

# I

# DEUTSCHE

Flugscheiben und U-Boote

# ÜBERWACHEN

# DIE WELTMEERE



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# HUGIN

## GESELLSCHAFT FÜR POLITISCH- PHILOSOPHISCHE STUDIEN E. V.

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---...scan by Lunatic Sept. 00...---

## Preface

Our first paper on the German flying discs appeared in 1983. At that time, we simply set ourselves the task of proving as best we could that the 'UFOs' that have been observed in all parts of the world for four decades are not of extraterrestrial origin that the internationalists let spread through their world media, but are purely German in origin.

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

Due to this situation, we gradually felt obliged to not only provide proof of German origin step by step, but also to report in much more detail about the worldwide flying disc sightings (UFO observations) as well as military and other events of the last decades initially planned. Because the Imperial German strategy is so grandiose and therefore appears so unbelievable, we also felt compelled to provide good evidence of the facts using source material and documents. That's the reason why we chose this large A4 format.

The political situation in occupied Germany would never have been so disastrous and so disadvantageous for the German people if the enemies had not succeeded so masterfully in lying and deceiving the people in this sector as well. Even the official apparatus, which was still largely staffed by Germans, would never have allowed itself to be harnessed to the ruling occupiers - and thus against its own people - if it had been aware that it was supporting today's 'collaboration with the enemy'. may soon have to answer for it. At this point we would like to thank our readers again for the many submissions and newspaper reports, some from all parts of the world - often with translations attached.

Also for the many letters and suggestions. At the same time, we would like to ask for your understanding if we were not always able to respond due to work overload.

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

Adolf Hitler on April 19, 1945 to Colonel HU Rudel:

**It's easy for you to talk, I've been trying to make peace continuously since 1943, but the Allies don't want it, they've been demanding unconditional surrender from the start. Of course my personal fate doesn't matter, but the fact that I couldn't accept unconditional surrender for the German people will be obvious to every sensible person. Negotiations are still ongoing, but I no longer believe they will be successful. That's why we must definitely get through this crisis so that decisive weapons can still bring us victory.**



In response to Rudel's opinion that the war could no longer be successfully ended by both sides at this point. From the forbidden book 'Despite this' (1\*) by Colonel Rudel.

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

And if the enemy floods all of Germany, then the war will be continued from abroad and there will be no surrender. (2\*, p. 16)

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

## The dismantling of German submarines before 1945

In the vast majority of the submarine literature of the Second World War, the impression is given that there were no escaped German submarines whose whereabouts on the Allied side, i.e. officially, nothing was known about. This has also been loudly claimed by the occupation media at every appropriate opportunity since 1945. Accordingly, there would have been no submarines for deployment overseas, to the South Seas, to the Antarctic, to South America or to the north polar waters, and just as there were no 'escape submarines for Nazi notables'.

But disinformation is a political tool that has been perfected and has been used, especially since 1945, in occupied, divided and disenfranchised Germany to mislead the German people in order to prevent any awakening. Within these overall processes, this is to be understood not only in relation to Germany, nationally, but also globally. This means that these activities affecting Reich Germany after 1945 are more or less effectively concealed from the entire world population.

There are very valid reasons why the USA and especially England have confiscated the majority of the German submarine documents for 43 years now and marked them with the secret note SECRET, withholding them from the rightful owner. The purpose of this secrecy is to prevent conclusions being drawn, both on the German side and worldwide, which would be of utmost importance for recognizing the true world situation after 1945.

Please note that the above-mentioned retention of files does not affect naval files in general, but only submarine documents.

The Federal Archives in Koblenz, which has over 76 km of files and books, owns several hundred linear meters of general naval files from the Second World War. Even well over 100 linear meters of the Imperial U-boats, which were still in their infancy at the time, but

only a very modest two linear meters of those hugely grown submarine weapon of the second war. In the IWK Comprehensive reference work: 'The Federal Archives and its holdings' , Boldt-Verlag, Boppard aR, this retention measure by the Allies is formulated in a knee-jerk style towards today's occupying rulers, as is usual today: files and KTB (war diaries) of all command

authorities of the British Admiralty in London, very few war diaries , Rods , Flotillas and submarines are still at the and logbooks of individual boats the Library of Congress. So far, only a few copies from KTB and from files with technical content are available in the Federal Archives.

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

The Imperial German deposition maneuver to overseas bases around 1945; largely with submarines of the latest design from 1943-45.

The production of revolutionary submarine types at peak performance, starting in 1943 and increasing until 1945, despite the increasing chaos of war.

Development of new types of propulsion, such as the Walter drive and the electrogravity drive, as well as the successful prevention of submarine detection by the enemy from 1943 onwards.

The Walter drive, named after Prof. Walter, was developed in 1933. The first test boat, V80, achieved an underwater speed of 26 kn, i.e. almost 50 km, on the first test trip, significantly exceeding the normal submarine speed of up to 9 kn. The lower part of these boats was shaped like a standing figure eight and was powered by hydrogen peroxide. Later boats also had electric engines and diesel engines for overwater travel.

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

In order to cover up the enemy espionage and the organized betrayal, it can be assumed that the official German information given at the time about diving depths, horsepower, knots, etc. were often understated. Therefore, differences can always be found between information from the non-confiscated documents, as found in the specialist literature, on the one hand, and logged reports of individual submariners' experiences, on the other. Here's an example:

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

In the recorded report of the marine Franz We..., however, see report in Secret Wonder Weapons Vol.I, 5.47, his U 558 does not belong to the VII C class and was not led by Captain Krecht, but by Captain Zur See Schermann.

Didn't sink at Ortegal, but surfaced off Iceland after an engine failure and was in a submarine formation under Korv.

Captain Moehle, who left for Mar del Plata, Argentina, most likely for the purpose of deportation. Based on other reports, we now know that, for example, the numbers of sunk boats were re-transferred to the revolutionary new boats - this must also have been the case with U 558 - but very probably only if these new boats did not have the numbers used again were no longer used in general military operations, but were given a completely new purpose.

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

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

explained about the new electric boats: These types eliminated the superiority that the (enemy's) defense had gained over submarines since 1943 and which was essentially based on surface detection using the shortest waves. The submarine remained undetectable for location - under water, operating at a protective depth and only attacking from there. From: 'Ten Years and Twenty Days' ; Karl Donitz.

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

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

Himmler also gathered his circle in Flensburg. But only to wait for Walter Schellenberg's news about asylum in Sweden. ...but something wasn't working for both groups of leaders. What happened to the Bormann group was that the U-boats either didn't come or it proved impossible to get out through the narrow Danish waters. At least one of the Walter submarines attempted to penetrate the Øresund immediately after the surrender. But U 2538 (this electric boat is erroneously referred to here as the Walter U-boat; author's note) was shot at and damaged and captain Heinrich Klapdor had to go to Ätö (an island off the Flensburg Bay), where all passengers arrived on the evening of the 6th At this point, the submarines were were put ashore in May. (3\*, p.30)

still vulnerable to shelling, depth charges, etc., but - as we will come to later - this was no longer possible years later. Well, many, such as Reichsleiter Martin Bormann, still came to South America; In case of difficulties, a little later, sometimes via detours, or when trying again. The northern escape route existed until 1948, and for a few even longer. Just as the Roman route through Italy and similar other routes of deposition existed for many years. The story that emerged after 1945 about Bormann's death at the Weidenhammer Bridge in Berlin, after his escape from the Führerbunker, probably only served to initially mislead in order to better depose him.

When it came to launching submarines, the Flensburg Bay was a geographically important point. The German submarine port of Mürwik was located here and not far from the bay, just behind the German/Danish border, was the royal summer residence

'Graasten Castle': during the war, the SS set up a hospital there. Since the German army units in northern Schleswig-Holstein remained intact until the end, Graasten Castle was the last hospital in German hands. **It remained**

**that way beyond Armistice Day.** In doing so, it offered those fleeing the Greater German Empire one last opportunity to find

to transform the wounded or into stretcher bearers. At the end of June (1945), shortly after Bormann arrived there, the Danes came on the scene and demanded that the Germans immediately vacate the castle. (4\*, p. 295)

According to the Danish book 'Flugtrute Nord', p.27, Bormann was the planner of the northern settlement route. Gehlen and Skorzeny organized them. In 'Go. Wunder Waffen' Vol.III it was already mentioned that the German North and Baltic Sea coasts, Schleswig-Holstein, Denmark and southern Scandinavia were the areas defended by the German side for the longest time, presumably to secure the deposition. Many of those in leadership circles in particular were only able to leave Germany or Berlin in April/May 1945, often under dangerous circumstances. A few failed, were taken prisoner or even died. Others were brought in years after the occupation. However, it should not be ignored that other groups were tasked with setting up secret bases many years before 1945, even before the start of the war.

In April/May 1945, in the entire northern German and Danish region, in addition to the general refugees, there was a large accumulation of managers ready to be dismissed who had to be accommodated here and there at short notice. The newsletter No. 6, December 1979, to former students of the 'Colonial Women's School Rendsburg', known as the Kolo School for short, also reports on this: Immediately after Easter, the mothers' home in Haus Afrika (which is one of the school buildings) had to be evacuated by the SS the school confiscated! ...Men and their ladies came from Berlin as refugees in large Mercedes cars, but in no way gave the impression of poor people. .... We also had to clear out one room after the other in the main house.

After May 1st and after an air raid on Rendsburg, it continues: We are sitting in the main building on the lowest floor with all our belongings, the SS people among us... The next day it was strangely quiet and empty around us. The forbidden area around Haus Afrika suddenly appeared as a hospital area. Most of the people had disappeared that night. SS Maiden who stayed behind wore nurses' assistant uniforms, the Red Cross flag flew, and male uniformed men wore medical bandages on their arms. The dining room was hastily prepared as an operating room, everything looked very merciful. There were also wounded people that no one had known about before!

The office in the main building became the command post of a corvette captain and oak leaf bearer, who was supposed to lead the defense of Rendsburg. We listened to telephone conversations that were certainly not intended for our ears; it seemed as if all the threads came together in the small office. Irene Pritzen-Steinhorst.

Accordingly, the SS temporarily confiscated the Kolo School, declared part of it a restricted area and the vast majority of it disappeared again between May 1st and 3rd, 1945. What remained turned the school into a 'hospital' but also disappeared as the English approached. Always adapted to the respective situation, the 'Great Deposition' went like this or something similar.

Even before the enemy occupation, the well-known German writer Ernst Jünger wrote: The real core of our people - even if we are defeated - will not abandon their conviction that the world can only prosper if we are at the top... Ours Time comes again. That is why we must now **begin work in which military preparations are only the smaller part** . (3\*, p. 37)

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

There was also a Nazi organization in Ireland, the 'Group 43', which looked after incoming National Socialists from Scandinavia and helped them escape. (3\*, p.44)

A Danish SS man, Poul A., said that Bormann stayed in Copenhagen for about four months after his deposition. Then he went to Sweden. (3\*, p.47)

At the end of November 1945, the Swedish police in Hälsingborg got wind that Bormann was staying in the Hamilton House in Hälsingborg. He had already been there three weeks. An attempt was made to place him somewhere else. Bormann was seen in Gothenburg on January 19, 1946. In December 1946 one could read in the Swedish newspaper 'Arbetet' (The Work) that Bormann, together with one of the leaders of the werewolf movement, Artur Axmann, and the Gauleiter Ernst Wilhelm Bohle, were on one on April 13th and 14th, 1946 The meeting was in Malmö (southern Sweden). (3\*, p.62)

Bohle was later caught and brought before the tribunal of the 'victors' in Nuremberg. Reichsleiter Bormann is said to have declared at this meeting in Malmö: **'We will be back, but in a form that the world will never forget!'** , according to the

South American newspaper 'Zig-Zag', Santiago de Chile from June 19, 1947.

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

We leave the topic of the removal of groups and individuals, which has already been touched on in previous HUGIN writings, and return to the removal of the boats. Of course, one is closely intertwined with the other.

Reports like the one above about U 2538 understandably only exist about those boats that failed somewhere during the deployment, because nothing can have been known about the large number of boats that got through smoothly.

We get an approximate idea of the boats that escaped during the deposition from the following source material by Bodo Herzog, published by the reputable military book publisher JFLehmanns, Munich, 1968. At this point in time, 23 years after the so-called 'end of the war', the whereabouts of several hundred Germans are unknown. Not yet known to submarines. B. Herzog puts the note: 'Whereabouts have not yet been clarified'!

For the well-known boats, the 31-page table tells us the date of commissioning, as well as the time, type and location of the boat loss. A cross stands for sunk, a cross in brackets means self-sunk. If there is no commissioning date for the boats we are interested in here, but only an acceptance date (A) because they were no longer used in the usual war, then their later whereabouts should at least be known, such as the various ones from the English captured and sunk west of the Hebrides in Operation 'Deadlight' between November 25th, 1945 and January 7th, 1946.

Therefore, several hundred missing submarines can only be understood and logically explained within the context we have presented.

Excerpts from the submarine table:

# Verbleib der deutschen Uboote

2

Boot	Indienststellung	Rang	Indienststellungs-Kommandant	Verbleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 1405	21.12.44	O	Rex	4./5. 5.45	O	Rex	(+)	Eckernförder Bucht
U 1406	8. 2.45	O	W. Klug	5. 5.45	O	W. Klug	(+)	Cuxhaven nach AD: 2.5.45 - Bergung 15.9.45 → USA
U 1407	13. 3.45	O	Heitz	5. 5.45	O	Heitz	(+)	Cuxhaven nach AD: 2.5.45 - Bergung England; U-Meteoriten nicht mehr fertig
U 1408	Sta: 44							nicht mehr fertig
U 1409	Sta: 44							nicht mehr fertig
U 2111	A: 15.5.44							Verbleib zur Zeit noch nicht geklärt
U 2112	A: 5.6.44							Verbleib zur Zeit noch nicht geklärt
U 2113	A: 7.6.44							Verbleib zur Zeit noch nicht geklärt
U 2251	A: 15.7.44							Verbleib zur Zeit noch nicht geklärt
U 2252	A: 17.7.44							Verbleib zur Zeit noch nicht geklärt
U 2253	A: 19.7.44							Verbleib zur Zeit noch nicht geklärt
U 2254	A: 20.7.44							Verbleib zur Zeit noch nicht geklärt
U 2255	A: 21.7.44							Verbleib zur Zeit noch nicht geklärt
U 2256	A: 22.7.44							Verbleib zur Zeit noch nicht geklärt
U 2257	A: 28.7.44							Verbleib zur Zeit noch nicht geklärt
U 2258	A: 2.8.44							Verbleib zur Zeit noch nicht geklärt
U 2259	A: 3.8.44							Verbleib zur Zeit noch nicht geklärt
U 2260	A: 3.8.44							Verbleib zur Zeit noch nicht geklärt
U 2261	A: 4.8.44							Verbleib zur Zeit noch nicht geklärt
U 2262	A: 4.8.44							Verbleib zur Zeit noch nicht geklärt
U 2263	A: 5.8.44							Verbleib zur Zeit noch nicht geklärt
U 2264	A: 7.8.44							Verbleib zur Zeit noch nicht geklärt
U 2265	A: 7							Verbleib zur Zeit noch nicht geklärt
U 2266	A: 5.8.44							Verbleib zur Zeit noch nicht geklärt
U 2267	A: 7.8.44							Verbleib zur Zeit noch nicht geklärt
U 2268	A: 8.8.44							Verbleib zur Zeit noch nicht geklärt
U 2269	A: 9.8.44							Verbleib zur Zeit noch nicht geklärt
U 2270	A: 10.8.44							Verbleib zur Zeit noch nicht geklärt
U 2271	A: 9.8.44							Verbleib zur Zeit noch nicht geklärt
U 2272	A: 10.8.44							Verbleib zur Zeit noch nicht geklärt

BODO HERZOG

60 JAHRE  
DEUTSCHE UBOOTE  
1906-1966

MIT 118 UBOOTSKEZZEN  
UND 1 KARTE  
VON  
HELMUT FECHTER  
SOWIE 121 FOTOS



J.F. LEHMANN'S VERLAG  
MÜNCHEN

Boot	Indienst- stellung	Rang	Indienststellungs- Kommandant	Ver- bleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 2273	A: 11.8.44							Verbleib zur Zeit noch nicht geklärt
U 2274	A: 12.8.44							Verbleib zur Zeit noch nicht geklärt
U 2275	A: 14.8.44							Verbleib zur Zeit noch nicht geklärt
U 2276	A: 11.8.44							Verbleib zur Zeit noch nicht geklärt
U 2277	A: 14.8.44							Verbleib zur Zeit noch nicht geklärt
U 2278	A: 14.8.44							Verbleib zur Zeit noch nicht geklärt
U 2279	A: 15.8.44							Verbleib zur Zeit noch nicht geklärt
U 2280	A: 16.8.44							Verbleib zur Zeit noch nicht geklärt
U 2281	A: 14.8.44							Verbleib zur Zeit noch nicht geklärt
U 2282	A: 15.8.44							Verbleib zur Zeit noch nicht geklärt
U 2283	A: 15.8.44							Verbleib zur Zeit noch nicht geklärt
U 2284	A: 16.8.44							Verbleib zur Zeit noch nicht geklärt
U 2285	A: 16.8.44							Verbleib zur Zeit noch nicht geklärt
U 2286	A: 18.8.44							Verbleib zur Zeit noch nicht geklärt
U 2287	A: 19.8.44							Verbleib zur Zeit noch nicht geklärt
U 2288	A: 21.8.44							Verbleib zur Zeit noch nicht geklärt
U 2289	A: 25.8.44							Verbleib zur Zeit noch nicht geklärt
U 2290	A: 23.8.44							Verbleib zur Zeit noch nicht geklärt
U 2291	A: 17.8.44							Verbleib zur Zeit noch nicht geklärt
U 2292	A: 18.8.44							Verbleib zur Zeit noch nicht geklärt
U 2293	A: 19.8.44							Verbleib zur Zeit noch nicht geklärt
U 2294	A: 21.8.44							Verbleib zur Zeit noch nicht geklärt
U 2295	A: 23.8.44							Verbleib zur Zeit noch nicht geklärt

A = Abnahmedatum

U 2368	10. 4.45 <sup>a)</sup>	O	Ufermann	5. 5.45	O	Ufermann	(+)	Geltlinger Bucht
U 2369	18. 4.45	O	H. Schulz	5. 5.45	O	H. W. Pahl	(+)	Geltlinger Bucht
U 2370	15. 4.45	O	Bornkessel	3. 5.45	O	Bornkessel	(+)	Hamburg-Finkenwerder
U 2371	24. 4.45 <sup>b)</sup>	O	J. Kühne	3. 5.45	O	J. Kühne	(+)	Hamburg-Finkenwerder
U 2372								fast fertig - Verbleib?
U 2373								fast fertig - Verbleib?
U 2374		O	Waldschmidt					fast fertig - Verbleib?
U 2375 bis U 2377	— fast fertig - Verbleib?							
U 2378 bis U 2400	— im Bau - zum Teil vor der Fertigstellung							

U 2550	Sta: 3.45	O	G. Wolff	11. 3.45			+	Hamburg: Fli
				8. 4.45				
U 2551	4.45	K	Schaar	5. 5.45	K	Schaar	(+)	Flensburg - Solitude
U 2552	20. 4.45	K	J. Rudolph	3. 5.45	K	J. Rudolph		
U 2553 bis U 2564	— fast fertig							
U 2553	Kiellegung: 12.12.44							
U 2554	Kiellegung: 14.12.44							
U 2555	Kiellegung: 20.12.44							
U 2556	Kiellegung: 23.12.44							
U 2557	Kiellegung: 30.12.44							
U 2558	Kiellegung: 1. 2.45							
U 2559	Kiellegung: 4. 2.45							
U 2560	Kiellegung: 12. 2.45							
U 2561	Kiellegung: 15. 2.45							
U 2562	Kiellegung: 24. 2.45							
U 2563	Kiellegung: 28. 2.45							
U 2564	Kiellegung: 29. 3.45							
U 2565 bis U 2608:	Keine Kiellegung							
U 2609 bis U 2631:	Aufträge am 1.12.44 zurückgestellt							
U 2632 bis U 2645:	Aufträge (6.5.44) am 1.12.44 zurückgestellt							
U 2646 bis U 2762:	Aufträge (6.5.44) am 1.12.44 annulliert							

U 3030	18. 4.45	O	Reimann	5. 5.45			(+)	Wesermünde
	Sta:							
U 3051	20. 4.45	O	Müller-Koebl	5. 5.45			(+)	Wesermünde
	Kiellegung:							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3052	22. 1.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
	Kiellegung:							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3053	21. 1.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
	Kiellegung:							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3054	27. 1.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
	Kiellegung:							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3055	25. 1.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
	Kiellegung:							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert



U 3055 25. 1.45

Kiellegung:

U 3056 7. 2.45

Sektionen sämtlich bzw. zum Teil in Bremen  
angeliefert  
Sektionen sämtlich bzw. zum Teil in Bremen  
angeliefert  
Sektionen sämtlich bzw. zum Teil in Bremen  
angeliefert

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### Verbleib der deutschen Uboote

Boat	Indienststellung	Rang	Indienststellungs-Kommandant	Verbleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 3057	Kiellegung: 4. 2.45	O	Neumann					Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3058	Kiellegung: 17. 2.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3059	Kiellegung: 15. 2.45	K	Knecht					Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3060	Kiellegung: 25. 2.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3061	Kiellegung: 24. 2.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3062	Kiellegung: 9. 3.45	O	K. H. Schröter					Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3063	Kiellegung: 7. 3.45							Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3064 bis U 3088: Keine Kiellegung mehr								Sektionen sämtlich bzw. zum Teil in Bremen angeliefert
U 3089 bis U 3100: Aufträge (6.5.44) am 1.12.44 zurückgestellt								
U 3101 bis U 3176: Aufträge (6.5.44) – Kein Baubeginn								
U 3177 bis U 3295: Aufträge (27.9.44) am 1.12.44 zurückgestellt								
U 3296 bis U 3500: Ø								
U 3501	Sta: 29. 7.44	O	Münster	5. 5.45	(unbesetzt)	(+)	Wesermünde	
U 3502	Sta: 19. 8.44	O	H. Schultz	3. 5.45	O H. Schultz	(+)	Hamburg	
U 3530	Sta: 23. 3.45	K	Brauel	3. 5.45	(unbesetzt)	(+)	Kiel	
U 3531	Sta: 10. 2.45			3. 5.45	In Travemünde	(+)	Kurz vor Fertigstellung nach Wesermünde abgeschleppt	
U 3532	Sta: 20. 2.45	O	Niemeyer?	5. 5.45	Bei Brunsbüttel- kong →	(+)	Kurz vor Fertigstellung nach Wesermünde abgeschleppt	
U 3533	Sta: 2.45	O	Jacnicke	3. 5.45	Kiel	(+)	Kurz vor Fertigstellung nach Wesermünde-Kiel abgeschleppt	
U 3534	Sta: 2.45	O	Wolff				Kurz vor Fertigstellung nach Westen abgeschleppt	
U 3535	Sta: 2.45	O	Zenker				Kurz vor Fertigstellung nach Westen abgeschleppt	
U 3536	Sta: 2.45	O	Gude			(+)	Kurz nach Fertigstellung nach Westen abgeschleppt	
U 3537	Sta: 2.45	O	Korndörfer				Kurz nach Fertigstellung nach Westen abgeschleppt	
U 3538	Kiellegung: 21.12.44							UdSSR-Beute – Fertigbau?
U 3539	Kiellegung: 21.12.44							UdSSR-Beute – Fertigbau?
U 3540	Kiellegung: 21.12.44							UdSSR-Beute – Fertigbau?
U 3541	Kiellegung: 21.12.44							UdSSR-Beute – Fertigbau?
U 3542	Kiellegung: 21.12.44							UdSSR-Beute – Fertigbau?
U 3543 bis U 3571: Keine Kiellegung								
U 3572 bis U 3574: Auftrag 6.5.44								
U 3575 bis U 3642: Aufträge (6.5.44) am 1.12.44 zurückgestellt								
U 3643 bis U 3684: Aufträge (27.9.44) am 1.12.44 zurückgestellt								
U 3685 bis U 3695: Aufträge (27.9.44) am 1.12.44 annulliert								
U 4001 bis U 4120 — Unfertig								
U 4501 bis U 4700 — Unfertig bzw. sistiert, falls kein Baubeginn								
U 4711	Sta: 21. 3.45	O	Endler	4. 5.45	O Endler	(+)	Kiel (nach FlI)	
U 4712	Sta: 3. 4.45	O	Rohlfing	4. 5.45	K Fleige	(+)	Kiel (nach FlI)	

Machine Translated by Google

U 4711 21. 3.45 O Endler 4. 5.45 O Endler  
 U 4712 3. 4.45 O Rohlfing 4. 5.45 K Fleige  
 Sta:  
 U 4713 19. 4.45 3. 5.45  
 Sta:  
 U 4714 26. 4.45 O von Ahlefeld 3. 5.45  
 U 4715 bis U 4718 — Bis zu 95% fertig  
 U 4719 O Waldschmidt  
 U 4720 bis U 4891 — unfertig bzw. sistiert

(+) Kiel (nach Flä)  
 (+) Kiel (nach Flä)  
 (+) Kiel — bis zu 95% fertig  
 (+) Kiel — bis zu 95% fertig

unfertig bzw. sistiert

- 11 -

294 → 295

# Verbleib der deutschen Uboote

Boot	Indienst- stellung	Rang	Indienststellungs- Kommandant	Ver- bleib	Rang	Letzter Kommandant	Art	Ort und Art des Abganges
U 5001 bis U 5033 — Verbleib zur Zeit noch nicht geklärt								
U 5034	A: 15.11.44							Verbleib zur Zeit noch nicht geklärt
U 5035	A: 17.11.44							Verbleib zur Zeit noch nicht geklärt
U 5036	A: 18.11.44							Verbleib zur Zeit noch nicht geklärt
U 5037	A: 20.11.44							Verbleib zur Zeit noch nicht geklärt
U 5038 bis U 5100 — Verbleib zur Zeit noch nicht geklärt — Teilweise fertig bzw. im Bau								

A = Abnahmedatum

U 5251	A: 10.10.44							Verbleib zur Zeit noch nicht geklärt
U 5252	A: 3.10.44							Verbleib zur Zeit noch nicht geklärt
U 5253	A: 11.10.44							Verbleib zur Zeit noch nicht geklärt
U 5254	A: 18.10.44							Verbleib zur Zeit noch nicht geklärt
U 5255	A: 13.10.44							Verbleib zur Zeit noch nicht geklärt
U 5256	A: 21.10.44							Verbleib zur Zeit noch nicht geklärt
U 5257	A: 15.10.44							Verbleib zur Zeit noch nicht geklärt
U 5258	A: 15.10.44							Verbleib zur Zeit noch nicht geklärt
U 5259	A: 17.10.44							Verbleib zur Zeit noch nicht geklärt
U 5260	A: 19.10.44							Verbleib zur Zeit noch nicht geklärt
U 5261	A: 20.10.44							Verbleib zur Zeit noch nicht geklärt
U 5262	A: 22.10.44							Verbleib zur Zeit noch nicht geklärt
U 5263	A: 24.10.44							Verbleib zur Zeit noch nicht geklärt
U 5264	A: 25.10.44							Verbleib zur Zeit noch nicht geklärt
U 5265	A: 31.10.44							Verbleib zur Zeit noch nicht geklärt
U 5266	A: 31.10.44							Verbleib zur Zeit noch nicht geklärt
U 5267	A: 1.11.44							Verbleib zur Zeit noch nicht geklärt
U 5268	A: 3.11.44							Verbleib zur Zeit noch nicht geklärt
U 5269	A: 3.11.44							Verbleib zur Zeit noch nicht geklärt

A = Abnahmedatum

U 5270 bis U 5350 — Verbleib zur Zeit noch nicht geklärt — Teilweise fertig bzw. im Bau

U 5751 bis U 5800 — Verbleib zur Zeit noch nicht geklärt — Teilweise fertig bzw. im Bau

U 6201 bis U 6245 — Verbleib zur Zeit noch nicht geklärt — Teilweise fertig bzw. im Bau

U 6251 A:

U 6252 A:

A = Abnahmedatum

U 6253 bis U 6300 — Verbleib zur Zeit noch nicht geklärt — Teilweise fertig bzw. im Bau?

