [17]

If such a crash had indeed occurred, on top of whatever information was gained from the Nazi Occult Societies communication with ET races, then this would have considerably boosted Nazi Germany's efforts to develop ET technology for a campaign of military conquest in Europe.

It is very likely that at some stage in the time before the onset of the Second World War in 1939, military intelligence officials from the Western democracies and the Soviet Union guessed that from the available evidence - intelligence assessments of Nazi sponsored occult societies, Hitler's support of esoteric philosophies and practices, fully funded Nazi expeditions to remote locations around the planet, and the technological innovations supported in Nazi scientific laboratories - that Nazi Germany was serious in developing technology that Hitler and his senior officials gained from occult communications with ET's.

The scientific cultural traditions of both the Western democracies, based on 'scientific rationalism' developed in the European Age of Enlightenment; and of the Soviet Union where a Marxist Historical Materialism was dominant, would have led to the military intelligence communities of the Western democracies and the Soviet Union, dismissing the relevance of Hitler's occult communications. Nevertheless, the fact that Hitler was actively supporting such communications with the scientific assets of the Nazi state would have warranted close monitoring of the situation. As more information on the UFO presence emerged in the later 1930's, there would predictably have concern by Western and Soviet intelligence services that Hitler's occult communications with ET's might give Nazi Germany an important military advantage in any future war.

More disturbing from the perspective of Western intelligence sources was the possibility that Nazi Germany was tacitly being given assistance from an ET race in these communications despite Hitler's militaristic policies in Europe. That Nazi Germany received assistance from ET's was suggested by the father of modern rocketry, Hermann Oberth who confirmed a Nazi-ET 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." [18] The likelihood that Nazi Germany had come into possession of a 'crashed' ET craft may have been evidence of some form of tacit assistance given to Nazi Germany by one or more ET races.

From the perspective of an ET race communicating and even visiting the Earth in the 1930's, Nazi Germany would have been a logical choice for such 'assistance'. Hitler's receptiveness to esoteric practices and technologies meant that such an ET race had a means of communicating with a major world power at a time when other governments would have been suspicious of the policies of visiting ET races and of opening up unfamiliar channels of communication with one or more of them. The idea of establishing communication through esoteric practices such as 'psychic channeling', would have been dismissed as ludicrous or even dangerous by Western and Soviet policy makers who were still attempting to discover as much as they could about the ET presence through more conventional military intelligence sources and scientific methods. Much later, the US and other Allied states developed their own protocols and standards for establishing communication with ET nations through similar psychic channeling techniques pioneered by the Nazi Occult societies. Former Air force Sergeant, Dan Sherman, revealed his own training in telepathic/psychic communication by the National Security Agency, which is the premier US organization for communicating with ET races. [19]

In giving whatever limited assistance it could to Nazi Germany, assuming protocols exist for advanced races communicating with the governments of worlds not yet possessing a unified global government, ET races in communication with Nazi authorities possibly received benefits in return that would have been a cause for concern by the future Allied powers. The possibilities of a tacit alliance between Nazi Germany and an ET race, even if this only went as far as Nazis using psychics to communicate with such a race, would certainly have given rise to an important question by the future Allied powers. Would Hitler risk the best interest of global humanity in exchange for what would facilitate Germany's re-emergence as a major world power? [20] They most likely answered yes and played

for time in deciding how to deal with Hitler aggressive nationalist policies; the technology developed by Hitler's 'military-scientific-occult' complex; and to the nature of the 'threat', if any, posed by the ET presence to human sovereignty on the planet.

The possibility of Nazi success in developing some form of communication with an ET race and even having direct access to ET technology would have contributed to the eagerness of Britain to accommodate Germany's concerns in redressing inequities from the Versailles Peace Agreement. Any political and diplomatic dialogue to address these, even if these upset Britain's main European ally, France, would give Britain much needed time to gauge the security threat posed by Hitler's regime and his exotic weapons acquisition programs. The Munich agreement struck between the British Prime Minister, Neville Chamberlain, and Hitler in resolving the 1938 crisis over German populated areas of Czechoslovakia, meant Czechoslovakia lost territory and its important defense assets. From the perspective of Britain and France, such a strategic gamble was necessary if indeed Nazi Germany's were to be persuaded that it could benefit greatly if it choose to cooperate with the West in responsibly dealing with the ET presence and technology.