In order to counteract the increasing losses due to the effects of war and for other important reasons, the 'New Submarine Construction Program' began in 1943 at the same time as sectional construction. The submarine sections, which had been prefabricated in separate factories, came together in the shipyards and could now be assembled into the final product in fractions of the usual construction time. This meant that series production was also born in the submarine sector and espionage was largely removed from view. The following has now also become possible: Years ago one of our readers called us and explained: 'What you explained in Secret Miracle Weapon

known for years. You will also be interested to know that I was a submariner during the war years and from 1944 to May 1945 we had to load submarine parts into submarines non-stop!

We are therefore not only dealing with a few hundred - perhaps 1,000 submarines that were taken from the ever-approaching enemies before May 1945, but also with a large number of individual parts and sections, which are very likely only in bases were assembled into ready-to-operate boats outside the Greater German Reich and were only provided there with a new, revolutionary, electromagnetic (?) drive, which we will come to later.

For the aforementioned reason, we have also taken the areas from the boat table in which it says: 'Sections all or partly delivered in Bremen'; or: 'partially finished or under construction'; or: 'up to 95% complete', but the information about self-scuttling as with U 4713 and U 4714 could not be provided. Or where - it says: 'almost finished - whereabouts?' or similar mysterious cases. Because the whereabouts of 'almost finished' boats would have to be known, unless they were also able to escape enemy access. The 'New Submarine Construction Program' was carried out with particular emphasis and the highest level of urgency, so that 'it can be assumed that many individual parts and sections had already been manufactured or assembled when it says: orders were placed in May 1944 and deferred or canceled in December 1944. Put back and loaded so that it was no longer completed in Germany, but somewhere outside of it? According to our reader's testimony above, we can take this into account. The submarine documents retained by the Allies would not give us any information about this. On the other hand, the strange processes in all the world's oceans after 1945.

The boats 2111-13, 2251-95 are micro-submarines, also - as far as we are interested here, with unknown whereabouts - the numbers five and six thousand. These were completely unsuitable for the actual deployment to overseas bases and at first glance would hardly be considered in our context, and yet they are always small and micro submarines of 'unknown nationality' which have not only been spotted in Danish and Scandinavian coastal waters for decades, but have also been fought with depth charges, albeit without the slightest success. These small boats will have a secret, regional base in the North and Baltic Sea areas, which we do not know about. It cannot be ruled out that some of these small boats were towed by the larger ones so that they could then be used regionally in other sea areas.

Suddenly, starting in 1943, Germany suffered extremely high submarine losses, some of which appear very questionable, especially among those reported missing. While the official loss figures in 1941 and 1942 were 38 and 88 boats respectively, losses in 1943 and 1944 rose considerably to 245 and 264 boats. Here, too, some boats - with crews, of course - may have found other uses in the area of responsibility of the 'Last Battalion', and the reports of losses to the naval office at home only served to deceive the agents and traitors in their own ranks.

November 29,

1944 Trip to Bremen and Oldenburg. Bremen is destroyed. But the shipyards are incredibly busy. U-boat next to U-boat lies on the Helligen. Hundreds of workers gymnastics around on the scaffolding and complete a submarine every day in the one shipyard we visit alone.

We are shown one of the new radar-proof submarines, one of which is already at the enemy, and with which Dönitz plans to fight the first convoy battle again shortly.

I know nothing about seafaring and nothing at all about submarines. But this boat, with its size and powerful armament, makes a fearsome impression on me. The experts explain to us that it can stay under water for any length of time and can move at the speed of a destroyer. It does not rely on underwater electric propulsion. (6\*, p.181)

From the summer of 1943, three officially known German submarine bases in East Asia were gradually completed and occupied. In Penang, in the Strait of Malacca, in Djakarta and in Surabaya, both located in Java (Sunda Islands). The first 11 boats were sent there in July 1943. Surprisingly, only five (!) boats arrived and the six missing ones were not later reported as having been sunk by the enemy. Another 16 boats set off on the Far Eastern voyage at the end of 1943. Again, less than half arrived in Penang. (20\*) reil A completely unusual 'loss' for boats that were not in combat with the enemy! No radio signals were picked up and no survivors ever officially reported back to HUC. Therefore, the assumption that they had to leave the so-called monsoon association during the trip around the Cape of Good Hope was given a new order, according to which they had to head for the nearby German territory of Neuschwabenland in Antarctica, for anyone with this topic familiar, not so far-fetched. An act of transformation through which they were removed from the German Navy and assigned to the 'Last Battalion'. This often happened with people and material.

At this point we don't want to miss the following important note: After one of our lectures in southern Germany, in October 1987, a captain in the merchant navy, who served on speedboats and sometimes on submarines before 1945, stood up and complemented our Statements about the German base in Neuschwabenland as follows: Around the end of 1941, during my service, I met the two soldiers Siewert and Wehrend, who from then on were ordered to the Russian campaign. They were both participants in the German Antarctic Expedition 1938/39 (both also appear in the official list of participants in the expedition; see excerpt from the list in the appendix). They reported to me that even after the end of the expedition, i.e. in the spring of 1939, they continued to serve on the expedition ship 'Schwabenland' and that their ship commuted non-stop between Neuschwabenland and the home port every quarter in order to transport equipment and entire mining facilities to the Antarctic. This also included tracks and carts, but also a huge milling machine to be able to drill tunnel systems into the ice. So much for the statement of the retired captain

Hardly ready to surrender, but still determined to fight, the German submariners stationed in Norway were still in April/May 1945. The liberal 'National-Zeitung', Basel The Third Reich in dissolution.. Switzerland reported on May 4, 1945: In the case of Hitler, not even death itself has yet been conclusively proven and for the time being we will have to make do with the information that President Truman relies on. Rarely will a body discovery have as far-reaching and important future significance as the actual discovery of the 'Führer's' human remains would have. (Well, this discovery of such far-reaching and important significance has never existed to this day; inserted by the author).

However, Dönitz himself is unlikely to carry out a formal surrender, for which the Allies would hardly give him more than 48 hours, but would rather leave it to the Allies - to announce victory through a unilateral act. Incidentally, the decisive signal for this is expected from Norway, because Victory Day cannot be celebrated without the German high command in Norway clearly indicating its willingness to cease fighting. As for Norway, it is less certain whether the Germans will also lay down their arms there in the near future. It is more likely that the officers and crew of the submarines and speedboats in Norway, consisting mainly of FANATICS, are determined. Today we know: The areas in the north were defended with particular effort and for as long as possible in order to . . . to continue the war to the extreme. ensure the smoothest possible deployment; This also applies to Norway.

Just a few months ago, a former German soldier (Austrian) who was only deployed in Scandinavian countries from 1939-45 came to see us and explained something like this: In April 1945 I was approached alone and specifically in Norway. I was told I could go to Kristiansand, where there were submarines ready for deployment. I refused on the grounds that I had done nothing wrong as a soldier, why should I escape, I was going into captivity. It wasn't until I read your HUGIN writings that I realized about boat cancellation. (But this could not be told . what the U was really about to anyone at the time, in order to rule out treason. What is also interesting here is that only people who appeared to be reliable were approached and who had perhaps previously been under observation for a longer period of time; note HUGIN.)

A few boats surrendered and surrendered months later for various reasons, such as U 530 on July 10, 1945 and U 977 on August 17, both in Argentina, presumably in the course of the deportation. Occasionally, a few or many years later, German submarines, some with and some without national emblems, were either clearly recognized or assumed to be such based on their appearance. We reported various cases in our other related writings.

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

According to the 'Home and World' report (excerpt) inserted here from around 1956/57, the Reich German submarines suspected or actually spotted after 1945 were portrayed several times in other press reports as modern pirate submarines. Due to the legal situation described below, this must be strongly contradicted: Immediately after the German Antarctic Expedition in 1938/39, the explored and surveyed 600,000 square km area was called 'Neuschwabenland' and declared German sovereign territory. This happened before the outbreak of World War II. The same was true of the establishment of a German base, which began immediately after the expedition. In 1945, the German motherland was occupied by the enemy - much to the chagrin of all Germans - and has been under occupation for decades ever since, but not the German territory in Antarctica, which is almost the same size. Here,

As in its many other restricted areas and bases, the Reich has not yet been forced to surrender. All Allied attempts made after 1945, such as the Byrd 'Expedition' in 1946/47, as well as later American, English and Soviet war operations against Neuschwabenland, also disguised as expeditions, were unsuccessful. This means that you could neither destroy the German base nor force the Germans there to give up and surrender.

Even the opposing Federal Constitutional Court in Karlsruhe (FRG) had to admit in several landmark judgments, for example on July 31, 1973 - most likely taking this fact of international law into account - that the German Reich did not collapse in 1945, but continued to exist legally.

Thus, the worldwide Reich German operations after 1945 - because only the German Wehrmacht capitulated - be it with flying discs (UFOs) or with submarines (or USUs), are legal acts of war by a legally continuing state and therefore cannot be considered illegal or piracy be placed. The German Reich continues the Second World War from Neuschwabenland, just like any other of the 50 states on the other side of the Allies, in accordance with international law. By owning the territory of Neuschwabenland, the forces of the empire are not in the inferior situation of a simple government in exile.

As the Baseler Zeitung already made clear, Grand Admiral Dönitz did not sign a formal surrender of the Reich in 1945, but rather the 'victory march' - which was not yet one - was a one-sided act by the Allies.

Let us remember Eisenhower's statement during his presidential term when asked by a journalist: 'Your Excellency, what do you actually think of the III. World War', replied somewhat harshly: 'The II. It's not over yet.'

Nr. 12

HEIM und WELT

## Panik in der Südsee! Fall JOYITA überraschend geklärt

# Piraten-U-Boot am Werk

**Menschen verschwinden — Fragezeichen im Leben des Kapitäns Miller — Eine Spur: der letzte Funkspruch der ARAKARIMOA — Die Rätsel häufen sich — Phantasiegebilde oder erregende Wirklichkeit? — Unheimliche Beobachtung eines alten Marineoffiziers**

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

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

### Auszug:

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

### Elf Jahre nach Kriegsende

Ein „deutsches oder japanisches Unterseeboot“ glaubte Kapitän Wil-

„THE STAR“ JOHANNESBURG, FRIDAY, NOVEMBER 24, 1972

# AIR SEARCH FOR MYSTERY ‘U BOAT’

Own Correspondent

DURBAN—The mystery submarine sighting off

# Elf Jahre nach Kriegsende

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

## Own Correspondent

**DURBAN**—The mystery submarine sighting off the Natal north coast deepened today with the disclosure by Mr Barry Hawke, of Ballitoville, that the conning tower he saw closely resembled that of the German U boats of World War 2.

Mr Hawke and two other Ballitoville residents saw the maritime headquarters in Cape Town and the search was



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



## Flying disks with a swastika

Montevideo, 8 (UPI). -- **The so-called flying disks are not alien spaceships but the works of Nazi scientists who have not come to terms with losing World War II and are preparing for a coming conquest, said engineer Fred Andracht, an Austrian living in Uruguay .**

He has been living in Uruguay for two years and is the owner of a chemical laboratory. He was a university lecturer in Switzerland and worked in Argentina.

In statements to the morning newspaper 'EL DIARIO', he expressed his views on this issue: 'It is not just a theory, but a truth. At the moment I do not have the convincing evidence that science requires so that no one questions my position. But I have raised the issue at a higher level because it is obvious that the situation requires preventive measures and not negligence.

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

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

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

He said he cannot reveal the location of the base from which they operate and hinted that the Argentine and North American militaries may also know this truth, or at least part of it, or at least intuit it.

Finally, Andracht said that he will soon take part in a conference with Uruguayans interested in the UFO issue and assures that his goal is to ensure that 'Uruguay is the first country to raise its voice - in the appropriate context - against this aggression once he has the evidence. --' German translation from: Daily newspaper 'LA RAZON' - Buenos Aires, Argentina, ca.1977/78.

The extraordinary thing about this report is that it appeared in a daily newspaper. This has been impossible in occupied Germany since 1945 because the occupying media strictly prohibits it, even if it comes from the opposing side, as in this case.

## PLATOS VOLADORES CON CRUZ GAMADA

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

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

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

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

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

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

"Aun subsisten muchos de aquellos

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

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

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

## 'Unknown' submarines in all the world's oceans

### **Now also 'Unknown Floating Objects'**

**The movements of 'Unknown Objects' have now spread to the depths of the sea and are showing the same confident operational capabilities as the objects in the air.**

**In recent weeks, such USOs have been located underwater several times on both sides of the American continent and have been fiercely pursued by US Navy units.**

**The speed and maneuverability of these objects once again surpass anything our academic technology could achieve. So these objects have to be attributed to the same unknowns that also dominate the airspace.**

(11\*, 15.2.1955, S.16)

At some point and somewhere on secret submarine bases outside the German motherland, the submarines that were diverted from the German Navy and also disappeared during the last major withdrawal in April/May 1945 must have been equipped with new revolutionary technologies and also converted to electromagnetic propulsion. These are likely to have the same capabilities and techniques as the German flying discs (called UFOs).

### Unidentified submarines.

In recent years, an epidemic of disappearing submarines has occurred around the world. They do not appear to belong to either the Soviet Union or the United States. Reliable, trained observers, such as pilots and ship captains, described these objects in shallow waters where no sensible submarine would dare to operate, and the fleets of New Zealand, Australia, Argentina and Venezuela left armed, assuming the mysterious submarines to catch boats within their territorial waters. However, the objects always managed to escape their pursuers.

From John A. Keel's long report: 'Underwater UFO bases alarm US'. (9\*)

In contrast to the conventional Allied submarines, they very quickly reach fantastic speeds. A longer report from the 'UN' states 'sixty to seventy miles per hour', in . No. 246 August 1977 another case 'over 150 knots' is stated. The Canadian Jean Prachan describes in his book 'UFOs in the Bermuda Triangle' a submarine pursued by the Americans with a speed of 280 km/h: 'Its speed was more than 28f km/h and this at a time ( 1963) when the record speed of a submarine was 80 km/h.' (8'~°, 5.104)

Adolf Schneider recounts an incident from 1964, at a speed of more than 200 knots: In the magazine 'Man's

Illustrated', March 1968, there is a report of a maneuver in which the aircraft carrier WASP, submarines and other ship units were used. The submarines (of the United States) were equipped for silent navigation, while above them on the surface of the Atlantic, 500 miles from the southeastern coast of the United States, one day in 1964, torpedo boat destroyers with their listening devices monitored the signals that the Underwater units were delivered and the aircraft carrier sent them up to the aircraft used for anti-submarine warfare.

Ninety meters below the surface of the water, one of the submarines suddenly separated from the (own,

played) attackers. Above, a bug on board one of the torpedo hunters was making a phone call to the command bridge. After receiving the call, the officer on duty rushed to the commander with an incredible look on his face. When the lieutenant captain saw him, he asked: 'What have you got?'; "Commander, there's something strange down there," the officer said, "one of the submarines has turned to another unidentified target." He added that two tracks appeared on the screen: our submarine and another object. There was only one thing that gave the watch officer pause and that was the great speed at which the 'unknown submarine' was moving. 'What is the speed?' asked the commander. 'More than 200 knots' was the answer.

With a sound of disbelief, the commander quickly left the cabin and rushed to the telephone. When he had confirmation of the incident from the senior officer in the electronics department, he sent a radio telegram to the Admiralty ship, which had already received similar messages from another torpedo hunter and from an aircraft. The trail of an underwater probe, similar to a torpedo, was then followed. What the ships and plane had picked up was the sound of an unknown submarine moving at a fantastic speed that no ship or submarine could match. The electronic instruments of 13 different ships had detected the presence of an unknown submarine, of which identical reports were made to the Commander-in-Chief in Norfolk.

(10\*, S.180/181)

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

Maneuvers: The 'pursuit' lasted **four days**. Depending on your mood, the mysterious vehicle appeared and disappeared again. Occasionally **it even dived to a depth of 8,000 meters**, where no 'human' submarine could ever follow it.

This incident caused panic among the American authorities; at first they thought it might be a Soviet boat. There was, of course, reason for excitement, as the object's performance exceeded anything previously known or imagined. No explanation could be found for the appearance of this incredible submarine. After a few days it disappeared as suddenly as it appeared. (8\*, p.104)

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

But it was not only the high speeds of these 'unknown' submarines that caused great and initially disbelieving astonishment, but also another equally astonishing factor. At some point in the last 80 decades that cannot be precisely determined, flying discs (UFOs) that plunged into the water or shot out again at another time were no longer distinguishable from USOs or unknown submarines. It seems as if the UFOs can swim and, above all, dive, but these "alien" submarines can also fly.

John A. Keel writes in the aforementioned report:

Unidentified flying objects have been consistently seen by the crews of hundreds of ships across the Atlantic. In many well-documented cases, witnesses claimed that strange metallic disc- and cigar-shaped objects suddenly emerged from the water

appeared, rose into the air, circled their ships and disappeared into the sky. In other cases, they came down to the surface of the sea and disappeared underwater. There are other confusing incidents about gigantic mysterious submarines that apparently come from no known nation. They successfully evaded all sea and air searches carried out by fleets of half a dozen countries.

All of these reports have created one of the most widespread and persistent legends of the flying disk mystery, that the UFOs are actually stationed underwater in the Atlantic, Pacific or Arctic.

On January 12, 1965, Captain K. saw from a DC-3 a metallic ship in a perfectly streamlined shape with an equally streamlined flap at the top. It didn't look like our submarines because it had no superstructure. It was about 9m long. The area where Captain K. saw this vessel is impassable for our submarines because of its mangrove swamps and sandbanks. If these unidentified underwater UFOs develop the same characteristics as the aerial UFOs, then they could also develop the same electromagnetic field. (9\*)

UFOs or USOs are not only observed within the seas and oceans or in rivers, but also occasionally when diving into and emerging into inland lakes, even ponds. So let's not bother ourselves anymore with the confusion in the various reports, whether it's called a UFO, USO or even a submarine. Because Keel is absolutely right, with the same electromagnetic drive it can be whatever it wants, the original watercraft can operate in the air just like the aircraft can operate in the water. The two media air and water are interchangeable if you have this phenomenal drive, which we have already discussed in more detail in the HUGIN publication: 'Secret Miracle Weapons' Vol. III. They can maneuver equally well in the air and in the water and can therefore maneuver reciprocally.

Jean Prachan describes how in the summer of 1954, the captain and part of the crew of the Dutch ship 'Groote Beer', about 130 km off New York in the Atlantic, observed 'a strange flat object emerging from the sea'. Prachan then goes on to write: Numerous similar cases were observed in 1954 and 1955. I can't list them all here; The list would be quite long and is not absolutely necessary for our purposes.

However, I would like to describe one in more detail because it was reported to me by the two eyewitnesses themselves. They were young soldiers then. Today they live in the Miami area. One runs a repair shop, the other is an insurance salesman. In March 1955 they were on board a US Air Force bomber that was flying over the Bahamas archipelago on a sightseeing flight. Joe C. and William H. and the other crew members first noticed something glowing moving beneath the surface of the water. Suddenly this light seemed to rise from the water. The plane did not fly very high, and the men were able to observe a yellowish-orange ball of light for two or three minutes - the light, as it **emerged from the water**, looked like a ball that remained motionless over the sea. Then she set off and headed towards the open sea, where she disappeared within a few moments. When they returned to base, the men were **ordered to keep quiet about the apparition under threat of punishment**. So this affair remained 'secret' until I accidentally came across Joe C. while doing some research. Through him I was also able to contact William H., the only comrade with whom he was still in touch. The latter confirmed the report point by point.

The following case occurred off the coast of Venezuela, almost at the level of the Antilles

As far as we know, only Ivan T. Sanderson has mentioned it. On December 13, 1956, a Swedish ship radioed the port authority of La Guaira in Venezuela that a conical object was falling vertically into the ocean. When it hit the water, a huge explosion was heard and the sea began to boil . ( 8\*, p. 102 )

Initially, accidents were suspected, but these explosions must have had other reasons that cannot yet be classified, because the objects continued to maneuver unscathed after these incidents, as has been observed several times.

In the magazine 'Mensch und Destiny', Ing. E. Halik wrote as early as 1955: A West German news agency reported on Greenlandic experiments with 'flying submarines' several years ago. These flying objects have now been spotted several times over France and their structural details actually correspond completely to the usual submarine shape with pressure hull and turret. It would be difficult to believe that extraterrestrial entities would be so unimaginative as to copy our submarines for aviation purposes. (11\*)

The last sentence is a stab at the Allied diversionary hoax with the 'aliens'; because At that time, Ing. Halik was already very familiar with German developments and the imperial German deposition. He also assumed - as we could see from his other publications - that Imperial German flying discs also operated from Greenland, among other places.

Also in his multi-page report 'No Invasion from Space' . July 15, 1954, also in the humanities magazine 'Mensch und Destiny', he spoke out against the diversionary hoax about 'extraterrestrials' created by the Allies.

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

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

Is this why the US Navy spends more money on UFO research than the US Air Force? In 1967, the Navy spent \$5 million on a search project in the Bermuda Triangle using aircraft and special search submarines. In 1969, the nuclear submarine

'No.1' was quietly launched, which had 7 men on board and 100 million.

cost dollars. This submarine is kept top secret, but the Navy says it is designed to "explore the economic and military possibilities of the seabed."

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

'Nuclear submarine 'No.1' in 1969' is an obvious mistake, nuclear submarines existed before 1969.

Maybe a special deep submersible is meant to track down the enemy underwater.

The way the US Navy pretends to explore the seabed here is the usual and widely used form of distraction. When the Allies send their elaborate, usually militarily equipped 'expeditions' to the North or South Pole, for example, they give

to simply look for coal or ore deposits, or to explore the spawning grounds of krill. When they venture into space, they give other harmless research reasons.

In like the other cases, they are commercial excuses and when they launch military operations into the Bermuda Triangle disguised as expeditions, which we will talk about later, they make us believe that they are looking for very specific anomalies in this area, such as strong electromagnetic aberrations, or similar meaningless excuses. In fact, the research in these military actions is of a secondary, sometimes merely distracting nature, if it is carried out at all in any case. But if you're already in Antarctica or the Triangle looking for German bases or underwater bases, why not let a few battered scientists research krill? In any case, it seems pretty harmless.

These Allied actions are about tracking down Reich German units, on land, at sea and in space. But since the Allies have allowed themselves to be presented and celebrated as victors in front of the whole world since 1945, and at the same time have also decided to systematically conceal, or at least disguise, the Reich's continued efforts after 1945, they are forced to suppress the truth again and again. The one big lie about total victory over Germany inevitably leads to many small subsequent lies.

'General-Anzeiger', Bonn, 12.1.1964

## Gehen die Untertassen jetzt baden?

**Italienischer Kellner entdeckte rätselhafte Unterwasserobjekte**

**Nicastro/Italien** (upi)  
Es war diesmal keine fliegende Untertasse, wirkte aber genau so unirdisch: bläulich-leuchtende delphinähnliche, elektrisch geladene metallische Körper mit je drei Antennen, die im Wasser umherschwebten. So jedenfalls beschrieb sie der Kellner Pasquale Criolese Esposito, der in einem Restaurant am Meer nahe Nicastro in Kalabrien arbeitet. Er schwört, sie gesehen zu haben.

Er, zwei andere Kellner und vier Gäste des Restaurants erblickten das bläuliche Licht im Meer, berichtet Esposito. Sie hätten daraufhin ein Boot bestiegen und seien den geheimnisvollen Körpern nachgefahren. Als sie sich ihnen näherten, seien alle bis auf einen getaucht. Das Boot habe sich dem Metallkörper genähert und ein anderer Kellner habe mit einem Ruder eine der drei meterlangen Antennen berührt. Er habe einen elektrischen

Schlag erhalten und das „Ding“ sei verschwunden. Als sich das Boot auf den Rückweg ans Ufer machte, seien alle „Delphine“ aufgetaucht und hätten sich unter Zurücklassung eines leuchtenden Schweifes mit großer Geschwindigkeit entfernt. Ein Techniker meint, es habe sich vielleicht um Fernlenk Waffen einer ausländischen Macht gehandelt. Ähnliche Erscheinungen seien vor einiger Zeit auch in der Straße von Messina beobachtet worden.

In vielen Teilen der Welt wurden zylinderförmige Objekte beobachtet

## Rätsel um geheimnisvolle Flugkörper

**Forscher in der Arktis und auf den Azoren gaben ähnliche Beschreibungen**

**Washington.** Unbekannte Flugkörper, die in letzter Zeit häufig registriert worden sind, bereiten Wissenschaftlern großes Kopfzerbrechen.

Die amerikanische Forschungsbehörde für Luftphänomene in Washington (NICAP) teilte mit, daß mindestens 20 solcher Objekte in allen Teilen der Welt beobachtet wurden.

Am Sonntag war – wie berichtet – ein solcher Flugkörper über den Azoren gesehen worden. Er sei, wie die portugiesische Nachrichtenagentur

waren alle gleichlautend: es soll sich um einen zylindrischen, weißen Flugkörper handeln. Argentinische und britische Wissenschaftler, die sich in der Antarktis aufhalten, teilten weiterhin dazu mit, daß ihre Instrumente von dem unbekannten Flugkörper beeinflusst worden sind.

Der Leiter der amerikanischen Forschungsbehörde, Richard Hall, wendte sich inzwischen gegen die Feststellung der US-Luftwaffe, daß bisher keine definitiven Spuren gefunden worden



daß mindestens 20 solcher Objekte in allen Teilen der Welt beobachtet wurden.

Am Sonntag war – wie berichtet – ein solcher Flugkörper über den Azoren gesehen worden. Er sei, wie die portugiesische Nachrichtenagentur ANI mitteilte, 45 Minuten lang sichtbar gewesen. Während dieser Zeit waren auf dem Flugplatz Santa Maria, wie berichtet, alle elektromagnetischen Uhren stehen geblieben.

In den vergangenen Wochen wurden ähnliche mysteriöse Objekte über Argentinien, Uruguay und der Antarktis gesichtet. Die Beschreibungen

kannten Flugkörper beeinflusst worden sind.

Der Leiter der amerikanischen Forschungsbehörde, Richard Hall, wendete sich inzwischen gegen die Feststellung der US-Luftwaffe, daß bisher keine definitiven Spuren gefunden worden seien und daß Berichte darüber unwahrscheinlich wären: „Die weltweiten Berichte zeigen klar, daß es an der Zeit ist, daß uns die amerikanische Regierung die wirkliche Geschichte über diese Erscheinungen mitteilt“, sagte

„Nürnberger Nachrichten“ vom 13. 7. 1965

**Ich halte nichts von der außerirdischen These, sondern meine, daß die Ufos aus dem Inneren der Erde und von Hochgebirgen wie dem Hochland von Tibet und den Anden kommen, ferner aus unterseeischen Basen vor der Westküste und der Ostküste der USA. Insbesondere steht bei mir der militärische Charakter der Ufos weit im Vordergrund.**

A. Wörner, Ufo-Studio Mayen, Mayen

Leserbrief aus: 'Bunte Illustrierte', Nr. 14, April 1982

## „Riesenzigarre“ auf dem Meeresgrund

In einer Tiefe von etwa 150 Metern erschien auf den Radarschirmen zweier australischer Kriegsschiffe, die eine spezielle Ausrüstung zum Auffinden von Unterseebooten hatten, ein etwa 90 Meter langes zigarrenförmiges Objekt. Zunächst glaubte man, daß es sich um ein U-Boot handelte, aber diese Vermutung konnte nicht aufrechterhalten werden. Infolge der großen Wassertiefe konnten aber keine genaueren Untersuchungen vorgenommen werden. Ein deutscher Auswanderer, der in Sydney eine Taucherfirma gegründet hat, hat sich nun freiwillig gemeldet, um das seltsame Objekt näher zu untersuchen. Sein Angebot blieb jedoch bisher vom Verteidigungsministerium Australiens noch ohne Antwort.

„Schwalmbote“

'UFO-Nachrichten', Nr. 55, 1961

## The strategic importance of the Bermuda Triangle

December 1944, the destruction of Germany by the Allies was in full swing. To make up for losses, seven American bombers were ordered to Italy to be used against German targets. After briefly refueling in Bermuda, the seven aircraft were now back over the Atlantic, about 480 km to the east, when electromagnetic interference suddenly occurred in the ignition, radio and other electrical on-board systems. An incident that, as we now know, appears very often in connection with 'UFOs'. With great difficulty, only two of the seven bombers were able to escape back to Bermuda. Since then, there has been no trace of the other machines.

On December 5, 1945, almost exactly a year later, five TBM Avenger bombers took off from the US naval base in Fort Lauderdale, Florida, on what was said to be a training flight. The suddenly interrupted radio communication between the airport and the planes made it clear that a catastrophe had been brewing for the five bombers. Of the two flying boats sent out twenty minutes later to search for and possibly rescue the crew, only one returned without results. What was probably the largest rescue operation in the history of aviation was initiated, but it also remained unsuccessful. Not a single thing was found of the five bombers and the flying boat: But despite one of the most intensive search operations in history, with 240 aircraft, 67 additional aircraft from the aircraft carrier 'Solomon'

four destroyers, several submarines, eighteen coast guard ships, search and Rescue cutters, hundreds of private aircraft, yachts and boats, additional aircraft from Banana River Naval Air Station and assistance from British Navy and Air Force units in the Bahamas, nothing was found. A daily average of 167 flights, from morning to evening, carried out approximately 90 meters above sea level, a detailed survey of 100,000 square kilometers of land and sea, over the Atlantic, the Caribbean, the Gulf of Mexico, the mainland of Florida and the neighboring ones Islands, a search time of 4,100 hours, all these efforts yielded no results - neither survivors, life rafts, wreckage or oil stains. The beaches of Florida and the Bahamas were searched daily for several weeks for identifiable flotsam that could have come from the missing planes, but without results. (22\*, p.27)

Almost all lengthy reports and books about the infamous Bermuda Triangle begin with these two classic cases. We also reported on this in 'Secret Wonder Weapons', Volume II, 5.13 + 17 ff.

Some say the term 'Bermuda Triangle' was born after the disappearance of the five TBM bombers. Jean Prachan, David Group and others claim that the freelance writer and famous inventor Vincent H. Gaddis first coined it in his article 'The Deadly Bermuda Triangle', in the magazine 'Argosy', February 1964. Be that as it may, everyone agrees that these extraordinary, initially inexplicable events began in 1944/45. It was only later that authors - those who belonged to the secrecy group - and later also those who simply retell the story, began to include older and much older ship accidents in order to give the impression that these events were ancient and therefore nothing new or special for this area. There have been unexplained ship accidents at all times and suitable cases were quickly found in old ship documents. But in times of ship piracy and poor technology, where radio systems were just like that. Although we didn't yet know search operations with aircraft, unsolved cases were still understandable. There was also a lack of modern SOS emergency call systems in the past, which today, on modern ships, should the radio center be unmanned, automatically send out their emergency call when the ship sinks, and if we are correctly informed, up to a water depth of 50-100 m

Because far more ships and aircraft disappear in the Bahamas than in Bermuda, the term is wrong, argues Prachan. Furthermore, it is just a journalistic slogan, as the events cannot be limited to this area. Which is also true, because the increasing number of reports about extraordinary ship and aircraft accidents, including their disappearance without a trace, are, if you look closely, of a global nature. However, it must be taken into account that there are certain focal points worldwide and this undoubtedly includes the so-called Bermuda Triangle, perhaps the most priority area of all.

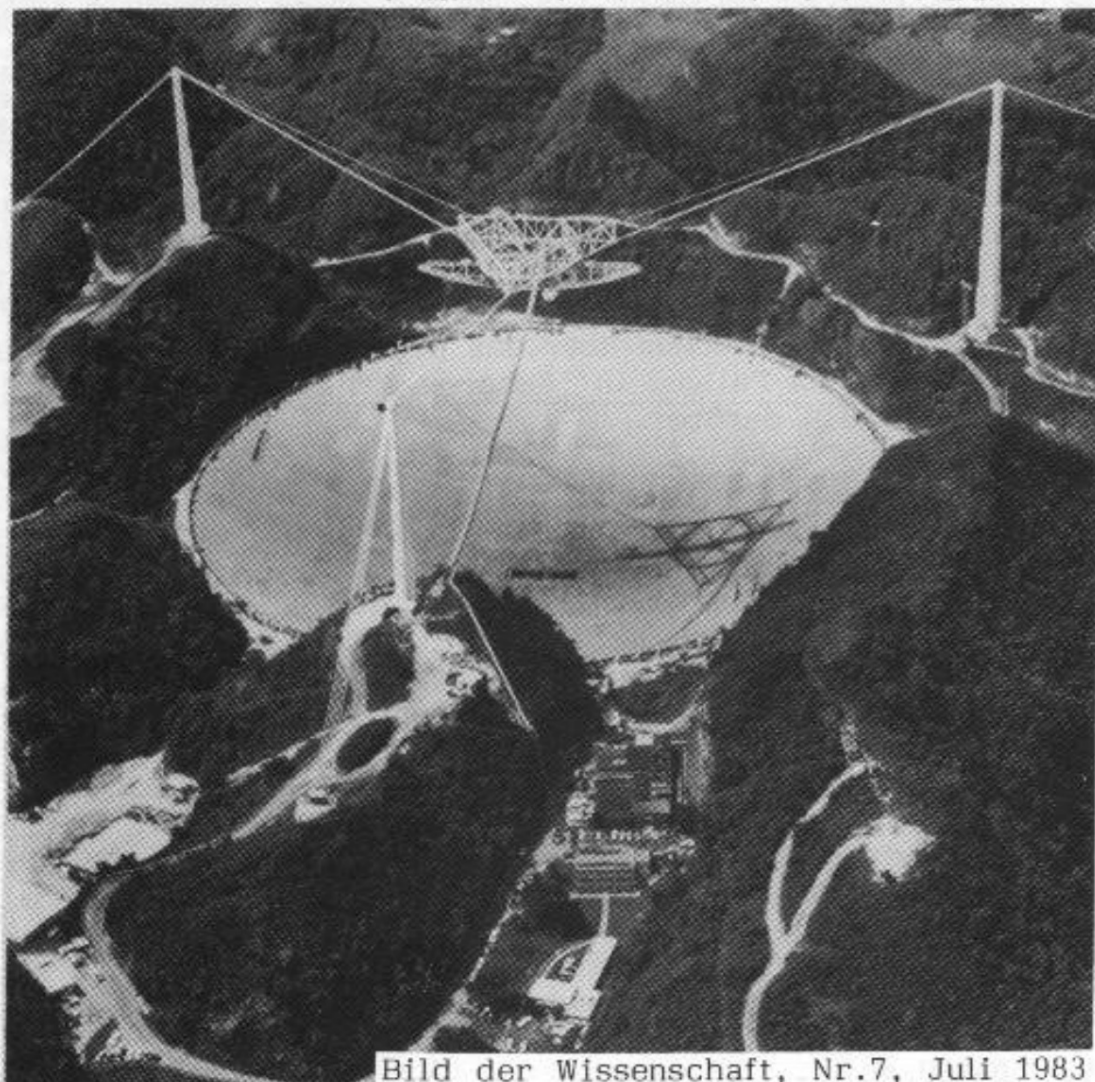
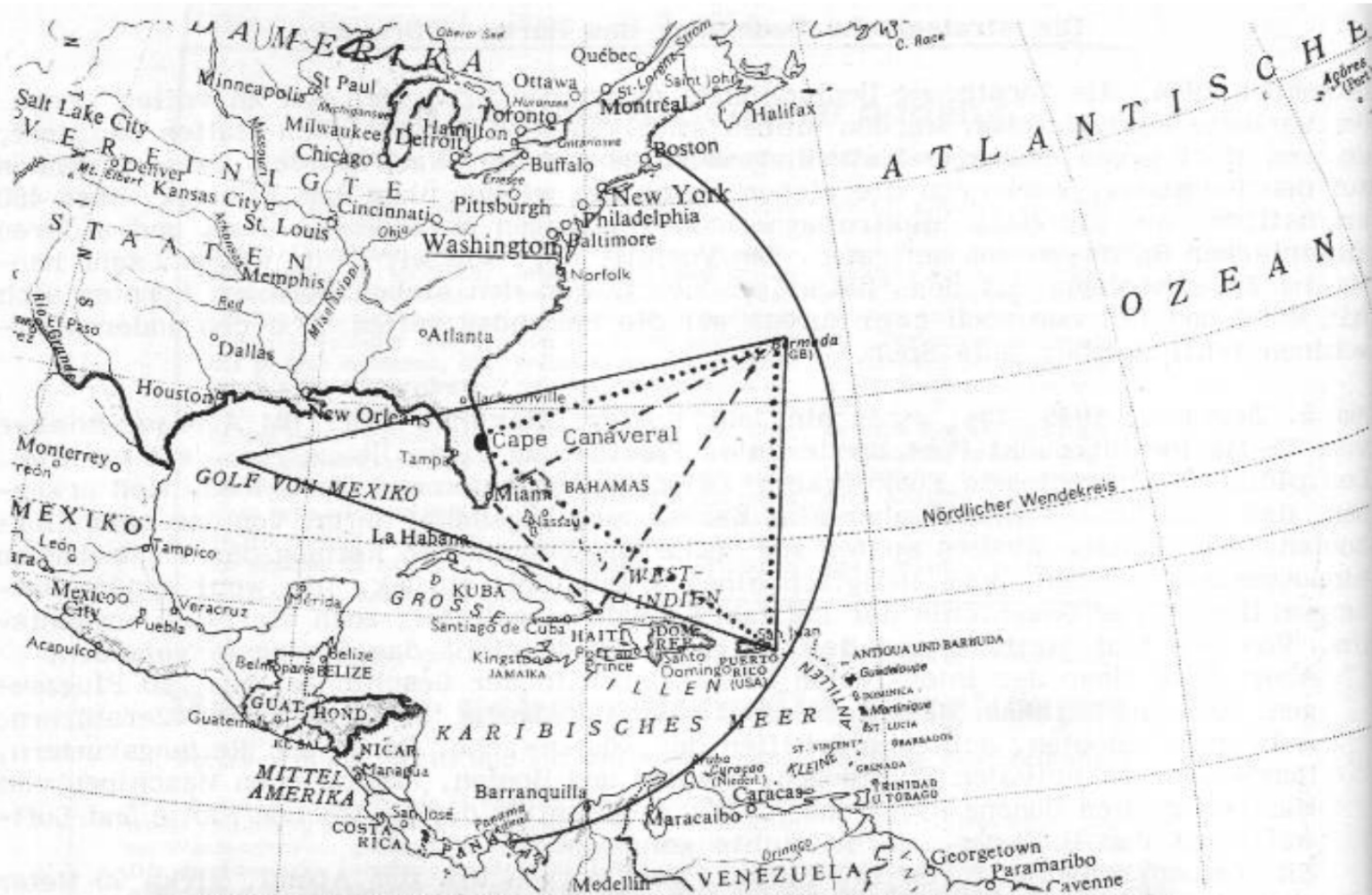


Bild der Wissenschaft, Nr.7, Juli 1983

Das größte Radio-Raster-Teleskop der Welt ist die Arecibo-Anlage im Hinterland der Insel Puerto Rico. Es hat einen Durchmesser von 305 m. Der

natürlichen Tal eingelassen. Die aufgefingenen Radiowellen werden in einer hoch im Brennpunkt angebrachten Antenne gebündelt. Von dort werden

get, wo sie analysiert werden. Es geht auch umgekehrt: Benutzt man die Anlage als Sender, kann die Antenne ein Signal in den Reflektor strahlen.

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tet, wo sie analysiert werden. Es geht auch umgekehrt: Benutzt man die Anlage als Sender, kann die Antenne ein Signal in den Reflektor strahlen, von dem es dann ins All gelenkt wird.

The Bermuda Triangle, more commonly known as the Devil's Triangle, is part of the Sargasso Sea and lies just off the east coast of the USA. To this day, the USA in particular, alongside the Soviet Union, is one of the largest war opponents of the continuing German Reich and the German people, which is very important. The vertices of the triangle are given by some as Florida/Bermuda/Puerto Rico, by others as Florida/Bermuda/Cuba or from the Gulf of Mexico across Florida to Bermuda/Puerto Rico (see sketch). In my opinion, the better geographical identification would be a huge semicircle, starting around Boston/New York on the US east coast, from there via Bermuda and Puerto Rico to the Panama Canal. The entire Caribbean, including the Gulf of Mexico and the US south coast. With the focus in the center: Bahamas and Cape Canaveral.

But let's stick with the given triangle. Why are more 'submarines of unknown nationality', more 'USOs' and more 'UFOs' sighted in this sea area than in other sea areas? Why do more planes and ships disappear here than anywhere else? Because we are dealing with a highly explosive military, strategic and communications-relevant area. What, however, is consciously suppressed by the secrecy group and simply ignored by uninitiated or ignorant authors:

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

With a contract dated September 2, 1940, parts of the Bahamas were also leased from England to the United States for 99 years and the latter expanded them into another fleet and air base. (Preparatory measures by the USA for its entry into war against Germany.) The Bahamas have been described as so-called independent since 1973, but the head of state is still the English Queen.

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

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

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

I wonder why? Because it's really about cracking the internal message CODE of the so-called UFOs! It is known that the German Wehrmacht's radio CODE was cracked by the Allies due to treason, but it is also known that the German naval CODE has not been deciphered to this day. Given the technical soaring on the German side before and after 1945 (UFOs, USOs), it remains questionable whether the known wave ranges were still used at all, or whether the usual radio was able to be completely overcome and instead opened up possibilities that lie beyond school scientific ideas. In many Allied and other states, efforts have long been made to identify the 'extraterrestrials' using radio telescopes and other techniques, the '**higher intelligences** in space', and the Soviet Union, for example at the Radiophysical Institute or whatever you like occasionally in Gorky, under the direction of Dr. V. Troitzky, a . but also in the world's oceans, to tap into information technology. Under 'listening' program against the flying discs, but as was cautiously revealed between the lines, so far without any success.

The Arecibo facility also serves as an essential communications link for the White House, the Pentagon, NASA Control Center in Houston (on the Gulf of Mexico), and Cape Canaveral; partly coupled with the military satellites in space. This is probably the main reason why Puerto Rico has been literally swarmed and besieged by 'UFOs' in various years, often for months. Over the mountains of Adjuntas in the interior of Puerto Rico, whole swarms of UFOs appeared again and again over a period of three months, almost as if on a fixed schedule. They sent out sideways beams of light, flew in closed formation (a German form of flight; inserted by the author) at a low altitude - about 300 m - made precise right-angle turns (impossible for an airplane), hovered motionless in the air and then suddenly disappeared without a trace. (13\*, p.219)

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

Jean Prachan, 'UFOs in the Bermuda Triangle', has a similar report from 1973: It is important to note here that in 1973 the Caribbean, Puerto Rico and the southern part of the triangle were hit by a real wave of UFOs. The peak of this 'wave' was in October/November. Dozens of objects have been observed in the Caribbean, all appearing and submerging.' (8\*, p.112)

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

Some drivers experienced another surprise on their drive home from watching the demonstration in the sky. At a certain point between San Sebastian and Lares (located in the interior of the island) a huge, low-flying UFO appeared, while at the same time all the car engines stopped and only restarted when the UFO sent out orange and red flashes of light or flames, suddenly rose vertically and disappeared.

During the same period, in Rio Piedras, a suburb of San Juan (here is the US naval port; inserted by the author), a huge UFO also appeared during an outdoor birthday party, blinding those present with a greenish-blue light emitted as it glided very close - about 100 meters above the party guests.

Numerous other people also observed the phenomenon from nearby homes as the UFO slowly floated between two twenty-story apartment buildings; several cars stopped because their engines stopped. Suddenly the strange flying object rose vertically in a cloud of red mist, changed direction, headed towards a nearby power plant and suddenly disappeared (it probably made itself invisible at that moment, which we will talk about later; inserted by the author). (13\*, p.219/220)

Many individual examples could be cited from the island, but let's get back to the topic: The phenomena about Puerto Rico are in no way limited to the two years 1972/73 and there should be no doubt at all that this important information center of the USA is constantly tapped by the 'UFOs' in order to be precisely informed about the military and criminal nuclear intentions of the opponents. So much for Puerto Rico.

To the west, the Bermuda Triangle is bordered by the American east coast, mainly **Florida**, where various military bases such as Fort Lauderdale, scattered missile launch pads and, above all, the American 'spaceport' are located. In the maritime area off Florida, it was not only the Soviet military that was spying, observing all operations and launches from Cape Canaveral, camouflaged by seemingly harmless merchant ships and fishing boats - despite the Allied alliance with the USA. Here the flying disks are also in constant observational readiness; they accompanied the USA's Apollo spacecraft to the moon, as was well known, and they monitor all takeoffs and landings. Controlled, it would be better to say, because since the Challenger was shot down the Americans have apparently had a launch ban imposed by the 'higher intelligentsia', which they have themselves to blame for. With the 'Green Box' on board, which contained capsules with highly toxic substances that kill in two seconds - as the daily press reported - the Chicago boys were apparently once again planning one of their usual large-scale crimes, perhaps against one another of German bases and bases at the North or South Pole. We will discuss the Challenger explosion and the Green Box in detail in the next brochure about space, which has already been announced. Let us also remember that one of the main tasks set by the German flying disc force is to prevent a nuclear war; which they have successfully done for decades.

Furthermore, the triangle is also affected by the trouble spot **Cuba**, which has become communist. Here there are pro-communist agent activities as well as pro-American ones, who use seemingly harmless fishing boats, merchant ships and private sailing yachts as camouflage.



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

We have shown sufficiently that this sea and island area is of outstanding strategic and military importance, which also makes the constant presence, or rather surveillance, of so-called UFOs and USOs understandable: The series of UFO sightings in 1972 is Only exceptional

because of the large number of eyewitnesses. UFO sightings as such are so common on the coast of Florida, the Bahamas, Haiti, the Dominican Republic, Cuba and other Caribbean islands, as well as near and over Bermuda and the sea between these islands, that they are covered on the radio and in the press hardly ever be mentioned if they were only seen by a few people. Only when thousands of people notice the same phenomenon does it become newsworthy for the mass media. But even then, due to the frequency of such observations, they are soon forgotten and filed away. (13\*, p.222)

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

As Grand Admiral Dönitz said to naval cadets in Laboe near Kiel in October 1944?: The German Navy still has a special task to fulfill in the future... The German Navy knows all the hiding places of the seas and it will be easy for it... (see 'Secret Wonder Weapons' , Bd.I, S.43)

## Das Todesdreieck auf der Landkarte

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

Von dem SÜDKURIER-Mitarbeiter A. Kenley, Washington

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

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

Die jüngsten Fälle betreffen drei Flugzeuge und zwei Schiffe. Am 8. Januar 1962

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

### Keine Leiche gefunden

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

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

Eine einzige Andeutung über ihre Art besitzen wir im letzten Funkspruch eines



sie wie die anderen verschollenen Maschinen keinen Notruf. Am 9. November 1956 ging dort ein Patrouillen-Flugzeug der US-Marine verloren.

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

kommen, wie es nieß. Anscheinend lösen sie plötzliche Katastrophen bei Flugzeugen und Schiffen aus, die sich hinterher nicht mehr nachweisen lassen.

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

'Süd-Kurier', Konstanz,  
13.3.1964

'Bild' H.H. 14.8.1985

**Lloyds meldet: 20 Schiffe spurlos verschwunden**

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

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

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

'Oberhessische Presse', Marburg, 4.1.1986

**Jedes Jahr verschwinden fünf Schiffe spurlos**

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

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

Ship and aircraft accidents are as old as shipping and aviation themselves. Every year, an average of 250-300 ships sink in all of the world's oceans, with a clearance rate of 90-95%. We are interested in the majority of unsolved cases here. Ships or airplanes that mysteriously disappear without a trace or are found floating completely intact but deserted.

More than 600 vessels disappeared off the coast of the United States between 1974 and 1976, many of them in the Triangle. (13\*, p. 68)

Similar to December 1944 and December 1945, on December 19, 1946 there were five US P-47 fighter aircraft in the airspace of the Bermuda Triangle. A sixth aircraft accompanied the convoy and witnessed it flying into a cloud, but only four of the original five aircraft emerged. During the search operation that was then initiated, two of the B-17 'Flying Fortresses' involved were also missing and were not found again. (14\*, p.126)

**Superfortress C-54:**

On July 3, 1947, an American Army C-54 with a crew of six disappeared on a routine flight from the Bermuda Islands to Morrison Military Airport near Palm Beach. The plane's last known position was about 100 miles from Bermuda. An immediate search effort by the Army, Navy and Coast Guard at sea and in the air spanned 100,000 square miles of sea surface. No oil stains or wreckage were spotted. (12\*, p. 32/33)

After a fruitless search, American Air Force officials **hypothesized** that a powerful current of rising air near a storm cloud might have destroyed the **bomber**. (15\*, p.118; also 8\*; 15\*; 16\*)

Then the US Air Force should be seriously advised to only carry out their flights when the sky is clear!

Another complicated mystery was the loss of three aircraft from the British 'South American Airline': Star Dust, Star Tieger and Star Ariel - all of the Tudor IV type. (16\*, p.16)

The **Star Tiger**, a four-engine passenger aircraft..., a converted Lancaster bomber, disappeared on January 29, 1948 on a flight from the Azores to the Bermuda Islands. On board the plane were a crew of six and twenty-five passengers, including Sir Arthur Cunningham, Lieutenant General of the British Air Force in World War II and former commander of the Second Tactical Air Fleet. The Star Tiger was scheduled to land at Kinley Airport in Bermuda. Shortly before ETA (estimated time of arrival) at 10:30 p.m., the pilot transmitted a message to the control tower that included the phrases: 'Weather and flight conditions excellent' and 'Expecting scheduled landing'. The aircraft's position was given as 380 miles northeast of Bermuda.

No further reports were made, but the Star Tiger did not reach its destination. There was no SOS, no emergency call, no indication that the flight was not going under the best conditions. At midnight the Star Tiger was called

reported overdue, and a full-scale relief operation began the next day, January 30th. Thirty aircraft and ten ships searched the area for several days without success. (12\*, p.33; also 8\*; 16\*; 12\*)

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

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

That was his last radio message.

The 'Star Ariel', seven crew members and thirteen passengers were never seen again.

At this time, maneuvers were taking place in an area several hundred kilometers south of Bermuda, in which a battleship, aircraft carriers, cruisers, destroyers and others took part. This entire fleet immediately set out to search. Two destroyers even went to a spot 480 km south of Bermuda where a US Air Force airliner and a bomber had seen a green glow over the sea. Thousands of square kilometers were combed: not one oil patch, not one aircraft part, not one body.

However, the search soon had a new target, the fishing boat 'Driftwood', which had also disappeared while crossing from Fort Lauderdale to Bimini with five men on board. But both the 'Star Ariel' and the 'Driftwood' remained untraceable. (8\*, p.35)

Elsewhere, Prachan again emphasizes this peculiar green glow and writes: On that day, January 17, 1949, to my knowledge, no UFO was seen. But one should not forget in this context that two aircraft, a bomber from the US Air Force and a passenger aircraft from the English company BOAC, which were independently involved in the search operation, reported that they were on the water where the plane disappeared , saw a strange greenish glow. The cases of the 'Star Tiger' and the 'Star Ariel' are much more similar than the official reports suggest. Perhaps today both aircraft are side by side somewhere 8,000 or 9,000 meters under the sea, surrounded by completely waterproof retaining walls that belong to an undersea base. That is now the question.

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

'Long ago' is probably a bit of an exaggeration, as this connection has only been talked about since 1973. It is surprising that it has taken so long to establish your connection, but it is important to remember that the public has only recently become aware of the events in the Bermuda Triangle. Although there were rumors in certain circles (in the army, air force and among sailors, for example) about the intervention of UFOs, until 1973 no one dared to say it publicly. (8\*, p.148; also 12\*; 16\*; 17\*)

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

## Januar 1949 Star Ariel

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

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

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

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

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

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

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

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

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

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

(15\*)

Even before the Star Ariel, a chartered DC-3 took off from San Juan, Puerto Rico at 10:30 p.m. on December 27, 1948, heading for Miami, Florida. This small type of aircraft was long considered by Americans to be the most reliable machine ever built. The weather was excellent, the pilots were experienced and captain Robert Linquist, co-pilot Ernest Hill Jr., stewardess Mary Burks, three other crew members and 29 passengers from New York City could already see the fairy lights of Miami in front of their eyes after a pleasant flight. It was now dawn, and at 4:30 a.m. Captain Linquist sent the following radio message received from the radio tower: 'We are approaching the airport... Only 50 miles south... We can already see the lights of Miami. Everything is fine on board, we will report later for shore instructions.' The control tower confirmed reception, but never heard anything from the machine again, no SOS call, no MAYDAY message, no explosion was heard, no flash of light was seen. The plane literally disappeared before the eyes of the flight control team, especially over the Florida Keys, where the water depth is only 5-7 m, the water is so clear that the seabed can at least be seen from the aircraft, and wreckage can be seen immediately would be. But the search operation that was initiated immediately was without any success. 50 aircraft, ten ships and a dozen smaller watercraft were involved in the search operation. The Army, Navy and Coast Guard combed an area of 100,000 - according to another source 300,000 - square miles by sea and air and again not a lifebuoy, a piece of wreckage, an oil stain or any other trace was found. The DC-3 has remained missing to this day. (8\*; 12\*; 15\*; 16\*; 17\*; DNZ No. 8/1975)

D. Group gives the following summary of these aircraft losses: These and other losses since 1947 have all the basic elements of the typical disappearance of aircraft over the Bermuda Triangle: It is a quiet night. The plane, which usually stays less than a hundred kilometers from the coast, broadcasts the last message before entering Triangle airspace. Everything is fine and the pilot believes that they will arrive on time. Only when no more messages arrive within the calculated time until landing does the ground crew become restless and send out a search plane. But you can't find anything. The investigative commissions are at a loss. Losses continued to mount in the 1960s and 1970s. (16\*, p. 16/17)

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

In March an American 'Globemaster' disappeared in the northern part of the triangle on the way to Ireland and on June 9, 1950 another DC-3, about which we lack further information in the cases. (8\*; 16\*)

Among those cases that occurred in the Bermuda Triangle after the end of World War II, the loss of the Brazilian warship **Sao Paulo** is particularly curious. The Sao Paulo, which was intended for scrapping and only had a supervisory crew of eight men on board, was moored to two ocean-going tugs. The association was located southwest of the Azores. On the night of October 3rd to 4th (misprint, must say November) 1951, the towed ship suddenly disappeared. Due to rough seas, one of the tugs had loosened the ropes on the night of November 3rd. On the morning of November 4th the sea was calm again. Then it was noticed that the cables to the second tug were torn and the Sao Paulo was missing. As planes and ships searched for her, strange phenomena occurred: unexplained lights were seen at night and early in the morning, and the next day the ships and planes reported the appearance of dark shapes or shapes on the surface of the sea, which soon disappeared. No trace was found of Sao Paulo and its team.

Most commentaries on the events in the Bermuda Triangle are content to portray them as unsolvable mysteries. But others, namely those who have studied this phenomenon most in depth, suggest that the inexplicable disappearances of ships, planes and people are connected to intelligent terrestrial or extraterrestrial beings. This view is shared by a growing number of people, perhaps because there is no other logical explanation for the phenomenon. (12\*, p.61)

The investigation into the case of the Brazilian warship Sao Paulo, which was supposed to be brought into a dry dock by two tugs and suddenly disappeared from the towing ropes with the supervisory crew in the early hours of November 4, 1951, did not rule out the inexplicable light phenomena that occurred during the night had been noticed before disappearing through a **cloud of fog** in the sky. The aircraft crews, who then carried out an intensive search operation, found no trace of the missing cruiser, but gave a strange report that spoke of **unusually dark patches of fog** or **very low clouds** in the area where the ship was believed to be have to find. (13\*, p.230 and p.49, as well as 8\*, p.191 and 16\*, p.196)

Other ships and aircraft that did not disappear sometimes reported strange malfunctions and failures of instruments and previously unknown **weather anomalies**, such as: In such cases, the crews had to experience that the instruments malfunctioned, the compasses spun, the propulsion systems failed and they lost control lost about their plane or ship; They also saw a strange **firelight nebula** or **'milk zone'**. in which all contours, including the horizon, blurred into a **whitish haze**. Despite all this, they managed to leave the scary area and get their vehicle back under control. (13\*, p.60)

July 7,

1955: WJMorris, a former sailor of the 'Atlantic City', saw the automatic steering mechanism become 'independent' and steer the ship completely in a circle, at the same time a ball lightning could be **seen**. Some of the navigation equipment and electrical equipment were then no longer usable. (18\*)

Was this so-called ball lightning the unmanned fireballs developed in Germany before 1945?