Cooperation with the West in terms of financial support and investment from Western corporations had already provided the bulk of Nazi Germany's re-industrialization efforts. Major US and British corporations invested heavily in Nazi German industries and established important relationships with senior Nazi leaders. [21] Rather than merely being a temporary phenomenon made possibly by the brief period when major Western states such as Britain and the US had considerable sympathy for the Nazi's efforts for removing the inequities of the Versailles Peace Treaty, [22] there is compelling evidence that such relationships continued even during the war period itself. The Rockefeller controlled Standard Oil Co., for example, had extensive dealings with the German petrochemical giant I.G. Farben in oil and chemical sectors, and their relationship continued even after the US entered the war in December 1941. In May 1942, criminal charges were initially brought against Standard Oil executives and later dropped, but its deals with I.G. Farben became subject to a Senate Special Committee Investigating the National Defense Program chaired by Harry Truman. [23]

The Second World War, the Nazi-ET Connection and the Covert Nazi Exodus

The 1939 deal struck between Nazi Germany and the Soviet Union to divide Poland between them was the action that triggered the Second World War. For Britain and France, it meant that Nazi Germany was fixed on a campaign of European domination regardless of any political concessions made by the former for the sake of peace in Europe. If it were true that Germany had indeed received tacit assistance from an ET race and/or had acquired ET inspired technology, Germany's invasion of Poland had profound implications. This meant that Germany would have to be quickly defeated before it could fully operationalize whatever ET inspired technology or information it had in its possession for offensive weaponry. Nothing was spared in the main war objective of defeating the Axis powers who constituted a long term threat not only for European democracies, but for the sovereignty of global humanity vis-à-vis one or more ET races tacitly assisting Nazi Germany. Winston Churchill, the British Conservative Prime Minister, rebuffed all efforts to strike a peace deal with Nazi Germany despite the generous terms offered by Hitler. [24]

After the rapid military defeat of France in 1940, this meant that Britain was desperate in ensuring that the US entered the war as soon as possible to assist in the defeat of Germany. While this would undoubtedly have been a logical policy for Britain or any nation engaged in a desperate military struggle with a formidable military opponent, the nature of Germany's technological programs and the likely ET connection required immediate action by major non-belligerents such as the US. In the early stages of the War, President Roosevelt, was informed of the ET presence and the likelihood that Nazi Germany was rapidly developing offensive weapons based on ET technology and assistance. According to Dr Michael Wolf, who claims to have been a member of the secret National Security Council body that oversees ET affairs in the US, "The first UFO came down in 1941 into the ocean west of San Diego, and was retrieved by the Navy." [25] Another date for this discovery given by the now deceased Colonel William Brophy was Feb 25, 1942. [26] None of these justifications for entering the war, however, could be revealed to the general public or the US Congress. This made necessary an alternative course of action by US policy makers. It is very likely that President Roosevelt and the British Prime Minister, Winston Churchill, contrived political events in the Pacific so that it would be inevitable that Imperial Japan would attack the American Pacific Fleet based at Pearl Harbor. [27] Such a contrivance would have been necessary given that Hitler had taken all the steps he could in ensuring that the US would not enter the war on the side of Britain. [28] Essentially, there was no way of persuading the American public of the need to side with Britain when Nazi Germany was clearly avoiding its error from the First World War when its unrestricted submarine warfare brought the US into the war.

Evidence of the US recovering a downed ET craft in 1941/42, may have been a means of ET's leveling the playing field in terms of providing similar ET technologies to the respective sides in the World War. Hitler's invasion of the Soviet Union in 1941 was testimony to Hitler's confidence that his secret weapons technology programs would be successful in producing the offensive weapons required for Nazi victories in Europe.

At the end of the war, the superiority of Nazi Germany's technology was starkly revealed by correspondence between Major General Hugh Knerr, Deputy Commanding General for Administration of US Strategic Forces in Europe, and 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. [29]

This suggests that the years Nazi Germany had in developing ET inspired technologies while the Allied powers were skeptical of the communication techniques used by the Nazi's sponsorship of occult societies were crucial. After it became known that Nazi Germany's offensive weapons capabilities were derived from its communications with ET races and likely recovery of ET technology; Britain, the US and even the Soviet Union, were already far behind the technological discoveries made by the Nazis. Even the discovery and retrieval of ET craft by the US in 1941/42, would not have enabled the Allies to bridge the technological gap with Nazi Germany.