(See 'Secret Miracle Weapons' Vol.III, p.15-22) The events in the B. Triangle seem to be so dramatic and, above all, so frequent that a special magazine is published in the USA: 'The Bermuda Triangle Special Report' concerned with these events. In 1977, the American journalist Rufus Drake reported on a lieutenant in the American army named LeRoy R.Jackson. We quote from Jean Prachan: 'UFOs in the Bermuda Triangle': But

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

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

If the military didn't take their duty of confidentiality so seriously, we could certainly cite many similar anecdotes. So many other strange things happen in the Bermuda Triangle zone: **radio silence, white waters, failure of instruments and compasses, inexplicable air holes, machines shaking 'as if by the hand of a giant', optical anomalies, bluish and greenish lights, the sudden cockpit or the cargo area of the machine, destruction of the electrical circuits, violent storms, clouds of smoke rising from the water, etc.**

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

December 11, 1970:

Pilot Bruce Gernon Jr. recorded **massive cloud formation in the form of squiggles directly on the sea surface**. As he flew over it, **the magnetic and electronic instruments failed** and he lost contact with the radar control. When he reached his destination, he felt that he was 30 minutes short of the normal flight time.

December 16, 1974:

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

In the course of a conversation about the disappearances of ships and aircraft in the Bermuda Triangle, an officer in the U.S. Third Marine Division expressed a widespread but certainly unofficial opinion: 'It's a real mystery. Nobody in the Navy is laughing at this thing. We always knew there was something going on with the Bermuda Triangle. But no one could figure out what. Apparently there is no physical or logical cause. It's almost as if the ships were suddenly covered with some sort of **electronic camouflage net .** (12\* , S.73)

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

Just think of the fate of Kepler, Copernicus and Galileo. Anyone who doubts or even refutes the foundations of the Old Testament, Jewish-Oriental worldview will be destroyed; at that time like today. Justus von Liebig also recognized the controlled limitations within science in his time when he said: 'Science actually only begins to become interesting where it ends.'

However, intellectual impoverishment and controlled dumbing down are the basic prerequisites for the gradual enslavement of humanity that has been going on for centuries; whereby Judao-Christianity as well as the Jewish-controlled republics and democracies were and still are only steps on the way to a total 'one-world' dictatorship based on the Jewish communist model.

But in the 1920s and 1930s a group began to finally and permanently break down the intellectual narrowness of false religion and false school science. What else did Adolf Hitler say in this context?: 'There is a Nordic and National Socialist science that is opposed to Jewish-liberal science.' That is why it is so difficult for us today, unless we have freed ourselves from the intellectual shackles, to understand and unconditionally classify these extraordinary processes in all parts of the world, including the many small side effects.

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

Let us return to the events in the Bermuda Triangle, although for reasons of space we must limit ourselves to individual interesting events. The loss of the three **'sulphur ships' is also worth mentioning:** On December 2, 1954, the 3,337 ton **Southern Districts** left Port Sulfur on the Mississippi in Texas, loaded with sulfur, bound for Bucksport in the US state of Maine. The ship was only built in 1944 as a landing ship for invasion purposes against Germany. Later after the conversion it served the US Navy for sulfur transport. Most likely on December 5th - exactly 9 years after the disappearance of the 5 TBM bombers - the Southern Districts off the coast of Florida also disappeared. The Navy and Coast Guard searched 262,000 square miles without any success. (New York Times, five reports from December and January 1954/55; 15\*, pp. 154-156 and other sources).

At the beginning of February 1963 (4.2.63, 1.25 a.m., last radio message) the 129 m long sulfur ship **Marine Sulfur Queen**, belonging to the US Navy, disappeared . It was also a converted warship from WWII and was now traveling from Beaumont in Texas to Norfolk in Virginia with 15,000 tons of liquid sulfur in steel tanks. The ship's last position report came from near the Dry Tortugas. The Navy's Commission of Inquiry noted 'that

The Marine Sulfur Queen disappeared on the open sea without sending an SOS, but offered no valid hypothesis or solution to the mystery (Berlitz). Other sources: (15\*, pp.168-177; 17\*, pp.107-112; and others).

Exactly 9 years to the day after the Marine Sulfur Queen set sail, on February 2, 1972, the sulfur ship **VA Fogg** crashed near the coast in the Gulf of Mexico. The trip was supposed to go from Freeport, Texas, less than 80 km through the open sea, along the coast, to Galveston and from there through the shipping lane to Houston. Presumably after an explosion, the ship was found days later at a depth of just 30 meters. (17\*, p.111-113; 16\*, p.17; 18\*; 8\*, p.196)

Gunpowder, or black powder, which is rarely used today, contained 10% sulfur. The question arises, does sulfur have any significant significance to the US Navy? Or the other question: could the other side, the 'third power', be interested in larger quantities of sulfur?

Recent eyewitnesses say that in the 'Devil's Triangle' the sky turns sulfur yellow on clear days. The sea then no longer resembles water. .... A similar inexplicable destruction mechanism in space has now seriously damaged American and Russian space probes eight times on the journey to the planet Mars, etc. (19\*)

The US Coast Guard's cable-laying and 'research ship', the Yamacraw, had a rather strange and disturbing experience on August 8, 1956. She was confronted with a 'ghost island', like the 'Hollyhock', a US Coast Guard buoy tender, in 1974: although the

ship (the Yamacraw) was hundreds of kilometers from land, both mainland and islands, the apparition of Considering its size, it makes for a small island. Both men (from security) checked the instruments. They all worked very well. When they noticed that the ghost island was getting closer, they informed the captain. He wanted to examine the apparition up close. When they were 300 meters away, they turned around and sailed past Ghost Island, which looked like a huge mud wall. Although the phenomenon had not appeared on the radar screen to touch the surface of the water, it now appeared to be moving toward the ship. The height of the apparition could not be determined. The ship carefully steered into the nebula-like wall, which seemed to be made of **sulfur fumes**. It was found that not even the bright light of the carbon lamps could penetrate this fog. Soon the men on deck had difficulty breathing. They felt a scratchy sensation in their throat. The steam pressure began to fall in the engine room. Just as the captain gave the order to turn, the ship broke through the '**smoke screen**', 300 meters from where it had entered the 'smoke'. When it became light, the strange fog had disappeared. (16\*, 122-124)

Charles Berlitz, who also covers the Yamacraw experience in his book 'Spurless', speculates: 'It is also possible that the Yamacraw sailed into the dense sulfur fumes of an undersea volcanic eruption,' although he previously wrote: 'This compact mass, the could not be penetrated by radar or powerful searchlights, but was not land, as it stood **above** the surface of the water and appeared to rise indefinitely against the sky, extending to the southwest at an apparently great but undetectable distance. 'This 'compact mass', or 'rising wall' was first detected by radar, but could not be penetrated by radar; which would not apply to sulfur vapors from a volcanic eruption. Nor was it that when driving into this 'fog-like wall', electromagnetic interference occurred and all the lighting went out.

Group, but especially Berlitz, report on five American. Fighter aircraft of the type '**Super Sabre**', which flew into a **cloud** immediately after take-off from Bermuda - they were barely 900 meters away - from which only four aircraft emerged. The incident was witnessed by ground personnel at the military airfield as well as other aircraft and nearby ships. Victor Haywood was working on the satellite target tracking program at the time, January 1960, and describes the process here as an eyewitness: At around 1 p.m. on a sunny, almost cloudless day, five American Air Force Super Sabers took off from the military base in Kindley (St. Davids) in Bermuda. The author of these lines, along with four or five others who worked on the island, watched the take-off with great interest, as the Super Saber was a relatively rare aircraft at the time - at least in the Bermuda area.

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

Five fighter jets flew into the cloud and only four emerged from it. No crash was observed on radar screens, even though the altitude was already several hundred feet. We didn't see anything fall down either. After a few minutes, one Super Saber was reported missing and an immediate search operation was initiated. The search area



was only half a mile from the coast, where the water was completely flat. Nothing was ever found to indicate that an aircraft had crashed, except for a standard American Air Force life jacket. However, this discovery was never considered to belong to the missing aircraft because countless Bermuda sailors and boat owners were illegally in possession of Air Force life jackets due to the thousands of American soldiers stationed there. This life jacket found during the search could also have other origins.

No satisfactory explanation was ever found for what happened to the plane and the pilot. Needless to say, the thorough investigation conducted by the American Air Force yielded no information and did not shed light on the mysterious incident. (13\*, pp.158-161)

Berlitz adds to this eyewitness account: As already

mentioned, sometimes several planes disappear on the same day in the same area of the triangle.

At the same time, anomalies are detected by the crews of other aircraft that do not disappear, sometimes even at the same altitude. ... Some experiences suggest that a kind of electrical energy occasionally takes the form of **fireballs** that seem to rush straight towards ships made of sheet steel and perhaps, in a broader sense, aircraft made of light metal. The report by WJ Morris, a former sailor now living in Llantrisant, South Wales, Great Britain, is indicative of this phenomenon: (13\*, pp. 160-162)

Berlitz now describes how in the summer of 1955, at dawn, the motor ship **Atlantic City**, on which Morris was, suddenly began to turn in circles. Moments later, he and the officer on duty saw a **'ball of fire'** coming straight towards them, apparently on a collision course but without any noise. He flew so low over the command bridge that they fell to the ground. Moments later they saw him disappear into the sea, leaving behind turbulent waters. The gyrocompass and the liquid compass, which no longer worked after this event, had to be repaired in the harbor.

We have written about these unmanned fireballs - used for information purposes - which were observed to have a maximum diameter of three meters and were developed in Germany before 1945 in the HUGIN publication: 'Secret Miracle Weapons' Vol.III, pp.15-23 summarized. Of course, they cannot make ships 'disappear', but they can cause electromagnetic interference because they apparently have the same propulsion system as the manned flying discs.

In these non-naturally behaving 'clouds', from which even one of the Super Saber machines did not emerge, there would also have to be a flying disk for camouflage that causes this process - no matter how it happens.

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

A U.S. Air Force KB-15 tanker aircraft en route to the Azores from Langley Field, Virginia, arrived on April 8

Lost in January 1962, without any radio communication and in the usual unexplained manner. (12\*)

On August 28, 1963, two new U.S. Air Force KC-13 four-engine Stratotankers disappeared while en route from Homestead Air Force Base, Florida, to a secret air refueling position in the Atlantic Ocean, approximately 340 miles (550 km) southwest of Bermuda. (18\*; and 12\*)

On July 6, 1965, the crew and captain of the Norwegian supertanker **Jawista** witnessed a thrilling spectacle: The officer's report read:

'I ran to the telephone and called the captain. Without waiting for his answer, I grabbed my binoculars and ran to starboard. Then I saw a large object flying very close to the aft deck, between 200 and 400 meters high and just a little below the clouds. I could clearly see the body of the object; in shape it resembled a cigar. I could clearly make out a row of hatches emitting bright yellow to orange light. The vehicle had no position lights. It left a initially narrow, then widening path of bluish flames. What appeared to be glowing spheres could be seen inside, and each of them left behind blue rays that ran parallel to the object's trajectory. The light path was about a hundred meters long. Despite the speed and the fact that it passed so close to us, there was no sound.'

Not only the officer, but the entire crew observed this apparition, which was said to have emerged from the sea. (8\*, p. 106)

On June 5, 1965, the Americans had to write off a C-119 Flying Boxcar with ten people on board, which had gone missing in the southeastern area of the Bahamas without leaving any trace, and had already been missing on April 5, 1965

A B-25 bomber that had been converted into a cargo plane met the same fate southeast of the Tongue of Ocean with a crew of three. (12\*)

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

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

Of the many yachts and sailboats reported missing in the area, about one ship per month, the case of the Revonoc... attracted particular attention. ... (12\*, p. 69)

It also happens several times that warships such as the most modern luxury liners are completely paralyzed for hours or days because Propulsion systems, power supplies and other electrical or electronic equipment fail, or what is even more astonishing, they go miles off course and - although this is noticed and counteracted - nothing happens  
What you can do effectively about it:

The **USS Richard E.Byrd**, a DDG ship type for remote-controlled missiles, lost radio contact while sailing in the Bermuda Triangle in March 1971. At Berlitz we find the eyewitness account of Walt Darlings, a US Navy tactical missile specialist who was on the above ship: '...We were traveling from Norfolk, Virginia, to Bermuda. It was a four or five day practice trip...preparation for an Atlantic crossing. As we headed east, one by one we lost all means of communication. First the radar device failed, then the air traffic control device, then the mine detector for scanning the water surface, then the land detection instrument. We no longer had any radar contact at all.

Nobody was worried about it at first. Then the rumor spread that we were coming to the Bermuda Triangle. The crew began talking about the triangle and showed signs of concern. Then we lost the radio connection, although you can usually get it on the long waves - on the low frequencies of 1500 kilometers, for which there are special stations around the world so that a ship can pick up one from France and another from the African coast, for example and its intersection point and thereby get an indication of its position. But we didn't get anything at all. The sky was **hazy and overcast**, so we couldn't determine our position based on the stars. The electric depth gauge also failed. We had 300 men on board. Many of them feared we would drive in circles and never get to our destination. Some said that now we would find out for ourselves where all those ships and planes had gone since World War II. The men became very nervous, but no official statement was made about what was happening. After 9 to 10 days we suddenly had radio contact with Bermuda and arrived. The journey usually took four to five days. We never found out what was actually there.' (13\*, p.99/100; also 16\*; 18\*)

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

One is involuntarily reminded of the ship disaster in the Black Sea at the beginning of September 1986. The passenger steamer '**Admiral Nakhimov**' (the former 'Berlin' of the North German Lloyd, which had to be handed over to the Soviets in 1947) collided with the Soviet cargo ship '**Pyotr Wassyev**' outside the port of Novorossiysk. It was expressly mentioned that there was neither fog nor storm and that the 'Admiral Nakhimov' had radar. Since the routes of both ships crossed each other, they had made radio contact in time to coordinate the avoidance with each other. But they could steer as they wanted, both ships collided and as a result the 'Admiral Nakhimov' sank. She had 888 passengers and 346 crew members on board. The Tass report simply said: 'There were human sacrifices'. The reason given was that the steering system had failed. ('Ruhr-Nachrichten', Dortmund, September 2 and 3, 1986)

On April 3, 1974, all propulsion, power and electronic systems on the luxury liner **Queen Elisabeth II** were on a cruise in the Bermuda Triangle. This ship in particular had the best safety systems ever installed in a passenger ship. Now it floated helplessly in the big pond, like primitive sailing ships did in the absence of wind. The passengers were put off for a few days - with warm - but free drinks, but then another passenger ship had to come to take over the now angry guests and to be able to continue the cruise. The captain explained to a professional footballer: We are sitting here in the middle of the Bermuda Triangle. The official explanation was that oil was leaking from the steam boilers, but anyone can believe that. Another argument against this deception is that a US Coast Guard cutter traveling at a certain distance behind the Queen Elisabeth II noticed several times before the total failure that the luxury ship was no longer visible on his radar screen, even though it was clearly visible to the naked eye could see. (12\*; 13\*; 15\*; 18\*)

In March 1972, the US destroyer **Vogelsang** experienced similar problems: According to crew members, the Vogelsang experienced an **unexpected change of course** on a return voyage from Puerto Rico to the United States in March 1972 and came to a complete standstill for an entire night and part of the following day, as all **electronic systems** failed and no power came from the boilers. The crew never found out what was going on. ... Although the sea was calm and there was no wind, the Vogelsang, according to the crew, groaned and trembled during the night under such shocks as if it was almost being torn apart. No report of this incident has been made public and not even the crew members have received an explanation. Such occurrences are confirmation of the recurring phenomenon of power outages, electrical disturbances and mysterious forces that occur in this area, often affecting aircraft and ships large and small, and which are normally not made public, especially when... are marine vessels. (13\*, S.100; 16\*)

The report: 'New secrets about the Bermuda Triangle', DNZ, No. 49/1977, says: Aircrews who have been in the last two years 'for fear of disappearing', something visible in the distance despite the blue sunny sky. In time to avoid **the 'mysterious fog that was quickly approaching'**, they say they heard an indefinable buzzing and whispering on the radio that became more and more agitated. There are numerous recordings of these 'voices'. According to specialists, it is clear from the rhythm of the sounds that these are not atmospheric disturbances. Whenever these sounds become audible, all earth radio communications fail. No communication with other ships or aircraft or a home or seaport or airport tower is possible.

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

We have included the report in the appendix (R.-N., January 24, 1987) about secret zirconium cargo on board the **'Flying Enterprise'** only as an example to show which extremely important and dangerous cargoes seem harmless to cutters or others may contain small ships.

Recently it became known from Sweden that the navy has contracted private fishing vessels to help track down submarines of 'unknown nationality'. Is it any wonder if they get involved in acts of war?

The highly dangerous cargo that large cargo ships can contain only recently became known again. The Swedish authorities have launched an investigation because highly enriched uranium from the Federal Republic of Germany was transported to other countries via Sweden. In another case, there was 'concrete evidence' that fissile nuclear material was being delivered from Lübeck on Finnish ships, albeit **hidden under coke**. (R.-N., January 16, 1988) Attentive observers quickly come to the conclusion that the Reich German flying disk power particularly monitors the nuclear intentions and criminal projects of the nuclear mafia.

Secret cargo or secret targets with secret missions are often unknown even to the teams; at best the captain and a few 'scientists' or secret agents traveling with him.

Anyone who sneaks into military installations must also face consequences.

In 'Secret Wonder Weapons', Vol.III, pp.79-81, we reported on three alleged journalists who used diving equipment to penetrate a secret German submarine base in the Atlantic in 1975. They also used a private, rented yacht, which then exploded. Only one of the three 'journalists' survived.

The 'UFOs' and 'USOs' were often accused of bringing people into the Bermuda Triangle, presumably as slave labor. Would that be surprising, at a time when German soldiers were still incarcerated in Belgian, Dutch, French and Italian prisons? At a time when German prisoners of war were still forced to do hard labor in Siberian labor camps? Or Rudolf Hess had to eke out an existence in solitary confinement and under degrading conditions in Berlin-Spandau? Perhaps only Allied soldiers and agents observed things that were under no circumstances allowed to be made known to the enemy.

Another speculation, which cannot be proven either, is that secret material procurement by the UFO force is the cause of missing planes and ships.

And? If that were the case? Collectively, the entire German people have been abused as labor slaves for foreign powers and states for four decades during the ongoing state of occupation and have been heavily exploited through taxes, even if 90% of the media-driven and re-educated people can hardly or want to notice this. But those are the facts! What are a few missing ships from our opponents? War is war and they demonstrably wanted and started it and not Germany!

For example, if the US warship 'Vogelsang' or the luxury liner 'Queen Elisabeth II' were paralyzed for several days, warnings could be more indirect; have been expressed (by the Third Power?)?

Either against the respective government or against specific potentates on the ships themselves? In any case, that couldn't be ruled out. The report in the appendix: 'UFO shock and rescue in the Bermuda Triangle' proves once again that planes, ships or people are not targeted indiscriminately, otherwise this rescue operation would not be possible; come about.

### **Mysteriöses Verschwinden einer Kutterbesatzung**

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

UFO-Nachrichten, Nr.10, Juli 1957

### **Fischkutter sollen U-Boote fangen**

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

Ruhr-Nachrichten, Dortmund, 16.12.1987

The artificial change in the weather is an ancient fact that can be traced back to ancient writings. Druids, medicine men and shamans are known until recently for their ability to manipulate the weather and make rain to a limited extent.

'Weather Spell' is a magical act to influence the weather; Wizards and special weathermakers possessed these abilities.

'Großer Brockhaus', Wiesbaden, edition

1957.: Former gods will have influenced the weather in a very perfect way thousands of years ago, just as they also mastered flight with rocket propulsion, according to old Indo-Aryan traditions. However, the knowledge of these techniques was lost in both cases and was only recently rediscovered on this planet.

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

was originally attributed to gods, demigods and giants, the production of wind, **storm** and **hail** ... was later attributed to human magicians. (22\*, Vol.I, p. 530)

There is hardly any trace of this in our mythology, which happens so often in Greek that the gods, in order to remain unnoticed, pour a mist **over** themselves and their protégés, who are supposed to be hidden from the enemy's eye .

... One would then have to suggest again that those Valkyries, who, like the Serbian Vilen, nurtured and protected beloved heroes in battle, were able to produce **clouds** and **hail** in the air, or to hold off the **invisibility cloaks** and helicopter helmets, whose effect is equivalent to fog. (22\*, Vol.I, p. 274)

The Norse legends call magically created weather *görningavedr*. ... (22\*, Vol.I, p.533)

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

We reject the Judeo-Christian teaching, which in recent centuries has forced upon us the erroneous idea that the white race, i.e. the Nordic Germanic peoples, have also 'higher developed' over the millennia from an animal-like state to that of today. In any case, the old traditions prove us the opposite.

Rather, through deliberate mixing with Negroid and Asian types of other races, a regression has taken place. However, if other types of people, even scientific representatives of the Adamic peoples, claim that they descended from this line of descent, i.e. from animal-like to human-like, we do not want to contradict, because they will have just as much evidence for their origin as the Nordic ones peoples for their own. The latter species can derive their origins from the former lineages of gods; However, that means: gradual regression. So it always depends on the reference point. What matters is whether history is viewed from the perspective of those who were once superior or from that of the underdeveloped. For Christianity, liberalism and communism, all people should be equal, but our five senses alone show us the direct opposite every day. Precisely because the dominant principle in all natural processes is inequality and not the pretended equality! The few examples from Nordic mythology listed above provide a fragmentary glimpse of the possibilities that superior gods and people may have had thousands of years ago, even with regard to influencing the weather. The southern doctrine of the 'higher development **of all** people' completely contradicts this and can therefore in no way serve as a standard for us.

According to this obvious false teaching, advanced civilizations should not have existed 5, 10, 20 or 50 thousand years ago. But they did exist!

Modern technology now makes many weather-influencing practices that until the last century were only found in mythology possible again. Peoples who were far less deprived of their racial characteristics and traditions, such as Germany before 1945, find it much easier to produce something creative and to rediscover basic physical or technical knowledge than uprooted and heavily bastardized conglomerates of peoples, such as the UNITED STATES. Even the ability of 'hereditary memory', which, as the name suggests, remains tied to good genetic substances that are still present, is then completely missing. Great creative achievements are reserved for the great geniuses and they in turn do not arise from Eurasian-Negroid hybrids, as the powers of decline that dominate the world today strive for, propagate and promote! Only those who are ignorant of these questions are surprised that the German people from 1933 to 1945 were capable of such military and technological achievements - provided they had appropriate leadership; and a small elite even afterwards.

In his book: 'The German Secret Weapons', the American Brian Ford wrote about German developments before 1945: Among other things, great interest was shown in endothermic weapons. These were weapons that could produce enormous cold instead of heat when they exploded. There was talk of using this weapon to freeze areas with a radius of about two kilometers; You then just had to quickly collect all the living creatures before they 'thawed' again. (23\*, p.37)

The former German war correspondent and author Gerhard R. Steinhäuser reported on April 5, 1979 in the article in the 'Neue Weltchau': 'Science wants to get to the bottom of the weather', as follows: And that also includes the weather weapon. It no longer consists of sprinkling salt on clouds and thus producing rain. Today, completely different things are at play. In 1944, the author himself witnessed experiments with a German 'cold bomb' that could turn a large area into a snow desert in just a few seconds.

In the DNZ report from February 1955: 'No nuclear war, but the end of the world due to a cold bomb - 276° minus?', it says: South Africa, India and Libya, on the other hand, are reporting snowfalls for the first time in history. ... should the Russians experiment with their new cold bomb again? Professor Kapusta only developed his Rac 11 last year, with which it is said to be possible to cause a temperature drop of minus 276 degrees below zero within a few minutes.'

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

In our opinion, a very well-documented case of influencing the weather to protect German troops during the withdrawal from the island of Corsica is described in the book 'Adler calls FührerHQ', by Dammert/Kurowski. It happened on September 28, 1943. During the retreat from the island of Corsica to the Italian mainland, there were large concentrations of troops in the northeast of the island, near Bastia, because the crossing by ships was not fast enough. The enemy must have found out about this and enemy bombers were approaching to bomb the German troops waiting here. There would have been a terrible massacre on September 28th if the following had not happened: Here is his report (meaning Herbert Dammert) about a memorable episode, which in retrospect took on the odium of being constructed and unbelievable because it was simply too coincidental to appear coincidental: it was very hot again that day and the sky was cloudless. At around 1:00 p.m. we heard loud engine noises in the distance. Shortly afterwards we saw a formation of about 25 four-engine bombers heading towards the airfield from the north. It was flying at a maximum altitude of 500 m and I had the impression that it had come specifically to bomb our well-camouflaged position. She was still no more than 500 m away from us when it suddenly began to rain, so that thick clouds passed over us and made us hidden from any enemy visibility.

I expected the bombs to go off at any moment. This group of bombers circled overhead for more than five minutes before turning away and disappearing from our sight. The planes had barely disappeared when it became light again and the sun was shining. The clouds disappeared as quickly as they came. We were all happy that things had gone well again.

Twenty minutes later we were startled again by the sound of engines approaching from the south. Peering over there, we saw the same bomber formation turning towards us. At this time we were spread out within a five kilometer radius of Bastia and Borgo airfield. There was no way out. And this time the sun shone and the approaching bombers were able to carry out their attack with the best possible visibility. They were again about the same distance and at the same height; The four-engine planes had barely gotten close when the sun was darkened for the second time and black clouds were pushed in, from which a heavy downpour began to fall.

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

After about ten minutes they turned away without having achieved anything. Once again we were relieved and grateful for this second lucky coincidence, which had already seemed like a miracle to us. But that's not enough. As the sun shone again and our clothes steamed dry, a third time this mysterious formation came close over the mountains from where we had been fired upon by the artillery hours before, and it could only be a minute or two before they This time it was definitely the case that bombs were dropped in a targeted manner.

It got dark for the third time. Thick rain clouds rolled in again and covered us with their thick cloak of invisibility.

After a few minutes of fruitless searching and circling, the bomber group turned away, never to return.

In the distance we heard the bombs being thrown.

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

With this three-fold bad weather zone, which only appeared for a very short time, and which was also narrowly defined and always tailored to a very specific, identical area, so-called 'coincidence' can really be ruled out, especially since this spontaneous deterioration in the weather was also extremely useful German soldiers are about to be destroyed. The question that inevitably comes to mind - which unfortunately cannot be answered - was this: did German flying discs test their first attempts at weather warfare and thereby bring about this apparent miracle? If one could not add any further - albeit different - examples to this process, one would have to answer the question with no. But we will be able to show in a few cases selected from the wealth of material below that in the decades that followed, the so-called 'UFOs' most likely caused similar weather phenomena.

Cold that is suddenly brought into an area of warm air, whether of natural or artificial origin, draws in all the air moisture from a larger environment. Clouds form and, if there is sufficient saturation, rain falls. (As is well known, air humidity is always found in the coldest place in the room. In winter, especially inside the window. In the refrigerator, on the evaporator.) In addition, warm summer air has the ability to store much more air moisture than frosty winter air.

If, in whatever way, cold is intentionally brought into this warm Mediterranean climate on the island of Corsica, which is heavily laden with moisture, this artificial cold zone will remove the moisture from the surrounding warm air - probably at lightning speed - and, because this is beneficial, the cold air will flow far away can hold less moisture, it lets it fall as rain. It cannot be said with certainty whether a 'frost bomb' is required to create this cold zone, which produces this cold chemically, or whether even simpler options are available; Regarding the German flying disks, however, it is logical to assume: The UFO literature contains enough reports of close-up experiences with flying disks that have landed or hovered close to the ground. Some of the eyewitness reports show that the flying tops had a repelling effect - some people literally felt an invisible wall between themselves and the unknown flying object - others reported the direct opposite, namely a slight, invisible but attractive force. In addition, there are descriptions of events in which people were 'sucked' into the flying object within a visible cone of radiation and others in which cars, even airplanes, were lowered up and down like a yo-yo.

With this repulsive and attractive effect, which can apparently be created at will, the flying disks will also be able to bind cold air masses to themselves from great heights, for example from the stratosphere, and even pull them down in a whirlpool to any desired area near the Earth in order to specifically bring about a desired cold event; for example, as a necessary prerequisite for the three Corsica cloudbursts described above.

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

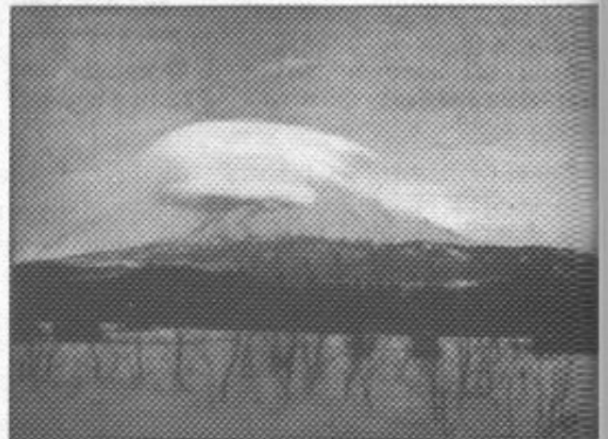
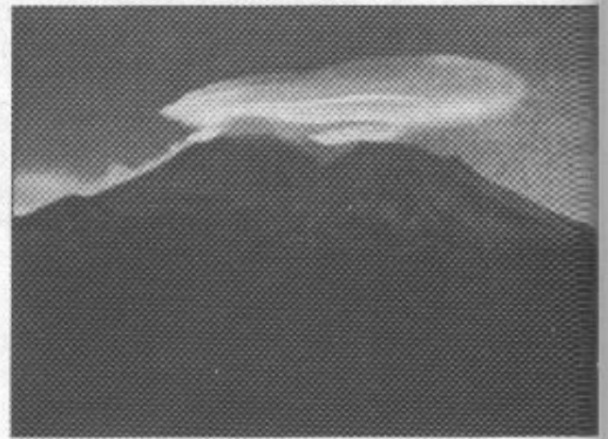
The 'cloud images' inserted here in the chapter appear far too precise, too uniform, too artificial to be of natural origin. In addition, an unnatural rotation effect can be observed in these clouds. In all likelihood, these are flying discs that camouflage themselves with either natural clouds or artificially created fog.

Even during these camouflage processes, the flying discs have the opportunity to bind to easily volatile substances, such as fog or clouds. (The turning effect is probably created by the surrounding ring around the stationary missile, as we know from the design descriptions of the German flying discs from the 1940s; see 'Secret Wonder Weapons' Vol.I.)





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



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





Wolken oder fliegende Unterrassen über Marseille

Frankfurter Allgem. Ztg., 20.10.1979

Foto api



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



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

Journal **Franz Weber**

Nr.3, Jan./Febr./März 1988







The engineer E. Halik, who was very well informed about the German flying disc developments, wrote in the 'Realesoteric short reports' in the magazine 'Mensch

und Destiny': There are definite signs that the UFOs are primarily (?) used to to change the atmosphere and climate of certain areas of land. For this purpose, metal particles of various types are sprayed, such as iron oxide over Central Europe and Scandinavia, tin oxide over South America, copper oxide over North America, rhenium oxide over Indonesia, etc. (11\*, No. 15, 1955)

Alluding to the flying discs covered in fog for camouflage, Ing. E. Halik continues: The situation is similar with the change and influence of weather processes. The synthetic bad weather of the last few months is increasingly developing into 'firedamp weather' and the long list of UFO types has recently been supplemented by real **UFO clouds** and other weather bodies, such as those that could be photographed over Marseille. (See the 'clouds' image of Marseille inserted here)

From the fogging of the Obersalzberg in 1943-45 to prevent bombing raids, to the fogging of flying discs for camouflage purposes, it will have been only a small step. How could fog formation have been further developed in the meantime, whether as a defensive or offensive weapon?

In the magazine 'Research and Experience', June/July 1958, FBMarby wrote: Attempts by the nat.-soc. Governments during the last war had already aimed to achieve space cold in smaller or larger enemy areas, at least a temperature that would eliminate all life. It remains to be seen whether this should be achieved through long-distance action, or through rockets, or through aircraft flying over these enemy areas. At that time there was also a plan to turn the surface of the sea into a sea of flames using powder blown off over the sea by airplanes.



In today's related publications and occasionally in press reports, the impression is always given that the weather war is being waged exclusively by the Soviets and the Americans. We want both of them

Not to deny that 'great powers' have the ability to do this, but these reports smell all too much like press manipulation. They will certainly master various methods, such as 'cloud seeding' using aircraft, for early and targeted raining off of clouds:

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

The well-known American Analyst CB Baker wrote a multi-page paper in 'CODE, Politisches Lexikon', Zurich in 1978: 'The Soviet Weather War Attack'; also in 1981, a study that only became known in American publications: 'The weather war devastation of America'. In it he blames the Soviets and the pro-Soviet ruling clique in America (such as the Trilaterals, etc.) for the weather war against the USA, but bases his analyzes primarily on American press reports. He likes this one from America. The press still believed the disinformation coming out.

On the other hand, the American nuclear scientist and ex-lieutenant colonel, Colonel Thomas E. Bearden, who argues similarly, is in my opinion a paid disinformant who should have precise orders on how to conceal the weather war facts.

These Allied concealment practices about who caused the weather war - falsely the Soviets - are now also being adopted by the 'national' press in the Federal Republic of Germany. 'Deutsche Wochenzeitung', 26.0kt.1984: 'The weather war in space; Is the **Soviet Union** changing the climate?'. In this report, how could it be otherwise, the Soviets were suspected of being behind the weather war, although at the same time it was also acknowledged that the severe hurricanes in June 1984 had caused severe devastation in the Volga region as far as the eastern suburbs of Moscow. The explanation for this illogicality is quickly assumed to be a possible Soviet failure. So a kind of Soviet own goal, a self-mutilation! Shouldn't the flying discs have been more involved?

In order to obscure the global strategic and military context, everything is always dealt with according to almost the same templates: If

several observers have observed a red-hot flying disc (UFO) flying horizontally, the press turns it into a Soviet rocket part that entered the earth's atmosphere burns up. Let's just think of the spectacular events on September 23, 1986, when between 7:25 and 7:35 a.m. over half of Europe and according to reports, objects, varying in numbers from 1 to 15, were observed flying in all directions - which even circled Brussels . We have over 50 press reports about this process with reports from the GDR, FRG, Holland, Belgium, Luxembourg and France. What did the press make of it?: Soviet rocket parts burning up as they entered the Earth's atmosphere; although horizontal flight path has been reported several times.

For example, if the Americans lose a nuclear submarine in the Atlantic, and unless it can be declared a 'mishap' or 'accident', only the Soviets can be held responsible for it, even though they are still - albeit secretly - their allies are. If an American satellite goes out of orbit, the Soviets have worked with so-called 'scalar' or 'ELF' waves based on Tesla. In the Eastern Bloc countries the opposite argument is likely to be made, in which case it is the Americans. Just don't admit that there could be another power at play, a real countervailing power!

To avoid any misunderstandings:

Extreme weather conditions and significant storms have occurred at all times. With this chapter we do not want to give the impression that we can now immediately blame one of the great powers for every disaster in nature, every unusual weather situation.

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

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

September 3, 1975, a B 52 bomber of the American Air Force exploded in the air and crashed in Aiken, South Carolina . The plane had recently flown over the Bermuda Triangle and the three survivors of the seven-person crew reported that the plane was literally 'harassed' by UFOs over the Atlantic; the pilot reported a strong **formation of storm clouds** where the sky should actually have been clear... (8\*, p.39)

In his book 'The Bermuda Triangle', Charles Berlitz describes the disappearance of tugboats or just their crew, which was often observed in connection with the formation of fog: Other boats also lost their tugboats, and sometimes the crew of the towed ship also disappeared.

In some cases, **a kind of fog** covered the second ship while failure of compasses and electronic equipment was observed on the first ship. One wonders why reports of such incidents come almost exclusively from smugglers and not from ships sailing alone. The reason may be that individual ships simply disappear - without witnesses - while the tugs at the end of the rope are close enough to observe the incident. (12\*, p.79)

The weather weapons are often used in combination with other means. So while the towed ships disappeared in the fog - most likely in connection with a stealth effect, which we will talk about later - the respective tug itself only had electromagnetic interference. This means that only the electrical and electronic systems failed, and it seems that this can still be controlled, sometimes to a greater extent, sometimes to a lesser extent, or only applicable to certain areas. You can cause enemy aircraft to suddenly fall out of the sky due to a total failure of the electronics, but you can apparently also send an indirect warning to the respective aircraft command with a partial failure.

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

report: ...We were on the way back from Puerto Rico to Fort Lauderdale. We had been traveling for three days, towing an empty barge that had contained petroleum nitrate. I was on board the Good News, a 50 meter long tug with 2000 HP. The barge weighed 2,500 tons and was attached to a 300 meter long tow rope. We had left the Exumas behind us and reached the Tongue of Ocean (Bahamas). The depth of the water was about 600 fathoms. The weather was good, the sky was clear. In the afternoon I went into the cabin under the bridge for a few minutes when I heard a big shout. I came onto the bridge and shouted: 'What's going on?' The first thing I looked at was the compass. The needle spun clockwise like a top. There was no reason for it - the only place I had heard of something like this happening before was in the St. Lawrence River in Kingston, where a large iron deposit or perhaps a meteorite at the bottom messes up the compasses. (Note HUGIN: Iron deposits or meteorites on the seabed do not confuse compasses, this is just one of the many attempts at distraction by 'science' and the media, of which Captain Henry apparently also fell victim here. The St. Lawrence River in Canada is the one natural outflow for Lake Ontario and others. Kingston is at the beginning of the St. Lawrence River, but still in Lake Ontario. Completely different things are going on here. See National Examiner report appended on UFO occurrences in Lake Ontario.) I I didn't know what was going on, but something was wrong, I was sure of it. The **water seemed to come from every direction**. The horizon disappeared - we couldn't see where it was - **water, sky, everything blurred. We couldn't see where we were**. Whatever was going on, it was stealing or consuming all the energy from our generators. The electrical equipment no longer produced energy. The generators were still running, but we had no electricity. The engineer tried to get an auxiliary generator going, but it couldn't get a spark.

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

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

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

war.

Have you ever felt what it's like when two people pull each other's arms in opposite directions? It felt like we were in a place that someone or something was claiming and someone or something was trying to stop us from going where we wanted to go.

Question: Was the horizon colored green?

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

Question: Were you thinking about the Bermuda Triangle?

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

Question: Have you ever had a similar experience?

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

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

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

In short, this is what happened: The bomber had taken off from a military airfield in the US state of Virginia and was supposed to land on the US aircraft carrier 'John F. Kennedy', which was cruising about 160 km off the east coast of Florida (i.e. in the Bermuda Triangle). The bomber, with experienced pilots on board, was only about 50 km away from the aircraft carrier - where everything was already prepared for landing - when it was just able to radio into the ether: 'We have a problem here'... . The bomber and crew were never heard from or seen again. Navy spokesmen described the incident as a 'sinister phenomenon'. The above-mentioned 'DNZ' gives an explanation and asks the question: Often a cloud or a strange fog enveloped ships and planes, which then never emerged from these cloud and fog **formations** . These structures gradually dissolved, and the plane or ship that disappeared within them no longer existed.

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

Did the KA-6 bomber also suffer a similar fate? Did all of his navigation instruments fail too?

These strange processes are not only limited to ships and airplanes, but also extend into space, which will be discussed in a later paper on space. In the 1978 paperback, 'The Truth About the Bermuda Triangle' (Original: 'The Dared The Devil' Triangle'), unfortunately we do not own it, the author Adi-Kent Thomas Jeffrey writes, among other things, about the mystery of the US Weather satellites that stop working exactly above the triangle and only resume their activity after the satellite has left the triangle. (DNZ, No. 33/1978) A similar shielding process has also been claimed several times regarding Antarctica. If this is true, and based on the many connections we have become aware of, we tend to assume this possibility as very likely, then this extremely superior power obviously does not want the Allies to look into its hands; not even with satellites. In the longer report: 'Heavy battles by the USA against unidentified flying objects', DNZ, NR. 20/1978 states, somewhat carefully worded, regarding these military satellites: For two years, around 20 American and Russian satellites have inexplicably disappeared without a trace. This happened through a force completely inexplicable in its origins, which achieved its goal in an intelligent way.

In the summer of 1975, physicist Dr. Wayne Meshejian claims that weather satellites stopped working properly when they flew over the Bermuda Triangle. The images transmitted to Earth from the satellites were completely black. Telemetric and electronic impulses could also only be received with difficulty. Reception was only good with infrared rays. (16\*, p.113)

But let's get back to our topic of 'weather as a weapon'. In his book 'Spurless', Berlitz reproduces the American Jerry Osborn's experience report and writes in the introduction: Individual **cloud formations** that appeared **alone** in an otherwise cloudless sky were, according to witness statements, observed and photographed by patrol aircraft of the American Navy, although such recordings were withheld from both the original photographer and the public (HUGIN note: All of these connections with the 'UFOs' or 'USOs' are subject to absolute secrecy by all allied military powers.

In the American military, for example, violations are punished with a fine of \$10,000 and up to 10 years in prison.). Jerry Osborn, who now lives in Dallas, Texas, but was serving in the Navy Air Force in 1966, along with 11 other crew members of a Marine P3-A aircraft, witnessed **a two-cloud** , one-plus-one incident unreal dream - or nightmare - resembled ordinary cumulus cloud formations. Jerry Osborne, who is retired from military service and can therefore speak freely,

vividly remembers that strange experience: I

was stationed at Kindley Field, Bermuda, in January 1966. My rank was AX-3, anti-submarine warfare specialist.

On January 16th or 18th we made a routine patrol flight between Bermuda and Puerto Rico. It was between 1 and 3 a.m. The night was clear and the flight conditions were excellent. We were 400 miles south of Bermuda and flying at an altitude of approximately 4,000 feet.

Suddenly we spotted **two very unusual clouds** about 5 minutes away from us at almost the same altitude; one was an elongated, apex-down triangle 250 to 300 feet long, while the second, hanging above, was in the shape of a round powder puff about 150 feet in diameter. Both glowed brightly.

My first surprised thought or comparison was, "Someone made a cloud in the shape of a giant vanilla sundae and separated the ice cream from the waffle sundae."

I had a clear view as I was acting as reconnaissance officer and occupied the upper starboard observation seat.

Still, I wouldn't have believed my eyes if all the other crew members hadn't seen it too.

The clouds just hung there in the otherwise completely cloudless sky.

As we got closer, I noticed that the distance between the 'powder puff' and the 'sundae' was about 200 feet and was clear. As we got closer, our pilot started to loop around to fly through them, but just as we began our approach to the two clouds and our photographers were taking pictures of this crazy formation, a bright beam of light flashed out from the gap, groping scanned the area we were following for a few seconds and then stuck to our aircraft. The beam didn't let go of us again - for about 6 seconds in total - until our pilot turned away because we wanted to put some distance between us and whatever was going on. When we got back to base we made a report and submitted all the photos we had taken. We never saw her again or heard anything about the report. Later we asked our officer about it. He said he didn't know anything about it. He didn't seem to want to talk about it, but said it might have had something to do with reaction phenomena from rocket fires. That could possibly explain the cloud formation, but certainly not the bright beam of light from the space between the two clouds that clung to us and wouldn't let go. (13\*, p.104/105)

The Allies, both in the West and the East, who are completely powerless and powerless in the face of this superior power, have made the ostrich policy and tactics of secrecy their highest principle in this regard for decades.

Due to the requirement of silence in the military, everyone there is unsettled and everyone uses excuses to avoid being prosecuted, like Jerry Osborn's superior officer above. But the truth and the findings are breaking out more and more and can no longer be stopped.

In the chapter 'White or fiery nebula' Berlitz writes, among

other things: Other aircraft have had strange experiences in these **haze clouds**. Among these is the case of pilot Chuck Wakeley (November 1964), who, on a clear night flight from Andros to Miami, noticed a fiery, glowing **mist** suddenly forming on the right wing of his aircraft, extending up to the fuselage and over the left Wings spread out and then lay down in the cockpit over the instrument panel, where the pointers of his instruments and the electromagnetic devices went completely 'crazy' until finally the pilot himself began to glow. We are also aware of several cases that occurred in the Tongue of Ocean, a 2 kilometer deep ocean trench between Andros and the Exuma chain, where boats being towed were hit by a single cloud or local cloud that suddenly **formed limited fog**, in which some of the ships and their crews disappeared forever. (13\*, p.81/82)

In March 1982, strange reports spread throughout the world press. With headlines like 'Mysterious cloud circles the earth', Westdeutsche Allgemeine Zeitung, (WAZ), Essen, 4.3.82, or 'Spy plane should solve mystery; U-2 brings samples of the mysterious cloud to Earth for NASA.' (WAZ), 6.3.82 etc.

This cloud, which was first discovered on January 25th by Japanese researchers and then also by a research station over Hawaii, was initially only said to be a few kilometers in size with varying thicknesses. At a height of 16 km or a little more, this cloud has probably circled the earth four or five times. A NASA spokesman said that "all we know so far is that there is something weighing about a million tons floating around in the stratosphere." NASA plans to send a U-2 spy plane into the cloud. A day later, NASA announced that the cloud had now reached huge proportions and extended over large parts of North America, the Atlantic Ocean and Europe. (Welt am Sonntag, March 7, 1982) It also said that this 'cloud' was invisible to the human eye. 'It was supposedly detected by laser beams that were sent through the atmosphere and reflected back from the cloud.'

First of all, two weak volcanic eruptions in New Guinea and Angola at the beginning of January 1982 were blamed, after which people did not shy away from even the major ones that had occurred almost two years ago



Partly responsible for the volcanic eruption of Mount St. Helena, which erupted in May 1980. We also learned that the mysterious 'cloud' could not be examined by a NASA satellite because the power supply had already failed in November. (Maybe a foreign power did this?) Be that as it may, the U-2 plane had to go up, circled for about 6 hours at an altitude of 15-18 km and the samples taken down showed: the 'cloud' consisted of fine **droplets of sulfuric acid**. (WAZ, March 13, 1982) On the same day we learned: a 'new mysterious cloud at high altitude' (WAZ) was discovered, this time at an altitude of 30 km. It was now admitted that this could not be explained by volcanic eruptions, not least because of the high altitude. It stretches around almost the entire northern hemisphere, so it has taken on 'global dimensions' and could possibly contain up to 20 or 30 million tonnes of sulfuric acid. (Welt am Sonntag, March 14, 1982)

Is what happened here just an unfoundedly exaggerated but still natural phenomenon? Or should this 'cloud' be of artificial origin? Would NASA send a reconnaissance fighter into a natural cloud and if so, would it even be worth mentioning? But definitely not. Should these two anti-satellite clouds serve similar functions in space as the much smaller clouds that enveloped planes and ships before some of them disappeared entirely? This can also be ruled out, because the satellites orbit the earth at an altitude of 100, 200 or more kilometers, whereas the two clouds were only detected at an altitude of around 30 km.

We previously heard that satellites over Antarctica and the Bermuda Triangle were temporarily ceasing their spying activities for unknown reasons and would not function normally until they had cleared these areas. We also learned that these two huge clouds - although not noticeable to our eyes - reflected the laser beams sent up precisely because they could not penetrate the clouds. Could it not then also be possible, in reversal of this process, that the special cameras on the satellites are no more able to penetrate these clouds from above than the laser is from below? Are we dealing here with huge, artificially drawn 'clouds' that have the task of concealing certain near-Earth actions of 'UFOs' and 'USOs' from the spying eyes of the Allied military satellites?

We currently lack relevant, conclusive material, particularly for this chapter 'Weather as a Weapon'. Over time, more facts will be added, either invalidating or further confirming some of our arguments. Therefore, parts of these statements should initially only be seen as food for thought.



The Norwegian newspaper 'Agderposten' also reported on this phenomenon: 'The residents of Moscow in the Soviet Union could not believe their eyes on May 5th this year. The sky above them turned green and when it started to rain, even the drops were green. Now Soviet scientists have solved the mystery. 80% of the 'rain' was pollen and not water. The reason for this is the unusually late spring this year. A large number of trees and bushes have bloomed in an incredibly short period of time. Strong winds brought a lot of this pollen into the air and the usual rain fell again on May 5th. This will be reported in a broadcast by Radio Moscow.'

A hair-raising explanation! Or maybe a weather war warning to the Soviets??

# Eine Wolke „schluckte“ unseren Aufklärer! Eine unheimliche Begegnung

Lawrence Wagner, ehemals Radartechniker der US-Marine, berichtete vor einer Versammlung von Piloten im Marineflughafen Lemoore in Kalifornien über das aufregendste Erlebnis seiner Pilotenzeit. Wagner erklärte unter anderem:

„Anfang der 60er Jahre war ich in einer Marinestation bei San Diego in Kalifornien stationiert und flog eines Abends mit neun Kameraden einen Aufklärungsflug. Wir hatten die empfindlichen Apparate an Bord, um eventuelle Objekte auf See oder in der Luft zu entdecken. Plötzlich sahen wir eine blaue Wolke. Der Radarschirm hatte allerdings festgestellt, daß das Objekt metallisch war, daß es Radiosignale aussandte und Gewicht besaß.

Wir flogen direkt auf das Ding zu, um es von oben betrachten zu können. Aber als wir näherkamen, begann es mit hoher Geschwindigkeit zu steigen,

so daß ein Zusammenstoß unvermeidlich schien. Eine oder zwei Sekunden später war das Innere unserer Maschine von einem grellen Licht erfüllt. Ich erinnere mich noch genau an die erschreckten, gespannten Gesichter meiner Kameraden. Zugegeben, ich hatte auch Angst, denn wir wußten ja nicht, was passieren würde. Eine Kollision drohte. Immer noch von außen angeleuchtet, jagten wir durch einen Nebel in die Dunkelheit, während das Objekt seinen steilen Aufwärtsflug fortsetzte und in großer Höhe verschwand.

Kurz danach wurde jeder von uns von UFO-Untersuchungsbeamten der Regierung ausgefragt, die von allen fast gleichlautende Erklärungen aufnahmen. Aber bis heute habe ich nichts mehr von dieser Sache gehört und habe auch niemals irgendwo einen Bericht in den zahlreichen Artikeln über solche Zwischenfälle gelesen.“

I. v. Jacobi

Sollte auch hier Wetterkrieg im Spiel gewesen sein??:

Ruhr-Nachrichten, 2.2.1988

## Suezkanal wurde wegen Sandsturms geschlossen

Ismailia (dpa) - Der Suezkanal ist wegen eines Sandsturms gestern geschlossen worden. Wie die Kanalbehörde in Ismailia mitteilte, mußten 51 Schiffe im Kanal aus Sicherheitsgründen vor Anker gehen. Darunter seien auch fünf britische Kriegsschiffe, vier Fregatten und ein Versorgungsschiff. Es ist das erste Mal seit der Wiederöff-

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

Ruhr-Nachrichten, 31.12.1986

## Klirrende Kälte in Sibirien: Minus 57°

Moskau (dpa) - Seit einer Woche herrscht im sibirischen Jakutsk klirrende Kälte. Die Temperatur ist auf minus 57 Grad Celsius gefallen. Durch den Kältenebel beträgt die Sicht nur fünf Meter. Die Schulen sind vorübergehend geschlossen.

Bei extremer Kälte ist die Luftfeuchtigkeit äußerst gering. Der sogenannte 'Kältenebel' kann also nur künstlichen Ursprungs sein.

# Moskau bleibt unter Nebelglocke gefangen

„So schlimm wie seit 107 Jahren nicht mehr“ / Chaos am Flughafen

R.-M. BORNGÄSSER, Moskau

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

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

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

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

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

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

Die Welt, Hamburg, 23.10.1987

How the world military situation has changed! While the USA - or more correctly, the anonymously ruling background power of Zion - managed to center the main theater of war in Europe in two world wars in order to eliminate or at least greatly weaken the economic competition of the European states, but above all to ensure that the country that had become independent and the German Reich, which had separated itself from the dictates of high finance, was to be razed to the ground by mass bombing. After 1945, a new, changed situation was gradually created, still unnoticed by the world public. The predatory state of the USA was able - together with its foster child, the USSR - to occupy the German motherland and to maintain a brutal reign of occupation and terror with nuclear, bacteriological and chemical pressure and threats for decades, but despite all this violence, this state, of all people, is from that one Starting from the subjugated people in the heart of Europe, in a way that is hardly imaginable, the greatest danger that they have ever faced in their history arises. Not only that the German flying discs on and over the American mainland have given the mafia ruling there constant insecurity for four decades now, breathing down their necks in a nerve-wracking way, they don't even know when, in what strength, from where exactly and with what new intentions they come back, but also in the huge lake area on her own doorstep, she feels like she is on a powder keg. One of the few options left to her was to conceal the continued existence of Imperial German power, to divert attention to 'aliens' and to trivialize the defeats.

Isn't it understandable that not only the USA, but also the other Allied states have tried everything in the past to locate the bases, hideouts and nests of the flying discs at all ends of the world? Of course with the intention of excavating and destroying them! Always assuming that you also have the technical superiority in weaponry. If the enemy were at least localized, then a large part of the uncertainty for the Allies would be eliminated.

Because over the course of many years there have been countless reports about the entry and appearance of 'UFOs/USOs' in seas, lakes and rivers, with clusters in certain areas, it was reasonable to assume that these occurred not only over land, but also have underwater bases (which we will report on in Part II of this document). However, since more than 70% of the earth's surface is covered by water masses and the world's oceans are several thousand meters deep in some areas, there is a three-dimensional space beneath the sea surface of a size that is almost unimaginable. This means Allied searches are more like a game of chance, especially since tracking options such as radio, radar, echo sounder, etc. often fail when it comes to UFOs/USOs.

### **Seabed puzzles!**

The American ship 'Eltanin' managed to capture something strange on the seabed. A camera in a metal cylinder, which was lowered from the ship with a cable, made it possible to take pictures of the seabed. On August 29, 1964, 1000 miles west of Cape Horn, at a depth of 4500 meters, an inexplicable

A piece of machinery photographed that, with a series of masts, looked like the intersection of a television and a telemetric antenna. Dr. Hopkins, the marine biologist, said this thing couldn't be a plant or any form of coral because of the great depth. When pressed that it must be a technical structure, he evaded and said, 'I don't want to claim that people built it, because that would raise the question of how they got there - at a depth of 4,500 meters ! - brought. Above all, we don't yet have any underwater vehicles to reach such depths. 'Dr. Hopkins spotted this object on the 45,000-mile-long fault line that circles our planet. So it could be a placed seismograph. Accordingly, an extraterrestrial organization would have to collect vital geodetic and seismographic information about our Earth. One becomes a little uneasy when one considers that either visitors from outer space **or an as-yet-unknown terrestrial organization** have more knowledge about the dangerous subterranean movements of our Earth than the leading edge of our science. ....

In December 1967, 'Saucer Scoop' (presumably a US UFO newspaper) received numerous reports from commercial fishermen complaining of 'holes' in the Gulf of Mexico and places where the water was 'boiling' in circles, in addition, to UFOs diving into the water and rising out of it. We believe that sea water can only boil if something generates the appropriate heat. We can therefore only assume that someone in these stormy waters is cooking something up for us ('brewing' would be a more accurate translation; HUGIN note). And we cannot resist the photograph of the 'Eltanin' of an alien machine on the 45,000 mile long fracture zone of our planet, reports of 18m long UFOs hovering over the ocean and all these underwater machines appearing next to frightened fishermen - to connect with each other. (UN, No.192, August 1972)

The 'Eltanin' is just one of the many 'research ships' that were used to search for the enemy and their various actions. Not only search operations by the Air Force and the Navy serve this task, but also, according to our assumption, deep diving attempts of an apparently private nature, such as those of the French. Naval officer and deep-sea explorer Jacques Cousteau. With the headline 'Billions are pouring into exploring the unknown depths; Industrial nations play poker for treasures of the sea' ('Ruhr-Nachr.', August 7, 1984) although one diverts attention to the commercial side of deep-sea research, one also admits: The most fruitful advance is probably in the 'exploration of the unknown Territory as US President Lyndon B. Johnson once said, the US's efforts marked the **'Oceanological Decade'**: research and work submarines ventured into previously unknown depths, diving devices were developed that allowed free swimming at over 200 m Depth made possible, television cameras explored the seabeds, survey ships began to survey the submarine subsurface of our plan as planned.