The Nazi Retreat to Antarctica, 'Operation High Jump', and ET Assistance

The 'official' defeat of Nazi Germany and Imperial Japan in 1945 was in fact a 'tactical victory' that masked a major strategic defeat for the 'victorious Allies' that was kept from the general public. A significant proportion of Nazi Germany's political elite, their most advanced ET technology and fully operational 'saucer ships' had escaped from Allied occupation forces. [30] What remained of Nazi Germany's advanced weapons programs was disturbing enough in terms of the overall technological advances achieved by the Nazis in many fields of weapons production. [31] The fact that the Nazis had removed their most advanced secrets, technology and personnel during the run up to the final defeat of Germany would have been a huge shock to Allied leaders once it became clear what had occurred. [32] Rather than the final months of the Second World War being a last desperate gamble by a megalomaniac Nazi leadership that could not accept inevitable defeat, it was in fact a holding action for a methodically well planned extraction of the Nazi's most valuable resources and personnel to well prepared remote locations in the Antarctic and South America. This allowed the Nazis to continue their unique social system, and plan to eventually play an important, if not dominant, role in global affairs.

The Nazis had sufficient time and resources to prepare for such an exodus given their extensive business links, front companies, and connections with South American governments and companies. The well equipped and led Nazi expeditions to the Antarctic in the pre-war period allowed the Nazi's to familiarize themselves with the Antarctic terrain and lay the foundations for any post-war role to be played by these territories. The most ambitious Nazi expedition occurred in 1938 when extensive portions of the Antarctic were claimed by Captain Alfred Ritscher on behalf of the Nazi government. The aircraft carrier, Schwabenland, sent planes to perform extensive aerial surveillance of the region claimed by Nazi Germany, which was called Neuschwabenland. [33] During the war itself, extensive submarine activity in the region of Antarctica suggested that Nazis could have been building bases. Such a possibility was fueled by a comment made by the commander of Nazi Germany's submarine fleet, Admiral Karl Donitz in 1943, when he claimed that his fleet had built "in another part of the world a Shangri-La land – an impregnable fortress." [34] After Germany's unconditional surrender on May 8, 1945, Nazi submarine activity in the Antarctic region continued as evidenced by the following report by the Agence France Press on September 25, 1946: "the continuous rumors about German U-boat activity in the region of Tierra del Fuego ['Feuerland' in German] between the southernmost tip of Latin America and the continent of Antarctica are based on true happenings." [35]

What compounded this realization of a Nazi elite exodus to Antarctica for the Allies was the now irrefutable evidence that ET races were indeed visiting the Earth. The ET presence would now be a factor in the Allies pursuing and eradicating the remnants of Nazi Germany that had relocated to Antarctica and South America, and who were now using their fully operational 'saucer ships' to move around the planet and to even fly into deep space. Many of the UFOs witnessed in the immediate post war era were according to reports from a number of military officials aware of the advanced nature of the Nazi's technology, were fully operational Nazi space craft. [36]

A little known effort to once and for all end the Nazi threat occurred with a Naval military expedition led by Admiral Richard Byrd to the Antarctic in 1946/47. Byrd's military expedition was named "Operation High Jump," and comprised "4700 military personnel, six helicopters, six Martin PBM flying boats, two seaplane tenders, fifteen other aircraft, thirteen US Navy support ships and one aircraft carrier; the USS Philippine Sea (left)." [37] Among the commands issued to Admiral Byrd from the Commander of the US Navy, Admiral Chester Nimitz were: "(b) to consolidate and extend American sovereignty over the largest practical area of the Antarctic continent; (c) to determine the feasibility of establishing and maintaining bases in the Antarctic and to investigate possible base sites" [38] Ironically, it was Admiral Byrd who had earlier addressed Captain Ritscher's Nazi expedition before it departed for Antarctica back in 1938/39. Now Admiral Byrd was leading a US Naval Expedition to seek out and eliminate the Nazi elite who escaped to bases created or 'discovered' during the Schwabenland expedition.

The Antarctic summer of 1946/47 was the first opportunity to mount such a large military expedition to the frigid regions of Antarctica. Coming so soon after the end of the Second World War, it was a puzzle why such a large armada would travel to Antarctica at a time of increasing Cold War tension and decommissioning of Naval personnel, unless the expedition was sent to militarily deal with some unresolved issues from the War itself – remnants of the Nazi elite hidden in an underground base or bases established or 'discovered' in the pre-war era. Hitler had authorized a number of military missions to the Antarctic in the pre-war era making it possible that one or more underground bases had been established or discovered. [39] The Byrd mission was scheduled to last up to six months but ended in a mere eight weeks because it had, according to Chilean Press reports, "run into trouble" and that there had been "many fatalities". [40] If the true goal of the mission was to locate and eradicate any Nazi bases, the press reports and early end to the mission indicated dismal failure and a rude awakening for the US Navy.