Although outwardly the intentionally meaningless term 'UFO' is used for better secrecy, US military research also uses additional **code names**: Nobody knows how to explain to an astonished public that it corresponds to the complicated space surveillance system of NORAD (North Atlantic Defense Command). , which carries out 15,000 observations a day at altitudes of up to 3,000 kilometers, still gives unidentifiable signals - even though all observations are evaluated. ... But even after the computer evaluation, there are still around a dozen **'boogies' (ghostly apparitions)** that remain every day that the NORAD technicians cannot explain. (Correct would mean, 'don't explain

may' ; Note: Hugin). They call the unidentified signals "**zoo animals**." Why? Probably to avoid the term UFO. The unknown flying objects that NORAD registers within the atmosphere are also given a seemingly innocuous name in this organization's reports: **UCTs** (uncorrelated targets) . Since all of these observations are subject to confidentiality, it is not known whether NORAD technicians have ever compared the mysterious signals they receive with the satellite tracking systems with the ground-based UFO observations (why wouldn't they use every opportunity to register the flying disks? ; Note by HUGIN).

From the series: 'The Mystery of the Century; UFO - spooky or reality?' , 'Colorful Illustrated'; Episode II: 'NASA's Secret Protocols'. 1982. , No. 10, 4. 3

Just as NORAD - the secret North American early warning system - uses very special cover names, the Navy also uses meaningless expressions, for example in underwater searches: I assume that America's scientists are on the trail of one of the greatest secrets of our time. You've probably already figured out most of where the planes and ships have gone. Triangle has disappeared. Under the name '**Sky Traps**', the investigation is in full swing. The associated . in recent years off the American coast in what is known as Bermuda processes are concentrated in an area between Florida, Bermuda and the Greater Antilles. ...

Before I address this question, I would like to talk about another study by US scientists called '**Vile Vortices**' . This term means something like 'sneaky' or cunning whirlpools'. This investigation is also carried out in the murderous Bermuda Triangle.

From the report: 'Mysterious Bermuda Triangle'; 'U.N' , No. 191, July 1972.

As early as 1945, this zone became a scientific mystery (8\*), and the '**Project Magnet**', led years later by the Canadian Wilbert Smith , which was intended to bring greater clarity about UFOs, their propulsion and the electromagnetic disturbances they emanate, was also included commissioned to research the processes in the marine areas (16\*; also, report from the 'Nürnberger Nachrichten' on page 28). For a time, a group of 160 researchers also worked on the marine phenomena, which was led by Franck von Loeffeli, a former major in the German Wehrmacht who came to the USA with Wernher von Braun and has been working at NASA ever since (8\*).

Strange whispering sounds are also reported to come from the Bermuda Triangle. As John Keel writes, the National Bureau of Standards recorded these sounds using microphones and special equipment when it conducted a study of high-frequency sounds in 1965-66. The origin of these whispers could not be determined (16\*, p.142)

The American journalist John Keel, who has connections to the Pentagon, reported that the NSA (National Security Intelligence Service), an organization more secret than the CIA, installed a total of 66 listening devices along the American east coast in the direction of the Bermuda Triangle in 1965 ; according to the Norwegian magazine 'Vi Menn', No.6/1988. The report went on to say that in 1967, the NSA conducted additional **secret** investigations in collaboration with the U.S. Navy

carried out in this maritime area. According to John Keel, the seabed was searched using specially equipped research vessels. A large and strange antenna-like installation was found at a depth of 300 m. Nobody knows how it got there, who put it there and for what purpose. The antenna was probably recovered, but the American authorities refused to comment. As far as the 'Vi Menn' , Norway. The report inevitably reminds us of the secret German weather station in northern Canada. About 30 km south of Cape Chidley on the northern tip of Labrador, the German U-537 secretly set up a small weather station in 1943, which was only discovered 38 years later (RN, August 3, 1981; WAZ, August 4, 1981;) and Even that, only due to research by a German, no one in Canada had noticed them (RN, May 31, 1984).

An American setback in the investigation?: On December 18, 1967, in the early morning of December 18, 1967, a fire destroyed the product of 17 years of research at a cost of 5-10 million dollars at the University of Miami's Marine Science Institute. While we don't believe that a 'Black Man' set the institute on fire, we can't help but assume that in this 17 year work there were many clues about these underwater bases and/or what else is actually going on at the bottom of the ocean. It's all turned to ashes now. As the situation is now, officials will deny the inexplicable underwater vessels, just as they have already denied atmospheric UFO activity. (From 'Saga', USA, No. 6/1970; taken from 'UFO-Nachrichten', Wiesbaden, No. 192, August 1972).



## American/Soviet Bermuda Research

In the 1970s, new and probably even larger research projects began. There is the American project **MODE-I**, but also the Soviet **POLYGON-70**. After an Italian 'expedition' carried out in 1977, a joint **American-Soviet project**, also in the Bermuda Triangle, began its research activities in the same year under the name **POLYMODE**, a combination of POLYGON and MODE (8\*; 16\*)

The announcement of this, as well as the previous, projects was made in the world press with more or less trivializing or meaningless reasons. It's about huge whirlpools of water, about waves that run in the opposite direction to the wind, or about the fact that the Navy just needs to renew its maps of the earth's magnetic fields, or about the fact that at the bottom of the ocean and only in the Bermuda Triangle, something extraordinary strong magnetic fields exist that cause these recurring accidents; or similar distracting excuses. the report 'Region of Terror; News from the Devil's

Triangle in the Atlantic' is the headline: Some time ago, reports about the so-called Devil's Triangle, the 'Bermuda Triangle', appeared in the world press again, according to which an American-Soviet research team discovered the phenomenon of gigantic water whirlpools that develop between the Bahamas **and** the The Bermuda Islands in the Atlantic are able to be formed, examined and explored. (DNZ, No.11/1978)

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







### List of sources

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- 2) 'UFOs unidentified flying objects? Last secret weapon of the Third Reich Willibald Mattern, Samizdat Verlag, Toronto, Canada, 160 pages.
- 3) 'Flugtrute Nord', Harly Foged + Henrik Krüger, Bogan's Forlag, Dänemark, 3540 Lynge, 1985, 150 p.
- 4) 'Appearing dead; Martin Bormann and other Nazi greats in South America' and . Ladis Farago, Hoffmann Campe, Hamburg, 1975, 380 p. 5) ' 60 years of German submarines; 1906-1966' . Bodo Herzog, JF Lehmanns Verlag, Munich, 1968.
- 6) 'With Goebbels to the end' 1949/50. . Wilfried von Oven, Dürer Verlag, Buenos Aires Argentina,
- 7) 'German researchers in the Southern Ocean', Ernst Herrmann, Safari-Verlag, Berlin 1941, 185 p.
- 8) 'UFOs in the Bermuda Triangle; Die Atlantis-Geheimbasis', Jean Prachan, Verlag Fritz Molden, Vienna, Munich, 1979, 207 P.
- 9) Report: 'Underwater UFO bases alert US' . John A. Keel, UFO News, D 6200 Wiesbaden 13, PO Box 130185, No. 192, August 1972.
- 10) 'Visitors from Space' . Adolf Schneider, Hermann Bauer Verlag KG, Freiburg i.Br., 1973, 364 S.
- 11) 'Man and Destiny' . Semi-monthly magazine for the entire field of humanities, by Ing. Erich Villach, Austria, from the regular section 'Realesoteric short reports' kiss
- 12) 'The Bermuda Triangle; "Window to the Cosmos" . Charles Berlitz, Paul Zsolnay Verlag, Wien, Hamburg, 1975, 255 S.
- 13) 'Without a trace', Ch. Berlitz, Zsolnay Verlag, 1977 14) . 290 S .
- 'They were never gone; UFO phenomena - then and now' . Liber Verlag, Main 1982, 188 p.
- 15) 'The mysteries of the Bermuda Triangle are solved!', Lawrence David Kusche Rovolt Verlag, Hamburg, paperback 16) 'Evidence: . 1980 . 265 S .
- The Bermuda Triangle' . David Group, Knaur Verlag, Munich, paperback, 1987, 220 S.
- 17) ' The devil's triangle . Richard Winer, Fischer paperback publishing house, 1977, 186 p.
- 18) Report: 'Lost in the Bermuda Triangle', weekly magazine 'The New Age' Munich, No. 37/1986.
- 19) Report: 'New puzzles about the Bermuda Triangle; Another ship disappeared without a trace' The new age' , Munich, No. 4/1977.
- 20) 'War Underwater; Submarines on the seven seas, 1939-1945', Franz Kurowski Pawlak Verlag, M Herrsching, 1984 21) 'Flying saucers - a . 480 S .
- reality', Frank Edwards, Ventla-Verlag Wiesbaden, 1967, 300 pages.
- 22) 'German Mythology', Jacob Grimm, first edition 1835, present reprint Akademische Druck- u. Verlagsanstalt, Graz, Austria, 1968, 3 volumes.
- 23) 'The German Secret Weapons' . Brian Ford, Moewig paperback publisher Münch 1981, 160 p.

- 24) 'Eagle calls leader headquarters; Command radio on all fronts in the Second World War', Herbert Dammert/Franz Kurowski, Druffel Verlag, Leoni, 1985, 300 p.
- 25) 'Flying saucers have landed', Desmond Leslie, Georg Adamski, Ventla-Verlag, Wiesbaden, 1962, 316 p.
- 26) 'German researchers in the Southern Ocean', Ernst Herrmann, Safari-Verlag, Berl' 1941, 190 p.



Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

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

Empfehlung:

Beschleunigen von Abschlusserprobung  
und Produktion "Haunebu II"  
+ "VRIL I"

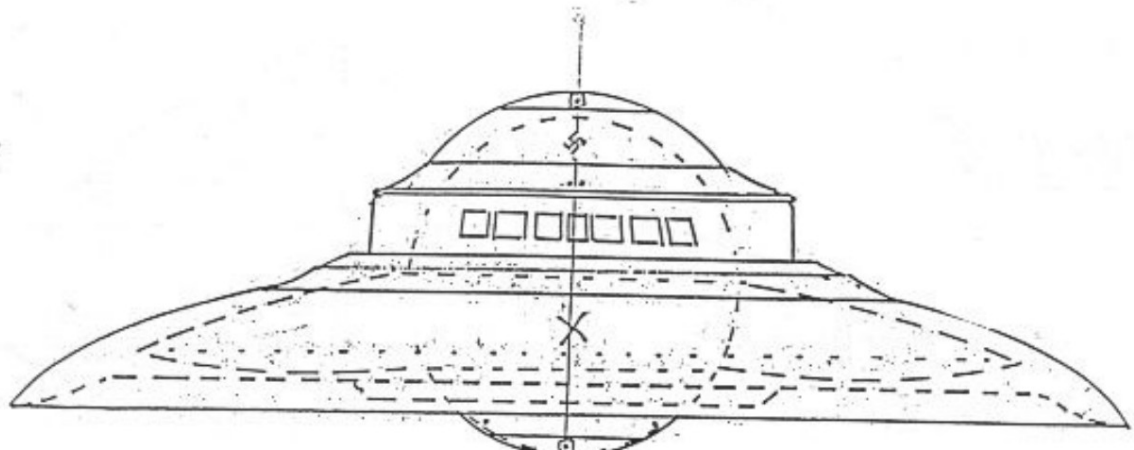
Anmerkung der HUGIN e.V. Studiengesellschaft  
5802 Wetter 1, Postfach 13:

1987 erhielten wir diese und die nachfolgenden 4 Kopien (von uns verkleinert) von einer süddeutschen Industrie-Filmgesellschaft zugesandt, mit dem einschränkenden Hinweis, die Herkunft dieser vielleicht mehrfach von Kopien gemachten Kopien sei nicht mehr zurück zu verfolgen. Daher können wir unserem Leserkreis diese nur zur Kenntnis bringen. Ob sie tatsächlich aus einer der geheimen reichsdeutschen Flugscheiben-Produktionsstätten stammen, bleibt vorerst offen.

Die zur Zeit noch geltenden Besatzungs-Paragraphen verbieten zwar die Benutzung der offiziellen Hoheitszeichen des - rechtlich noch fortbestehenden - Deutschen Reiches, aber nur zu Propagandazwecken. Weil diese eventuellen Dokumente nicht verstümmelt und damit entwertet werden sollen, geben wir sie hier unzensiert wieder.

Blatt 2

HAUNEBU I





# MITTELSCHWERER BEWAFNETER FLUGKREISEL, TYPE „HAUNEBU I“

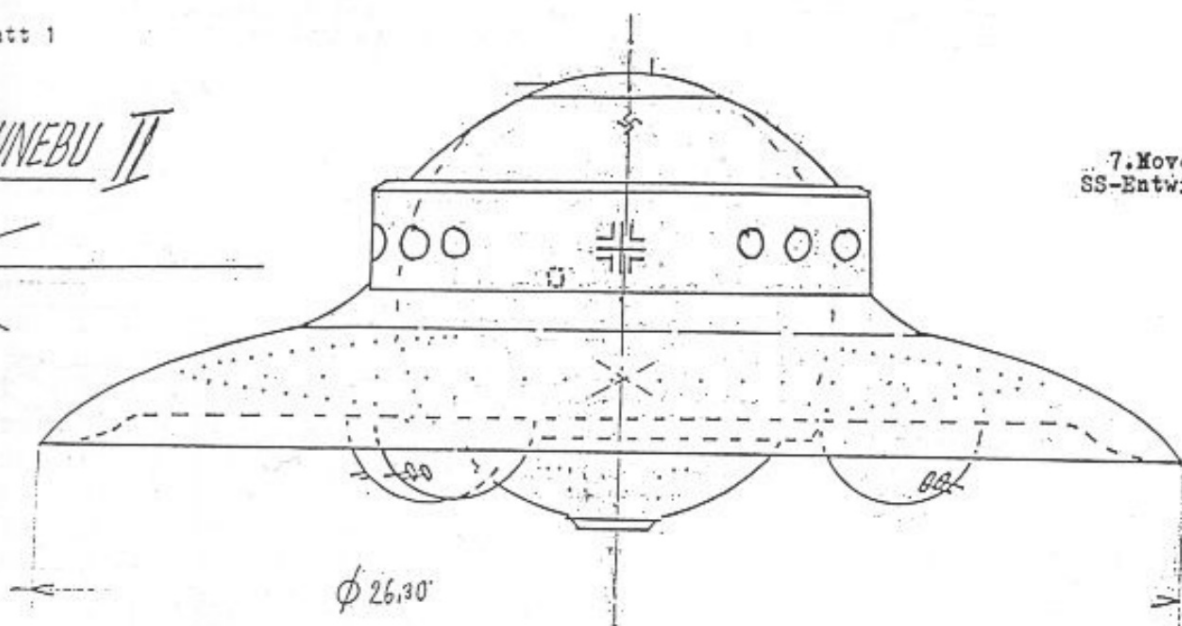
Durchmesser: 25 Meter  
 Antrieb: Thule-Tachyonator 7b  
 Steuerung: Mag-Feld-Impulser 4  
 Geschwindigkeit: 4800 Kilom.p.Std. (rechner. bis 17000)  
 Reichweite in Flugzeit: 18 Stunden  
 Bewaffnung: 2 x 8cm KSK in Drehtürmen und 4 x Mk 108, starr nach vorn  
 Außenpanzerung: Doppel-Victalen  
 Besatzung: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

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

Blatt 1

HAUNEBU II

7. November 1943  
 SS-Entwicklungsstelle IV



# MITTELSCHWERER BEWAFNETER FLUGKREISEL, TYPE „HAUNEBU II“

Durchmesser: 26,3 Meter  
 Antrieb: „Thule“-Tachyonator 7c (gepanzert; Ø TY.-Scheibe: 23,1 Meter)  
 Steuerung: Mag-Feld-Impulser 4a  
 Geschwindigkeit: 6000 Kilometer p.Stunde (rechnerisch bis ca. 21000 möglich)  
 Reichweite (in Flugdauer): ca. 55 Stunden  
 Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben  
 Außenpanzerung: Dreischott-„Victalen“  
 Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)  
 Weltallfähigkeit: 100 %  
 Stillschwebefähigkeit: 15 Minuten  
 Allgemeines Flugvermögen: Tag und Nacht, Wetterunabhängig  
 Grundsätzliche Einsatztauglichkeit (V7): 85 %

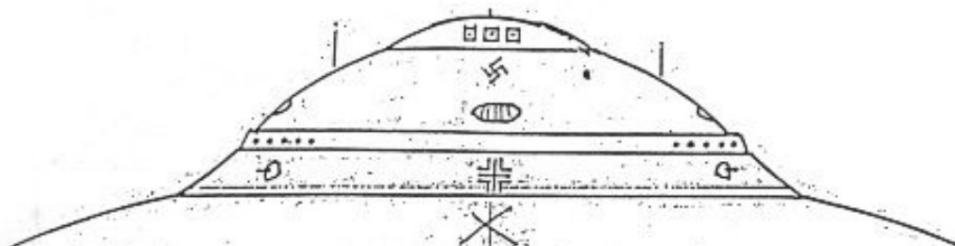
Verfügbarkeit „Haunebu II“ (bei weiter gutem Erprobungsverlauf wie V7) ab Oktober. Dann Serienherstellung ab Jahresende 1943/44, jedoch noch ohne verbesserte Kraftstrahlkanone „Donar-Kek IIIIV“, deren Frontreife nicht vor Frühsommer 1944 angenommen werden kann.

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

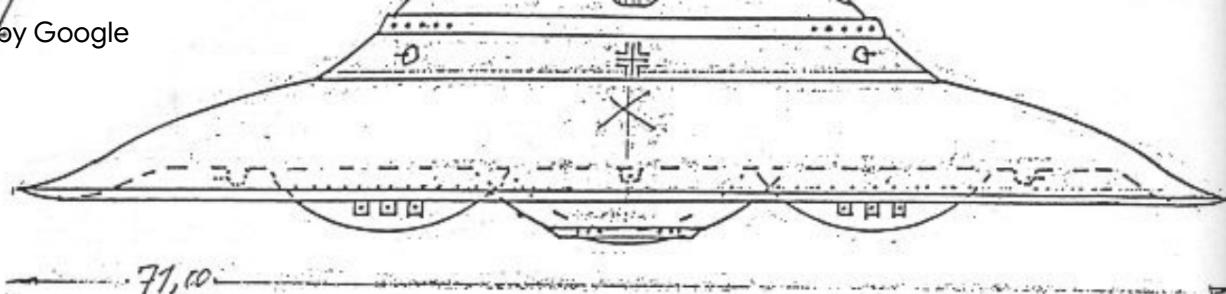
Bemerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik- und damit vor allem Flugkreisel und KSKs wird wegen der noch zeitraubenden Herstel-

Blatt 3

HAUNEBU III







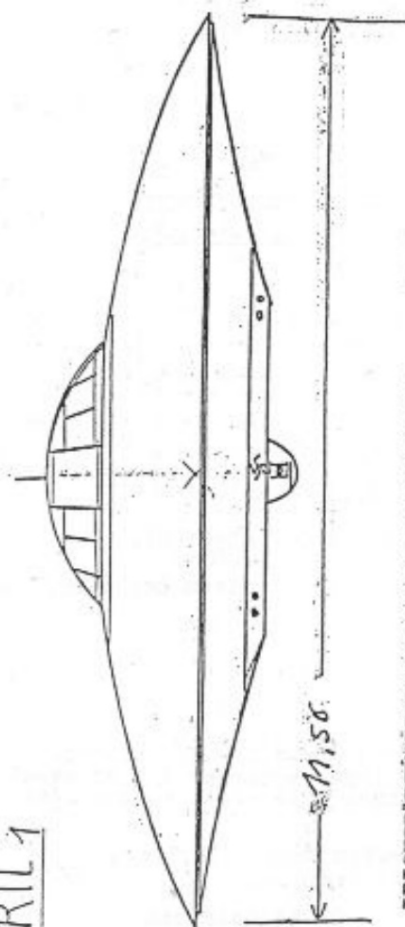
### SCHWERER BEWAPNETER FLUGKREISEL „HAUNEBU III“

Durchmesser: 71 Meter  
 Antrieb: Thule-Tachionator 70 plus Schumann-Levitatoren (gepanzert)  
 Steuerung: Mag-Feld-Impulser 4a  
 Geschwindigkeit: ca. 7000 Kilom.p.Stunde (rechnerisch bis zu 40000)  
 Reichweite (in Flugdauer): ca. 8 Wochen (bei S-L-Flug 40% mehr)  
 Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 8cm KSK in Drehringen plus 6 x Mk 108, 8 x 3cm KSK ferngesteuert  
 Außenpanzerung: Dreischott-Viktalen  
 Besatzung: 32 Mann (erg. Transportverm. max. 70 Personen)  
 Weltallfähigkeit: 100 %  
 Stillschwebefähigkeit: 25 Minuten  
 Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht  
 Grundsätzliche Einsatztauglichkeit: Etwa 1945.

Bemerkung: SS-E-IV hält den Hinweis für notwendig, daß in „Haunebu III“ ein großartiges Werk deutscher Technik im Entstehen ist, wegen der allgemeinen Materiallage aber alle Kräfte auf das schneller verfügbare Haunebu II gesetzt werden sollten.

Gemeinsam mit dem leichten Flugkreisel „Vril“ der Schumann-Gruppe könnte „Haunebu II“ die von Führer aufgestellten Forderungen sicherlich erfüllen.

Vril 1



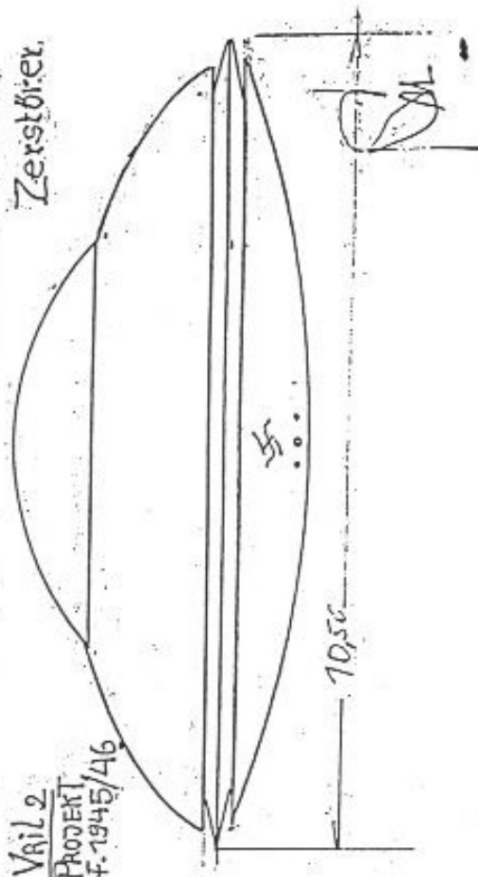
LEICHTER BEWAPNETER FLUGKREISEL (JÄGER), TYPE „VRIL“  
 (Schumann-Gruppe)

Durchmesser: 11,50 Meter  
 Antrieb: Schumann-Levitator (gepanzert)  
 Steuerung: Mag-Feld-Impulser 3e  
 Geschwindigkeit: 2900 Kilom.p.Stunde (bisher), bis zu ca. 12000 mögl.  
 Reichweite (in Flugdauer): 5 1/2 Stunden ((Flug-Aufladung mittels KS von Haunebu aus wieder erprobt))  
 Bewaffnung: 1 8cm KSK, fernsteuerbar, unten, + 2 x Mk 108 u. 2 x Mk 17  
 Außenpanzerung: Doppel-Viktalen  
 Besatzung: (je nach Einsatzart) 1 bis 3 Mann  
 Weltallfähigkeit: 100 %  
 Stillschwebefähigkeit: 12 Minuten  
 Allgemeines Flugvermögen: Wetterunabhängig Tag und Nacht  
 Grundsätzliche Einsatztauglichkeit: ca. Sept. 1944, ev. früher.

Vril 2

PROJEKT  
 f. 1945/46

Zerstörer



'Vril' is a well-known expression in esotericism, which therefore does not need to be discussed in detail here. There was even a Vril society in Berlin before 1945.

The expression 'Haunebu' appears in Jürgen Spanuth's books 'The Atlanteans' and 'The Philistines', on a sketch in the area of the North Pole. Haun or Haune means in North German and Frisian: Hune = Giant.

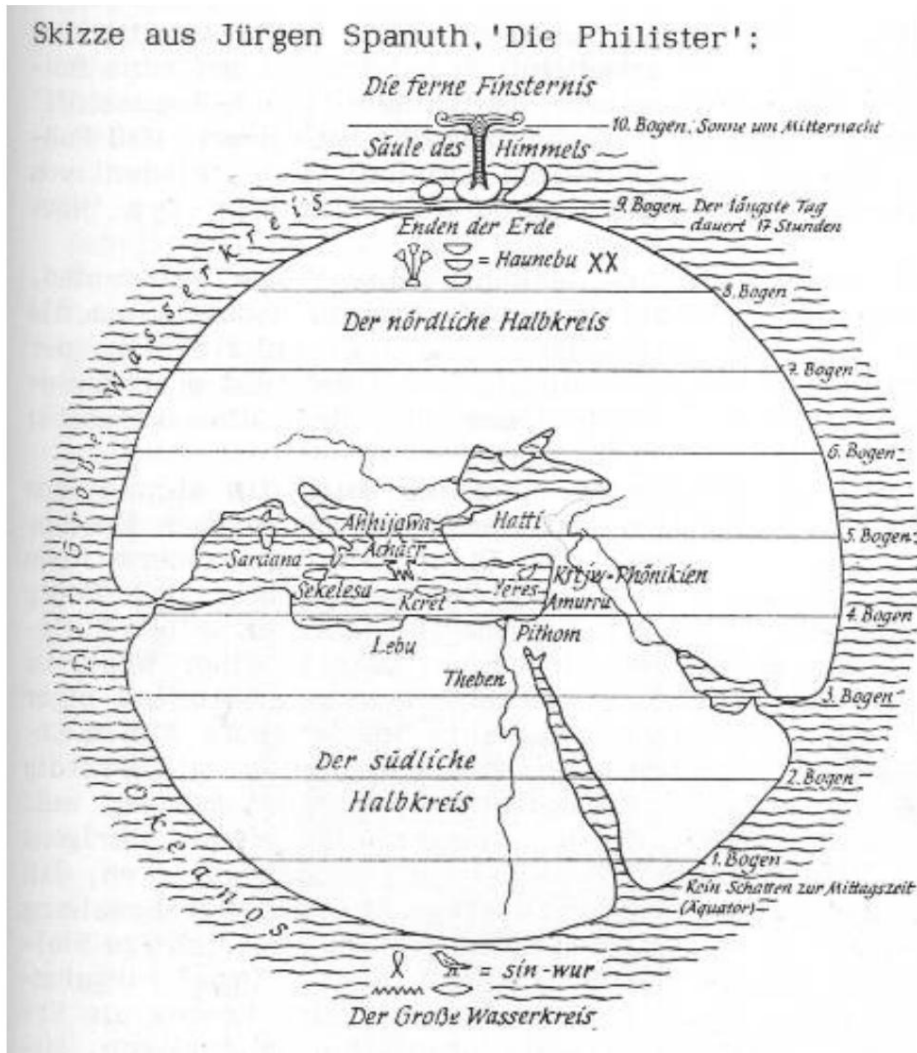


Abb. 1

Ungefähres Weltbild der Ägypter um 1200 v. Chr. Um den „Erdkreis“ fließt der „Große Wasserkreis“ (= sin wur, griech. okeanos). Der Erdkreis ist im „Neun Bogen“ geteilt, daher kann der ganze bewohnte Erdkreis auch „alle neun Bogen“ heißen. Der neunte Bogen liegt an den „Enden der Erde im fernsten Norden“. Die Griechen nannten die „Himmelssäule“ „stele boreios“ = Nordsäule, den Himmelsträger „Atlas“. Die antiken Völker glaubten, daß die Himmelsstütze unter dem Polarstern als dem einzig festen Punkt unter dem sich drehenden Himmelsgewölbe steht.