A March 5, 1947 Chilean press interview of Admiral Byrd, after the premature end of Operation High Jump, suggested that there had indeed been a military failure and there was a new threat located at the South Pole:

Adm. Byrd declared today that it was imperative for the United States to initiate immediate defense measures against hostile regions. The Admiral further stated that he didn't want to frighten anyone unduly but it was a bitter reality that in case of a new war the continental United States would be attacked by flying objects which could fly from pole to pole at incredible speeds. [41]

It was clear that the best the US Navy could muster was no match for the small but well armed Nazi elite that survived the war in their remote Antarctic location. Again, the possibility that the Nazi's were receiving ET assistance in fending off the US attack could not be discounted. The Nazis efforts through occult groups such as the Thule Society to communicate with an advanced subterranean humanoid civilization, 'Thule', may have resulted in the elite Nazis being assisted in relocating to the hidden Antarctic base and possibly receiving significant ET support from any attack by the US and its allies.

A little known expedition of Admiral Byrd to the North Pole at the same time of Operation High Jump where he supposedly came into contact with an advanced subterranean race with Nordic physical characteristics suggests that the Thule Society had indeed been correct in its assessment of the existence of such a race. Admiral Byrd disclosed the circumstances of this encounter in a

posthumously published entry in his diary where the leader of this advanced subterranean race greeted him:

'We have let you enter here because you are of noble character and well-known on the Surface World, Admiral' ... you are in the domain of the Arianni, the Inner World of the Earth.... Admiral, I shall tell you why you have been summoned here. Our interest rightly begins just after your race exploded the first atomic bombs over Hiroshima and Nagasaki, Japan. It was at that alarming time we sent our flying machines, the "Flugelrads", to your surface world to investigate what your race had done.... You see, we have never interfered before in your race's wars, and barbarity, but now we must, for you have learned to tamper with a certain power that is not for man, namely, that of atomic energy. Our emissaries have already delivered messages to the powers of your world, and yet they do not heed. Now you have been chosen to be witness here that our world does exist. You see, our Culture and Science is many thousands of years beyond your race, Admiral.' [42]

The veracity of Byrd's diary continues to be debated but Byrd's comments to the Chilean Press suggests he was sufficiently unnerved by events related to his polar expedition(s) in 1946/47 for such an encounter to have occurred. Subsequent reports of extensive UFO activity in the Antarctic region were confirmation that Antarctic was being used as a base of operations for the new enemy that so unnerved Admiral Byrd – either Nazi Germany and/or one or more ET races. [43]

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## ENDNOTES

[1] I am greatly indebted to my good friend Dr K. who graciously allowed me to use his holiday home for the writing of this Study Paper.

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[3] For discussion of Nazi expeditions, see Christof Friedrich, *Secret Nazi polar expeditions* (Samisdat, 1976); Christopher Hale, *Himmler's Crusade: The Nazi Expedition to Find the Origins of the Aryan Race* (John Wiley & Sons, 2003). For an online article on Nazi Expeditions to Antarctica, see "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind1.htm>

[4] For online references to Nazi Germany's recovery of an ET craft sometime in 1937-38, see Robert K. LeŃniakiewicz, "The UFO Crashes in Poland," <http://www.notizieufo.com/pol5.htm> ; and "The Omega File: Nazi History," <http://www.think-aboutit.com/Omega/files/omega3.htm>

[5] See Peter Levenda, Peter Lavenda, Norman Mailer, *Unholy Alliance: History of the Nazi Involvement With the Occult Continuum* Pub Group; 2nd edition, 2002; Trevor Ravenscroft, *Spear of Destiny* (Red Wheel 1987); and Nicholas Goodrick-Clark, *The Occult Roots of Nazism: Secret Aryan Cults and Their Influence on Nazi Ideology: The Arisophists of Austria and Germany, 1890-1935*. For an online article on Hitler and the Occult, see "Hitler, German Nazi Beliefs and Tibet," [http://www.geocities.com/okar\\_review/hitlertibet.html](http://www.geocities.com/okar_review/hitlertibet.html)

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[8] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart2.htm>

[9] See Joscelyn Godwin, *Arktos: The Polar Myth in Science, Symbolism, and Nazi Survival* (Adventures Unlimited, 1996). For an online article on Hitler and the Thule Society, see "Hitler, German Nazi Beliefs and Tibet," [http://www.geocities.com/okar\\_review/hitlertibet.html](http://www.geocities.com/okar_review/hitlertibet.html)

[10] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart2.htm> . For discussion of anti-gravity technology see David Hatcher Childress, ed., *Anti-Gravity and the Unified Field* (Adventures Unlimited, 1990); & Nick Cook, *The Hunt for Zero Point: Inside the Classified World of Antigravity Technology* (Broadway Books, 2003).

[11] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart1.htm>

[12] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart1.htm>

[13] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart1.htm>

[14] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart1.htm>

[15] Marrs, *Alien Agenda*, 27.