Obige Darstellung der „Himmelssäule“ stammt von einem Schmuckkasten aus Elfenbein aus dem Grabe Tut-Ench-Amons (um 1350 v. Chr.).

Haunebu = eine Bezeichnung für die Nordmeervölker.

One of our readers suggested that the abbreviation used under 'armament': 'KSK' could possibly mean power beam cannon.

In the flying disk sketches 'Haunebu' and 'Vril' the name 'Schumann' appears several times, as well as the Schumann group and Schumann levitators. The name could possibly refer to: 1) Prof. Dr.-Ing.

WO Schumann; Worked at the Technical University of Munich in 1926; tested together with his colleague Prof. Dr.-Ing. M. Klose (TH. Berlin) the magnetic current apparatus of the German inventor Captain at sea, Hans Coler (see: 'Secret Wonder Weapons', vol. III, p. 54/55)

2) Prof. Dr. Erich Schumann, head of the German Army's research tasks and scientific advisor to Field Marshal Keitel during the war (see: Secret Miracle Weapons

Bd. III, S. 27).

While we Germans who remained in the occupied motherland were unable to recognize the new post-war situation, or rather did not **want to**, our enemies were very busy in two groups. One group then worked to completely explain away the German flying disc sightings around the world as natural celestial phenomena from the general world public. The other group, like the American Major Keyhoe (in German: Key Hook), or during the war at the English. The Jewish woman Elisabeth Klarer (now South Africa) who worked in the Secret Service, or the Polish-born Georg Adamski (Jew?) together with Desmond Leslie (English fighter pilot in the WWII and grand-nephew of the mass murderer Churchill) and many other people in Allied service, interpreted for individuals and groups who became aware of the German flying discs as space travel operated by 'aliens' and thus launched the topic into an implausible sideline, which then aroused hardly any interest.

Adamski claims to have had contact with a 'Venus man' who landed in the Californian desert on November 20, 1952, who allegedly left footprints and a message (see sketches) and later gave him pictures of his 'Venus spaceship' (see one of the pictures) by drop. What is interesting is that the footprint and message clearly contain swastikas and that his 'pictures' of the 'Venus spaceship' are almost identical to the type shown previously

'Haunebu II'.

While we assume that Adamski knew the origin of these flying disks and only used his - perhaps feigned - 'contact' to pass off the German thing as coming from Venus, Ing.

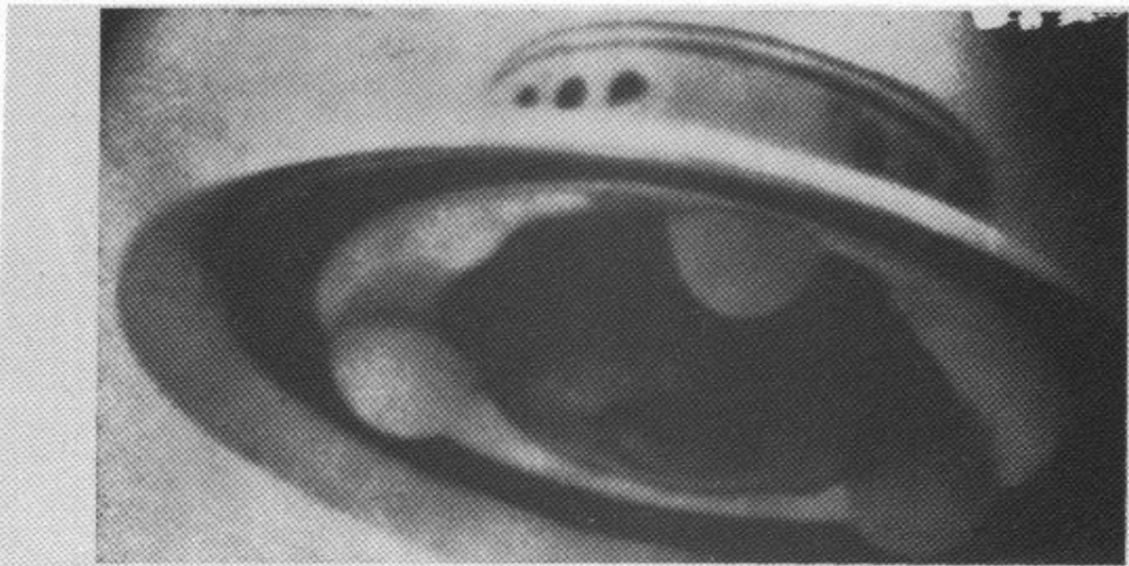
Erich Halik, who knew very well about German developments, in his 1954 report 'No Invasion from Space', still assumed that Adamski himself was the one who was deceived. Halik wrote: There are now two recent

book publications that focus on; I chose 'Cosmic People' as a concept and thus seem to contradict my own interpretation. . . . There's the book 'Flying Saucers Have Landed'

(Flying Saucers Have Landed) by Desmond Leslie and George Adamski. . . . In the second part of the book, Leslie hands over the pen to his colleague Adamski, who now strictly claims to have had an hour-long encounter with the crew member of a landed 'Flying Disk' on November 20, 1952 in a desert in the state of Arizona, USA. Adamski's description of this event contains a number of details that make the matter seem credible, but which must escape the superficial observer because their recognition requires a certain esoteric knowledge - which, incidentally, Adamski himself seems to be completely lacking. First of all, he lets it be known that from the beginning there must have been at least a mental connection between him and the crew, because he leaves it to the circumstances to lead him to the right place, or at least acts that way to his companions. Once he has found his way there and is confronted with the improbable, he supposedly continues this connection as a supplement to the otherwise limited possibility of communication (poor English, facial expressions and gestures). And here the dramatic break in events occurs that Adamski has not been able to undo to this day: he falls under the spell of his bias, which devalues the entire encounter. Adamski **believes that** despite his counterpart's completely feminine appearance, he is looking at a 'man from Venus'. His conclusions arise entirely from the notorious 'space consciousness' of North Americans, the scientific and technical fiction. And with that he loses the opportunity to pay attention to the details that could have opened up the whole incident to him. He knows nothing about those dark ones or black badges (HUGIN note: the signs of the 'Black Sun', the esoteric SS) that his companion Dr. Georg Williamson (the very etymologist quoted by Leslie), as a wartime aircraft recognizer, could see on the flanks of the cigar-shaped mother ship from which the small flying disc that his counterpart emerged from came. He no longer recognizes the deep meaning in the color combination of the clothing of his interlocutor, who wears a dark brown, metallic shimmering overalls and blood-colored shoes (HUGIN note: i.e. the colors of the NS blood and soil theory, red and brown). He also stands quite helplessly in front of the footprints left behind, to which his fictional 'Venus man' emphatically pointed out and which show some **symbols that can be assigned to a very earthly esotericism: a type of swastika**, here definitely used as a circulating symbol of the 'Great Bear' to be understood as representing the North Star, and a representation of Saturn, which Mr. Ing. Lambert Binder believes he recognizes as such. When Adamski finally parted on friendly terms, he was left with a feeling of wistful longing for the supposed home planet of his extremely beautiful 'friend' from 'outer space'. On December 13, 1952, Adamski had one last chance to see things correctly: Near his residence in Palomar Gardens in California (the 'Venusians' must have a well-functioning information service here on earth!), a low-flying disk of the same thing struck him Type dropped a photographic plate, which Adamski gave to the stranger upon his request when he met him on November 20th. In place of the deleted recording, it bears a series of cursive handwritten characters that pose new, almost unsolvable puzzles to Adamski.

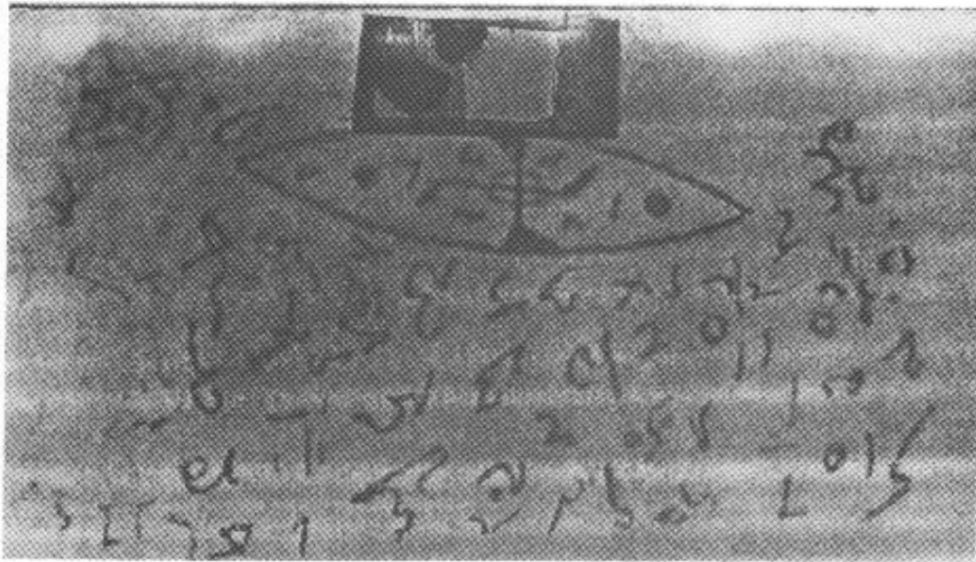
Again on top there is a depiction of a cigar-shaped object with the swastika and the black discs (note.

HUGIN: symbolic for 'Black Sun'), which Dr. Williamson noticed. And underneath, curly characters in the writing from another world are what Adamski dreams of to this day. Well, by a lucky 'coincidence', I was able to read this text a few days after receiving the book: It is a text in Old Church Slavonic script and Latin! It mainly points out, in emphatic, concise words, the **uselessness of pursuing the objects** . This brings us to a point that seems to move the whole affair dangerously close to the possibility of clever mystification. But even if the Adamski team did mystify - and there are several people here who gave notarized statements about their observations - there are enough details in the descriptions that allow the esotericist to classify the entire Adamski story in a group esoteric way. (11\*, No. 9, July 15, 1954)



7. Die zweite Aufnahme der Venus-Untertasse von George Adamski am 13. Dezember 1952 zeigt deutlich die Ansicht von unten.

(25\*)



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

(25\*)



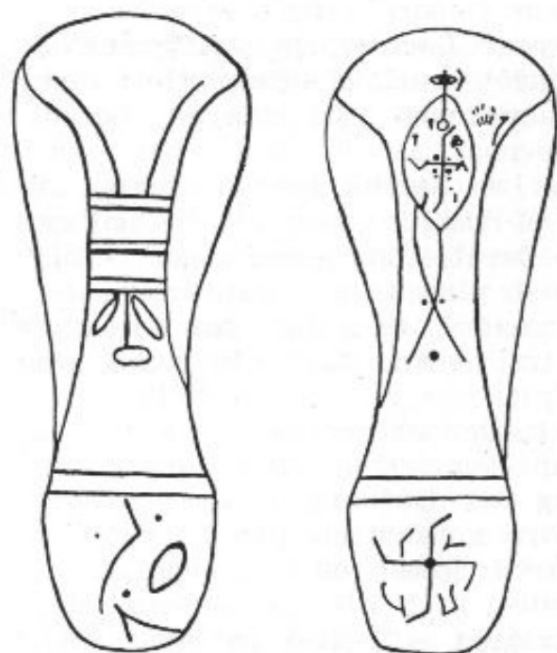


Auszug aus: (26\*)

Deutsche Antarktische Expedition 1938/39

Fahrtteilnehmer:

Expeditionsleiter	Kapitän Alfred Ritscher
Kapitän des Schiffes	Alfred Kottas, DLH
Eislotse	Kapitän Otto Kraul
Schiffsarzt	Dr. Josef Bludau, NDL
Flugkapitän	Rudolf Mayr, Führer der Dornier-Wales „Passat“, DLH
Flugzeugmechaniker	Franz Preuschoff, DLH
Flugfunker	Herbert Ruhne, DLH
Luftbildner	Max Bundermann, Hansa Luftbild G. m. b. H.
Flugkapitän	Richardheinrich Schirmacher, Führer der Dornier-Wales „Boreas“, DLH
Flugzeugmechaniker	Kurt Loesener, DLH
Flugfunker	Erich Gruber, DLH
Luftbildner	Siegfried Sauter, Hansa Luftbild G.m.b.H.
I. Meteorologe	Dr. Herbert Regula, Deutsche Seewarte, Hamburg
II. Meteorologe	Studienassessor Heinz Lange, R. f. W., Berlin
Techn. Assistent	Walter Krüger, R.f.W., Berlin
Techn. Assistent	Wilhelm Gockel, Marineobservatorium Wilhelmshaven
Biologe	Studienref. Erich Barkley, Reichsstelle für Fischerei (Institut für Walforschung)
Geophysiker	cand. geophys. Leo Gburek, Erdmagnetisches Institut, Leipzig
Geograph	Dr. Ernst Herrmann
Ozeanograph	cand. phil. Karl-Heinz Paulsen



An dem Platz angelangt, wo sich der fremde Besucher mit mir unterhalten und wo er absichtlich seine Spuren eingedrückt hatte, stellten wir uns um die Abdrücke herum; mit Ausrufen höchster Verwunderung betrachteten alle die seltsamen Spuren. Hier war wahrlich eine Botschaft hinterlassen, deren Deutung und Auslegung viel Arbeit und Mühe erfordern würde. (25\*)

I. Offizier  
II. Offizier  
III. Offizier  
IV. Offizier  
Schiffsfunkleiter  
Schiffsfunkoffizier  
Schiffsfunkoffizier  
Leitender Ingenieur  
II. Ingenieur  
III. Ingenieur  
IV. Ingenieur  
IV. Ingenieur  
Ing. Assistent  
Ing. Assistent  
Ing. Assistent  
Elektriker  
Elektriker  
Werkmeister  
Katapultführer  
Lagerhalter  
Flugmechaniker  
Flugmechaniker  
Flugmechaniker  
Bootsmann  
I. Zimmermann  
II. Zimmermann  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Matrose  
Leichtmatrose  
Decksjunge

Herbert Amelang  
Karl-Heinz Röcke  
Hans Werner Viereck  
Vincenz Grisar  
Erich Harmsen  
Kurt Bojahr  
Ludwig Müllmerstadt  
Karl Uhlig  
Robert Schulz  
Henry Maas  
Edgar Gäng  
Hans Nielsen  
Johann Frey  
Georg Jelschen  
Heinz Siewert  
Elektro-Ing. Herbert Bruns  
Karl-Heinz Bode  
Herbert Bolle, DLH  
Wilhelm Hartmann, DLH  
Alfred Rücker, DLH  
Frau Weiland, DLH  
Axel Mylius, DLH  
Wilhelm Lender, DLH  
Willy Stein  
Richard Wehrend  
Alfons Schäfer  
Heinz Hock  
Jürgen Ulpts  
Albert Weber  
Adolf Kunze  
Karl Hedden  
Eugen Klenk  
Fritz Jedamezyk  
Emil Brandt  
Kurt Ohnemüller  
Alfred Peters  
Alex Burtseid

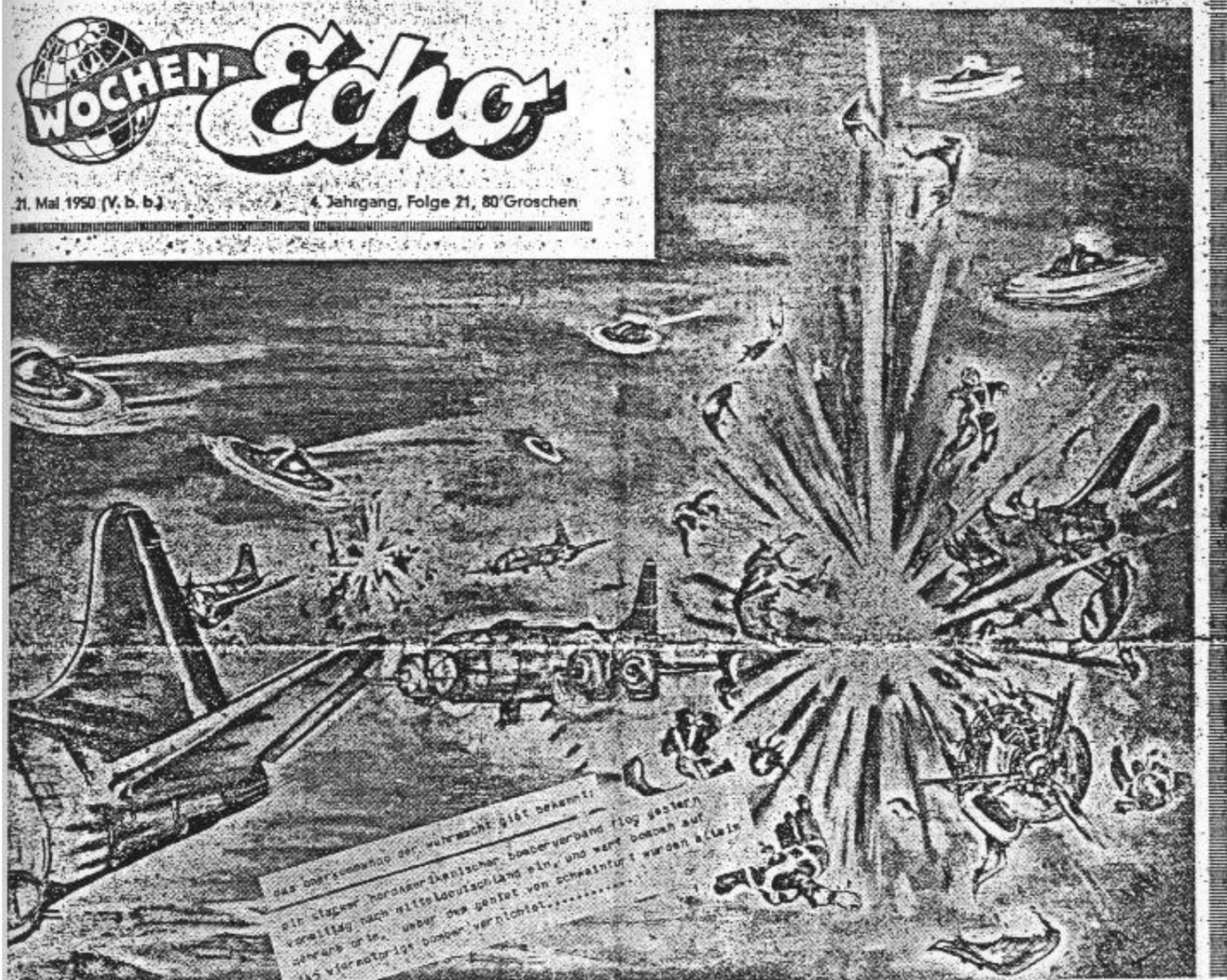
DAS WUNDER VON SCHWEINFURT 1944

# DEUTSCHE UNTERTASSEN VERNICHTEN 145 SUPERFESTUNGEN

**WOCHEN-*Echo***

21. Mai 1950 (V. b. b.)

4. Jahrgang, Folge 21, 80 Groschen



das amerikanische der Wehrmacht gibt bekannt:  
 ein starker nordamerikanischer Bomberverband flog gestern  
 vorzeitig nach Mitteldeutschland ein, und wert bomben auf  
 mehrere Orte, wobei das Gebiet von Schweinfurt wurden dabei  
 145 viermotorige bomben vernichtet.....

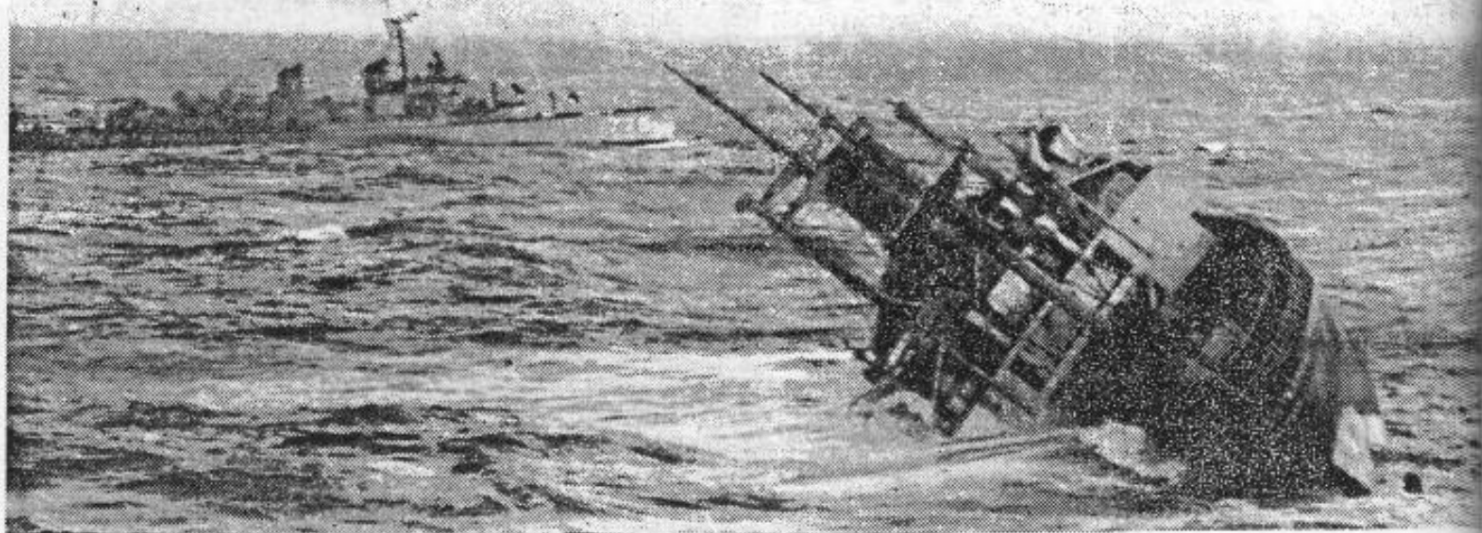
The one-sided report associated with the above sensational report is largely misleading, like all the relevant reports at the time about German flying disc developments before 1945. In the years 1950 to around 1957, the occupation press tried to dispel existing and justified German hopes by also using them German 'miracle weapons' made the claim or at least expressed the assumption that these fell into the hands of the Allies when they invaded, just like all other military developments. That was or had to be largely believed at the time.

Decades have now passed and evidence has accumulated showing that the Americans and the Soviets in particular are in a constant battle against the so-called 'UFOs'. Therefore, from today's perspective, it is completely illogical that the enemy powers came into possession of the German flying disc technology in 1945!

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



24.1.1987, 'Ruhr-Nachrichten', Dortmund



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

Foto: dpa

Deutsches Zirkonium war für erstes Atom-U-Boot der Welt bestimmt

# Taucher bargen geheime Fracht des See-Helden Kapitän Carlsen

Von JOSEF LUCKE

**H a m b u r g (dpa) - Tage-**  
lang hielt der Todes-  
kampf des amerikani-  
schen Frachters „Flying  
Enterprise“ und das  
Schicksal des einsamen  
Kapitäns an Bord des Ha-  
varisten die Welt in  
Atem.

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

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

keiten von 175 Stundenkilome-  
tern peitschen die See zu me-  
terhohen Wellen. Am ersten  
Weihnachtstag erschüttert ein  
schwerer Schlag den Frachter.  
Das Schiff zeigt Risse und  
droht auseinanderzubrechen.  
Mit 30 Grad Schlagseite treibt  
die „Flying Enterprise“ in der  
tobenden See. Carlsen lehnt  
dennoch die Hilfe des französi-  
schen Hochseeschleppers  
„Abeille 25“ ab.

Vier Schiffe - „Noordam“,  
„Greeley“, „Golden Eagle“ und  
„Southland“ - halten sich am  
29. Dezember in unmittelbarer  
Nähe der „Flying Enterprise“  
auf. Seine Schlagseite beträgt  
bereits 50 Grad, als die Passa-  
giere in das eiskalte Wasser  
springen und von den Ret-  
tungsbooten der Hilfsschiffe  
aufgefischt werden. Die Besat-  
zung der „Enterprise“ verläßt  
noch am gleichen Tag das sin-  
kende Schiff.

Nur Kapitän Kurt Carlsen  
bleibt an Bord und hofft noch  
immer, daß sein Frachter geret-  
tet werden kann. Allein treibt  
er auf dem manövrierunfähigen  
Wrack in den Wellenbergen,  
bis am 3. Januar 1952 der briti-  
sche Bergungsschlepper „Tur-  
moil“ am Unglücksort eintrifft.  
Dem ersten Steuermannn Ken-  
neth Dancy gelingt es, an Bord  
der „Enterprise“ zu kommen.

stellen. Mit dem Wrack auf  
dem Haken macht die „Turmo-  
il“ drei Meilen Fahrt in der  
Stunde zum nächsten Hafen  
Falmouth am südlichsten Zip-  
fel der britischen Insel. Die  
„Abeille 25“ und der US-Zer-  
störer „Willard Keith“ beglei-  
ten den Schleppzug.

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

Vieles an dieser Schiffs-  
katastrophe blieb lange Zeit  
rätselhaft.

## Gerüchte

Die sowjetische Marine-Zeit-  
schrift „Rote Flotte“ behauptet  
später, das Schiff wäre zu ret-  
ten gewesen, wenn der Kapitän  
als Nothafen Brest angelaufen  
hätte. Das habe ihm die Reederei  
aber streng verboten. Damit  
erhielten Gerüchte: neue Nah-  
rung, die „Flying Enterprise“  
habe geheime Fracht an Bord  
gehabt. Sie werden lauter, als

bei die Bergung von sechs klei-  
nen Stahlkisten, die unter  
strengster Geheimhaltung nach  
New York gebracht werden.  
Sie enthielten reines Zirko-  
nium, ein Metall, das in der  
Atomindustrie verwendet  
wird. Die Lieferung war für die  
amerikanische Atomenergiebe-  
hörde bestimmt. Das Geheim-  
nis der sechs Kisten war so  
sorgfältig gewahrt worden, daß  
selbst Kapitän Carlsen ihren  
Inhalt nicht kannte.

Überall, wo Material durch  
besonders hohe Temperaturen  
beansprucht wird, etwa in der  
Brennkammern von Düsen-  
garn oder Raketen wird das  
stahlartig glänzende Metall be-  
nötigt.

## Für die „Nautilus“

Besser als das bis dahin be-  
nutzte Schwere Wasser oder  
Graphit hemmt es die Kettenre-  
aktion in Atommeilern. Die  
Bundesrepublik war damals  
das einzige Land, das die tech-  
nische Ausrüstung besaß, reines  
Zirkonium herzustellen.

Ein amerikanischer Atom-  
wissenschaftler gab das Ge-  
heimnis der Ladung erst vier  
Jahre nach dem Untergang der  
„Flying Enterprise“ preis. Wie  
es hieß, war das Metall für den  
Kernreaktor des ersten atomge-

sein Schiff hatte geheime, nicht deklarierte Fracht an Bord.

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

keine Bergungsschlepper „Turmoil“ am Unglücksort eintrifft. Dem ersten Steuermann Kenneth Dancy gelingt es, an Bord der „Enterprise“ zu kommen. Carlsen ist nicht mehr allein.

Am 5. Januar können beide eine Schleppverbindung her-

rei aber streng verboten. Damit erhielten Gerüchte: neue Nahrung, die „Flying Enterprise“ habe geheime Fracht an Bord gehabt. Sie werden lauter, als in aller Heimlichkeit mit Bergungsarbeiten begonnen wird.

Sehr interessant scheint hier-

heimlich der Ladung erst vier Jahre nach dem Untergang der „Flying Enterprise“ preis. Wie es hieß, war das Metall für den Kernreaktor des ersten atomgetriebenen Unterseebootes, der „Nautilus“, bestimmt. Es lief 1954 vom Stapel.