[16] For online references to Nazi Germany's recovery of an ET craft sometime in 1937-38, see Robert K. LeŃniakiewicz, "The UFO Crashes in Poland," <http://www.notizieufo.com/pol5.htm> ; and "The Omega File: Nazi History," <http://www.think-aboutit.com/Omega/files/omega3.htm>

[17] Quoted in "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart3.htm>

[18] Robin Collins, 'Did Spacemen Colonise the Earth?' (Pelham Books, 1974) 236. Also quoted in "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart3.htm>

[19] Dan Sherman, *Above Black: Project Preserve Destiny, Insider Account of Alien Contact and Government Cover-up* (One Team Publishing, 1997). Available online at <http://www.aboveblack.com>

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<http://thewebfairy.com/nwo/>

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[23] Charles Higham, *Trading with the Enemy: An Expose of the Nazi-American Money Plot, 1933-1949* (Doubleday Press, 1982) For online reference, see <http://thewebfairy.com/nwo/standard.html>

[24] John Costello, *Ten Days to Destiny: The Secret Story of the Hess Peace Initiative and British Efforts to Strike a Deal With Hitler* (Quill, 1993).

[25] Richard Boylan, "Quotations from Chairman Wolf," <http://drboylan.com/wolfqut2.html> .

[26] Personal interview of Colonel's Brophy's son by Dr Richard Boylan, "Air Force Colonel's Son Reveals 1940s U.S.-UFO/Star Visitor Encounters," *UFOfacts*, July 21, 2003 <http://groups.yahoo.com/group/UFOfacts/message/10345>

[27] See George Morgenstern, *Pearl Harbor, The Story of The Secret War* (Cossta Mesa, 1991); see also discussion of events surrounding the entry of the US into the Second World War by controversial British conspiracy theorist, David Icke, "and the truth shall set you free" 118-22.

[28] For discussion of Hitler's efforts to avoid US entry into the War, see Michael Salla, *The Hero's Journey towards the Second American Century*.

[29] "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart2.htm>

[30] For extensive discussion of such an exodus to Antarctica and South America, see Joscelyn Godwin, *Arktos: The Polar Myth in Science, Symbolism, and Nazi Survival*. See also Jim Marrs, *Alien Agenda*, 107-13.

[31] For extensive discussion of the advanced technology left by Nazi Germany, see "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart1.htm>

[32] For discussion of how senior Nazi began transferring funds and resources through South America, see Marrs, *Alien Agenda*, 107-113.

[33] See the "Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

[34] "Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

[35] "Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

[36] For discussion of Nazi developed Saucers being witnessed during the post-World War period, see "Secrets of the Third Reich," <http://www.violations.dabsol.co.uk/secrets/secretspart3.htm> .

[37] "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm> For further references to Operation High Jump see, "The Omega File: Nazi History," <http://www.think-aboutit.com/Omega/files/omega3.htm>

[38] "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

[39] For reference to Nazi expeditions to Antarctica in the pre-war period, see "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm> .The possibility that the Nazis had 'discovered' underground bases in Antarctica suggests that the Thule Society had indeed been successful in establishing communications with an ancient subterranean race of humans from long dead surface civilizations.

[40] See "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm> . For further references to this battle, see also "The Omega File: Nazi History," <http://www.think-aboutit.com/Omega/files/omega3.htm>

[41] Quoted in an interview of Admiral Byrd by Lee van Atta, "On Board the Mount Olympus on the High Seas" *El Mercurio*, (Santiago, Chile, March 5, 1947). See "The Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

[42] Richard Byrd, *The Missing Diary of Admiral Richard Byrd* (Inner Light Publications, 1992). Admiral Byrd's Diary is available online at, <http://www.v-j-enterprises.com/byrdiar.html> .

[43] See Raymond W. Bernard, *The hollow Earth : the greatest geographical discovery in history made by Admiral Richard E. Byrd in the mysterious land beyond the Poles--the true origin of the flying saucers* (Bell Publishing Co.). For online discussion of ET sightings in Antarctica region, see "Antarctic Enigma," <http://www.violations.dabsol.co.uk/ind2.htm>

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[64] Jim Marrs, *Alien Agenda*, 95-97. and Dolan, *UFOs and the National Security State*, 5-11.

[65] Quoted in Marrs, *Alien Agenda*, 114.

[66] Marrs, *Alien Agenda*, 201.

[67] For an extensive discussion on how US foreign policy has evolved in terms of the key principles of democracy, liberty and rule of law, see Michael Salla, *The Hero's Journey Toward the Second American Century*.

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