Hamburger Morgenpost 19.10.76

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

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

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

Die amerikanische Küsten-

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

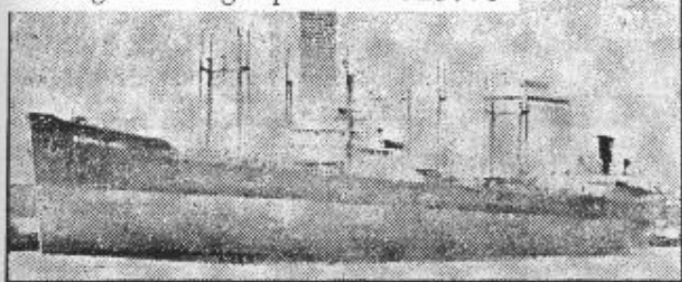
Als einzige Spur entdeckte die Küstenwache einen riesi-

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

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

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

Hamburger Morgenpost 25.10.76



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

## Bermuda-Dreieck: Riesiges Schiff spurlos verschwunden

at Miami, 2. November

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

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

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

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

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

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

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

WAZ, 23. Juni 1971

Geisterflotte in den Versicherungslisten umfaßt 70 Schiffe

## Lloyds fällt Todesurteil für „Kiki“

Mitte Januar auf der Fahrt nach Jugoslawien spurlos verschwunden

LONDON (ap)

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

Der Eigner kann jetzt seine Es waren keineswegs nur Norfolk (Virginia) nach Eng-Versicherungsansprüche anmel-klapprige „Seelenverkäufer“, land unterwegs, löste sich den, die Ehefrauen der Besat-sondern auch Schiffe mit mo-eben so in Nichts auf wie zungsangehörigen werden nun dernen Funk- und Naviga-diesem Jahr schon das Motor-tionsgeräten, so beispielsweise schiff „Iligan Bay“ (5203 BRT), auch amtlich Witwen. Die Ein-der 10 000-Tonner „Milton das zuletz aus der Biskaya tragung in den Lloyds-Listen der 10 000-Tonner „Milton das zuletz aus der Biskaya bedeutet, daß weder Über-Itriadis“, der mit einer Ladung schweren Seegang gemeldet lebende, noch Tote, noch Speiseöl von New Orleans hatte. Wrackteile gefunden wurden, nach Kapstadt auslief und alle Von 2766 Schiffen, die in das Schiff ist einfach spurlos fünf Tage über Funk seinen den letzten zehn Jahren vet-verschwunden. Standort melden sollte. Man lorengingen, weiß man bei Die „Kiki“ gehört nun zu hat nach dem Auslaufen nie Lloyds, wo und wie es ge-



bedeutet, das... noch... Tote, noch... Wrackteile gefunden wurden, das Schiff ist einfach spurlos verschwunden.

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

Speiseöl von New Orleans hatte, nach Kapstadt auslief und alle fünf Tage über Funk seinen Standort melden sollte. Man hat nach dem Auslaufen nie wieder etwas von dem Frachter gehört.

Auch die „Ithaca Island“ (7426 BRT), mit Getreide von

Seegang gemeldet. Von 2766 Schiffen, die in den letzten zehn Jahren verlorengingen, weiß man bei Lloyd's, wo und wie es gescheh. Bei der „Kiki“ und 69 anderen heißt es nur „vermisst“.

## UFO-Schock und Rettung im Bermuda-Dreieck

von Riki Moss

Forscher auf den Bahamas untersuchen Berichte, wonach ein UFO eine Familie vor dem sicheren Ertrinken bewahrte, nachdem ihr (Urlaubs)-Boot im Bermuda-Dreieck sank. Dr. Leopold Stinson berichtete einem Symposium in Caracas/Venezuela, daß der Vorfall, welcher sich am 5. Mai 1986 ereignete, alle Anzeichen einer nachweisbaren Begegnung mit Außerirdischen trägt.



Stinson zitierte die Familie, wie sie aussagt hat, daß das UFO aus der See in die Höhe stieg, gerade Sekunden, nachdem ihr 11 m langes Boot unterging. „Unglaublich, sie nahmen die Hilfe des Raumschiffes an und retteten sich in das herabgelassene Rettungsboot, das die Insignien der US-Air-Force trug.“

„Es ist dieses Schlauchboot“, sagte Stinson, „das ein für alle mal beweisen könnte, daß außerirdische Intelligenzen im Bermuda-Dreieck operieren. Das Boot ist ein Typ, der gewöhnlich in den fünfziger Jahren gebraucht wurde. Wenn seine amtliche Nummer zu irgendeinem Flugzeug paßt, von dem wir wissen, daß es zu jener Zeit im Bermuda-Dreieck verschwand, würde das nahelegen, daß selbiges ‚geraubt‘ und unter den Ozean gebracht wurde, vielleicht von Menschen, die nicht von dieser Welt sind.“

Stinson meinte, daß die Suche nach einer entsprechenden Nummer, infolge der großen Anzahl von Flugzeugen, die im Bermuda-Dreieck verschwanden, Wochen, Monate oder Jahre in Anspruch nehmen könnte.

Unterdessen konzentrieren sich die Untersuchungen auf Berichte der geretteten Familie.

„Es sind Leute, die sich klar ausdrücken und dabei ganz kooperativ seien“, setzte er fort. „Der Ehemann und die Frau, sind beide Mediziner aus Brasilien. Sie haben zwei Kinder, beide besuchen das College.“

Gemäß Dr. Stinson war die Familie auf einer mehrmonatlichen Segeltour durch die Karibik. Sie meldeten sich gerade auf ihrem Weg zu den Bahamas, als ihr Boot Wasser aufnahm.

Ihr eigenes Rettungsboot war in einem inneren Teil der Yacht verstaut, aber das Boot sank so schnell, daß sie es nicht herausbekommen konnten. Sie berichteten mir, daß sie SOS funkten, aber insgeheim rechneten sie sicher mit dem Tode.“

Die Familie weiter: „Das UFO – goldfarben und sternförmig aussehend – schoß ca. 70 m aus dem Wasser heraus. Zu dieser Zeit waren sie alle wie von Sinnen vor Angst“, äußerte sich Stinson.

„Aber sie erinnerten sich, daß das UFO knisterte und summte, als es durch die Oberfläche der See drang und sich zu ihnen hin bewegte. Sie sagten, das Raumschiff kam 6 – 9 Meter zu der Stelle, wo ihr Boot sank und ließ das Schlauchboot der Airforce aus seinem Schiffsinnern herunter.“

Sie berichteten mir: „Das Raumschiff schwebte einige Sekunden über ihren Köpfen, dann verschwand es am Himmel. Die sprachlose, aber dankbare Familie schwamm zum Schlauchboot und kletterte an Bord. Erschüttert von ihren fürchterlichen Erlebnissen, drängten sie sich in der Finsternis der nächtlichen See eng zusammen“, fügte Stinson hinzu.

„Ihr gekentertes Boot glitt geräuschlos unter der Ozean-Dünung und eine bizarre Ruhe überkam die frierende Familie. Sie falteten betend die Hände und warteten.“

Etwa 20 Minuten später fand die Besatzung eines Sportfischer-Bootes der Bahamas die schwimmende Familie in ihrem Boot und brachte sie ans Ufer“, sagte Stinson.

Sie berichteten den Fall gegenüber offiziellen Stellen, die Dr. Stinsons UFO-Forschungsgruppe für das Bermuda-Dreieck benachrichtigten. Carlos Garcia, ein Wissenschaftsreporter in Caracas, meinte, die Reaktionen unter Stinsons Symposiums-Kollegen waren geteilt.

„Jetzt sind sie gespannt auf seinen Bericht in den Zeitungen, dann können sie die Beweise selbst bewerten.“ sagte er.

„Weekly World News“, 24. 6. 1986

UN-Übersetzung: Erich Immel/USA

## US-Marine hebt ein UFO aus dem Puget-Sound

Ein abgestürztes UFO, das aussieht „wie solides Gold“, und von zwei Tauchern nahe der US-Küste unter Wasser gefunden wurde, ist mysteriös verschwunden. Jedoch wächst der Verdacht, daß das abgestürzte Flugobjekt außerirdischer Herkunft, von der US-Navy in einer geheimen Mission geborgen wurde. Die Regierung verheimlicht den mysteriösen UFO-Absturz nahe Seattle.

Vergl. auch „Taucher suchen nach UFO“ in UN Nr. 292, März/April 1985, wo schon einleitend über den Absturz in USA berichtet wurde, mit dem Hinweis auf Ergänzungen, die nun hier folgen.

UN Nr. 296, Jan./Febr. 1986

UN-Red.

Das metallische, mit einer Kuppel ausgestützte Flugobjekt wurde genau an dem gleichen Platz gefunden, wo vorher Augenzeugen berichtet haben, daß ein „glühendes UFO“ in das kalte Wasser des Puget Sound von Bellingham, Washington, gestürzt sei. Die Augenzeugen berichteten, das Weltraumschiff schleuderte einen Schauer von Funken und Flammen mindestens 70 Fuß (22 m) hoch in die Luft und verwandelte das Wasser in einen kochenden Schaum.



**Witnesses say impact hurled sparks & flame 70 feet in air**

**UFO crash mystery**

**Did a Navy team secretly recover wreckage found by two divers?**

Einige Wochen später haben die Taucher namens John Walker und Richard Burke aus Seattle drei Tauchversuche gemacht, am gleichen Platz, wo das UFO ins Wasser stürzte. Beide berichteten, daß sie ein großes, kuppelförmiges Objekt fanden, goldfarben und 60 m tief unter Wasser halb im Schlamm steckend. Trotz seines gespenstischen Aussehens in den turbulenten und schlammigen Tiefen, verleitete das versunkene Objekt Burke zu aufgeregten Schreien. „Mann! Ich stehe auf dem UFO“, schrie er durch seinen Helm-Sprechfunk. „Es ist verdammt groß“. Burke beschrieb das Objekt als etwa 6 m im Durchmesser

und aussehend wie eine umgedrehte Unter- tasse. Halb vom Schlamm bedeckt mit etwa 45° Schräglage. „Als ich mich draufstellte, konnte ich ein nieder-frequentes Brummen hören“, sagte er. „Das hat uns sehr nervös gemacht. Es schien etwa 3,5 m hoch, aber wir konnten es nicht genau sagen, weil es im Schlamm steckte.“

Burke und Walker machten noch zwei Tauchversuche, an zwei darauffolgenden Tagen. Drei Tage später kamen sie zurück, um das UFO zu bergen. Aber diesmal konnten sie es nicht mehr finden.

„Heute haben wir Geräte, die alles auf dem Meeresboden feststellen können“, sagte der Forschungs-Wissenschaftler Dale Goudie, der bei der Bergung des UFOs dabei sein wollte. „Wir wissen genau, wo das Objekt war. Es lag da seit 5 Monaten ohne sich zu bewegen. Warum sollte es plötzlich verschwinden? Wir hörten Berichte, daß die NAVY hinausfuhr, um es zu bergen.“

Unter wachsendem Verdacht, daß das Pentagon die Bergung veranlaßte, haben die Regierungs-Offiziellen jegliches Wissen über das UFO abgeleugnet und sich geweigert, dazu Stellung zu nehmen. „Ich weiß nicht, ob wir das Objekt haben oder nicht“, erklärte ein hochrangiger NAVY-Offizier in Washington/D.C. „Wenn das so ist, wäre es sowieso eine Geheimsache. Es könnte ja auch ein militärisches Gerät sein.“

Bruce Maccavee, Physiker vom Verteidigungs-Ministerium sagte: „Das untertassenförmige Objekt könnte ein hochgradiger UFO-Beweis sein, der jedoch niemals an die Öffentlichkeit kommen würde! „Puget Sound ist vollgeladen mit Navy-Ausrüstungen“, sagte Dr. Maccavee der „Weekly World News“. „Ich denke, wenn die Navy das Objekt bergen wollte, könnte sie es gemacht haben, ohne daß es jemand merkt. Meine Meinung ist, daß da was dort war, und jetzt eben ‚verschwunden‘ ist. Aber wenn es die NAVY hat, dann weiß ich nicht, wie man sie dazu zwingen kann, das UFO herauszugeben.“

„Weekly World News“, 30. 4. 1985  
UN-Übersetzung: Erich Immel/USA



flew away? Or did another flying disc perform a rescue or recovery? We cannot believe in a rescue by the US NAVY! The Third Power simply couldn't have allowed that, simply because of flight secrecy!

# Biskaya-

Von HANS ILG-MOSER

**I**n der Biskaya, dem berühmt-berüchtigten Meer zwischen dem französischen Brest und dem spanischen La Coruna, tobte seit dem frühen Nachmittag ein gewaltiger Orkan. Haushohe Wellen, Hagel, gefährliche Strömungen – die Biskaya ist in dieser Stunde ein brodelnd-kochendes Wasserinferno.

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

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

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

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

## „Nackte Angst“

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

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

Die Schreckensnachrichten reißen nicht ab:

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

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

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

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

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

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

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

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

Liegt auf der Biskaya ein tödlicher Fluch?

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

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

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

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

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



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

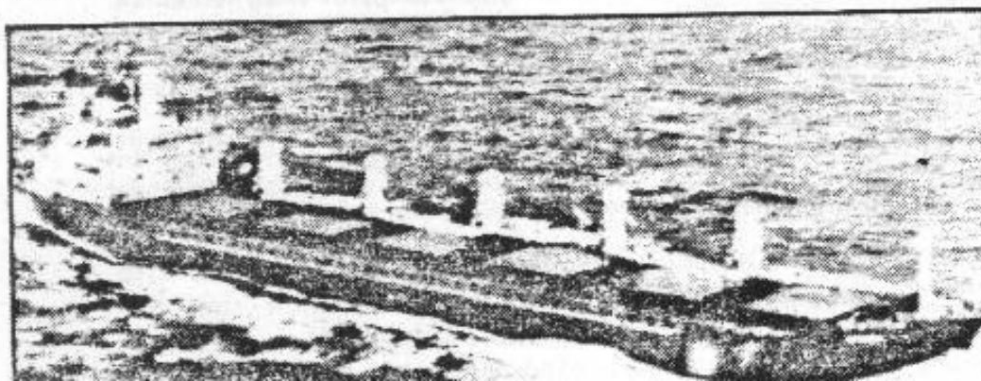


## Aberglaube ... ?

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

Dennoch kann sich der erfahrene Seemann vom Verstand her nicht so recht erklären, warum so viele Schiffe versinken, spurlos verschwinden.

Aberglaube, Angst vor den Naturgewalten, vor Überirdischem?





Ebenfalls in der Biskaya verschwunden: der Frachter  
„Marina de Equa“ mit 30 Mann Besatzung

Viele Schiffe sind  
spurlos verschwunden.

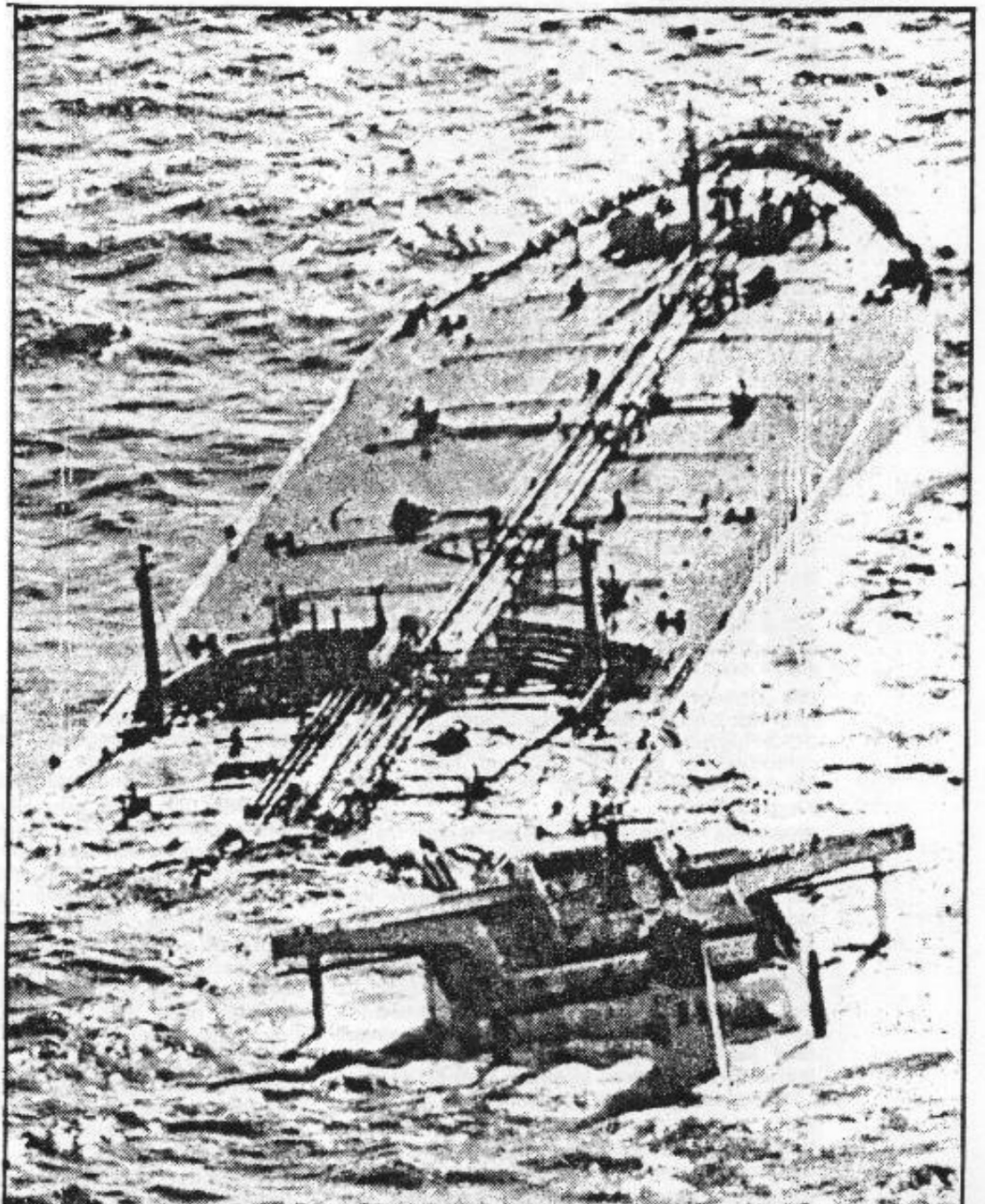
Aberglaube, Angst vor  
den Naturgewalten, vor  
Überirdischem?

Die Seeleute sind sich  
einig: Auf der Biskaya  
liegt ein Fluch...

# Todesdreieck im Atlantik

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

Seite 78 BILD am SONNTAG, 19. Februar 1984







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

Not every one of these ship accidents can be linked to our topic!  
The vast majority can be attributed to traditional causes.

Wherever inexplicable ship accidents occur frequently, people speak of new triangles.

Why, to distract? To localize what is essentially global events?

## NASA-Physiker entdeckt UFO-Basis vor der Küste Floridas

Von Frank Nelson

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

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

Dr. Jonathan Wright, NASA-Physiker, enthüllte diese aufsehenerregende Nachricht letzte Woche in seinem Hotel in Nassau (Hauptstadt der Bahamas, D. U.), nachdem er von einer dreiwöchigen Forschungs-Kreuzfahrt durch die abgelegene Inselwelt zurückgekehrt war.

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



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



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

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

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

Das NASA-Team wurde kurz vor Weihnachten

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

Nach zwei Wochen berichtete Dr. Wright, daß sein Forscherteam drei glänzende kreisförmige Objekte sichtete, die in nicht allzu großer Entfernung am Horizont niedergingen.

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

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

Dr. Wright berichtet, daß seine Mannschaft auf der kleinen Insel an Land ging und auf die fremdartigen Maschinen zuging, aber er möchte nicht sagen, was er sah, als er davorstand.

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

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

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

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



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

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

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

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

Es gab dann auch dieses „berühmte“ Ver-  
 schwinden von Flugzeugen und Schiffen in die-  
 sem Dreieck. Und insbesondere lagen uns von  
 einigen dieser Inseln verschiedene Berichte  
 über UFO-Sichtungen vor.

„Als schließlich im Dezember die zwei Schiffe

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

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

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

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

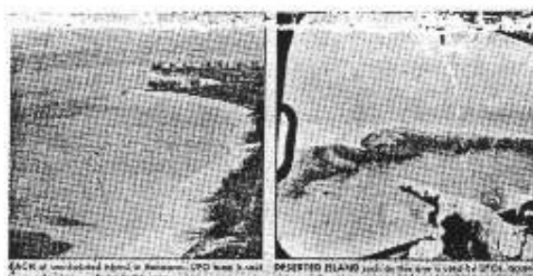
Im Dezember 1963 verschwand eine weitere  
 DC-3 zwischen San Juan und Miami.

1967 verschwand spurlos ein Kajütboot genau  
 nördlich von Grand Cayman. Die neuesten Fäl-  
 le vom Dezember 1970 betreffen zwei weitere

### Segelboote und ein Sportflugzeug.

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

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



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

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

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



Von Privatflugzeugen, die in dieses Gebiet flo-  
 gen, hat man nie mehr etwas gehört.

Fliegende Untertasse. Dieses Foto wurde letz-  
 tes Jahr von einem Touristen in der Nähe von  
 Nassau aufgenommen. Dr. Wright und sein  
 Team sichteten drei UFOs.

Die Zeitschrift MIDNIGHT konnte einen Ein-  
 geborenen der Insel Grand Cayman ausfindig  
 machen, der in der Nacht, als das Sportflugzeug  
 verschwand, ein helles Licht sah, das am Ho-  
 rizont niederging.

„Erst sah das Licht wie ein sehr heller Stern  
 aus“, sagte er, „aber dann fing es an, sich hin  
 und her zu bewegen und stieg immer weiter

ganz in der Nähe eines der wichtigsten Wissen-  
 schaftszentren Amerikas liegt.

„Die Bahamas sind geradezu Ideal hierfür“,  
 sagt Dr. Wright, „weil diese Wesen Kap Kenne-  
 dy beobachten und auf elektronischem Wege  
 alles mitverfolgen können, was dort geschieht.  
 Gleichzeitig können sie sich auch „Musterexem-  
 plare“ von der Erde holen, indem sie Flugzeu-  
 ge und kleine Boote kapern, die sich in das Ge-  
 biet des „Dreiecks“ wagen.“

Nun haben sie das eigenartige Geheimnis um  
 das Bermuda-Dreieck einmal geschaffen — und  
 das ist für sie von großem Wert.

Sie können weiterhin im Dezember vereinzelte  
 Schiffe und Flugzeuge rauben, und sie sorgen  
 dafür, daß es dann so aussieht, als ob ein un-  
 bekanntes Naturphänomen die Ursache sei, da-  
 mit sich die Menschen nicht ängstigen.

Die Leute werden eben sagen: „Ach ja, im Ber-  
 muda-Dreieck ist wieder ein Flugzeug 'runter.  
 Das paßt ihnen so!“

„Meine persönliche Meinung ist, daß ein gro-  
 ßes Mutterschiff — oder UFO — in einigen hun-  
 dert Meilen Höhe über dem „Dreieck“ schwebt  
 und alles beobachtet, was hier vorgeht. Wenn  
 dann ein Mondflug oder sonst etwas von Inter-  
 esse bevorsteht, schickt es die kleinen Erkun-  
 dungs-UFOs herunter.“

Das sind solche, wie wir sie auf der Insel sa-  
 hen, und aufgrund dessen, was sie da mach-  
 ten, können wir sagen, daß sie unseren Mond-  
 start vom 25. Januar überwachten.

Sie sind bei dem ganzen Unternehmen sehr vor-  
 sichtig, so, als wollten sie die Menschen auf der  
 Erde nicht in Panik versetzen. Sie beobachten  
 lediglich ein wissenschaftliches Projekt, unser  
 Mond-Programm, und nehmen nur ein oder zwei  
 „Musterexemplare“ alle 2 bis 3 Jahre mit.“

Dr. Wright möchte keine detaillierte Aussage  
 darüber machen, wie er sich das Verschwinden  
 von Schiffen und Flugzeugen denkt, aber er  
 deutet die Möglichkeit an, daß das riesige UFO-  
 Mutterschiff zur Erdoberfläche herabkommt und  
 in der Tat ganze Yachten aus dem Wasser hebt,  
 oder neben einem kleinen Flugzeug herfliegt  
 und es in der Luft kapert.

„Sie sehen“, fährt er fort, „so etwas dürfte kei-  
 nen Argwohn erwecken, da kleine Flugzeuge  
 und Boote immer wieder verschwinden. Die  
 Menschen beunruhigen sich nicht so sehr, nur  
 weil sich ein paar Leute scheinbar Gedanken  
 darüber machen, wenn ein reicher Mann mit sei-  
 nem Privatboot oder -flugzeug verschwindet.  
 Das gehört schließlich zu den Risiken des Se-  
 gels oder Fliegens.“

Aber diese Leute sind für die Weltraumwesen  
 ideale „Studienobjekte“. Es sind in der Regel  
 ganz intelligente Menschen. Geschäftsleute be-

machen, der in der Nacht, als das Sportflugzeug hell erleuchtetes Licht sah, das am Horizont niederging.

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

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

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

Das gehört schließlich zu den Risiken des Segelns oder Fliegens.

Aber diese Leute sind für die Weltraumwesen ideale „Studienobjekte“. Es sind in der Regel ganz intelligente Menschen, Geschäftsleute, bedeutende Persönlichkeiten des öffentlichen Lebens usw.

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

„MIDNIGHT“ v. 22. 3. 1971 — Übers.: Dipl.-Hdl. W. Bühler

'UFO-Nachr.', Nr. 177, Mai 1971

# UFOs über dem Michigan-See/USA

Von William Gryzik

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

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

Eine Gruppe von 75 Mitgliedern der „Great Lakes Identified Flying Objects Association“ (Vereinigung der Ifo-Studiengruppen der Großen Seen) fuhr mit elektronischer Spezialausrüstung an Bord von Fischerbooten von Waukegan aus hinaus auf den See, um ernsthaft zu versuchen, mit diesen Raumschiffen Kontakt aufzunehmen. Diese von Normann Jack Maynard aus Waukegan geführte Gruppe wurde durch den Obermaat Charles V. Dillon von der Marineschule der Großen Seen zu diesem Unternehmen veranlaßt.

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

Er war damals am 21. Juli 1959, Führer einer Wachmannschaft in der Bucht von Guantanamo, als er und seine Männer ein „orange-farbenes Glühen“ an einem Berghang bemerkten. Sie näherten sich der Stelle weit genug, um „zwei große, orangefarbene Dinger, so wie Augen“ erkennen zu können. Er wies seine Leute aber an, nicht näher heran zu gehen. Am nächsten Morgen untersuchte er die Stelle selbst. „Es gab dort keinerlei Hufspuren oder andere Anzeichen dafür, daß dort irgendwelche Tiere gewesen sind,“ sagte er, „aber das Gras war umgelegt, so, als ob irgend etwas darüber hinweg und den Abhang hinunter, direkt in den Ozean gegliitten sei. So, als ob jemand eine große Bratpfanne von 2 m Durchmesser genommen hätte und sie in das Meer gleiten ließ.“

Dillon sagte, er hätte — subjektiv gesprochen den Eindruck, daß der Bodeneindruck durch ein Ufo entstanden war. „Was mich anbetrifft, so glaube ich, daß es von sonstwo her kam. Woher? Ich weiß es nicht. Das Universum ist ja sehr groß. Ich meine, es kam aus einer anderen Welt.“

Maynard, der von sich behauptet, mehr als 50 „sichere“ Sichtungen gehabt zu haben, sagte auch, daß er seit sechs Jahren UFO's über dem Michigan-See beobachtet habe.

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

Am 13. Februar 1963 suchten ein Hubschrauber der Marineflieger-Station Glenview und ein Küstenschutz-Kutter, die „Raritan“, in der Dämmerung den Michigan-See vor der Küste von Evanston ab, weil ein Student der Nord-west-Universität gemeldet hatte, er habe etwas beobachtet, was wie Leuchtsignale aussah. Auch habe er eine Explosion auf dem See gehört. Hubschrauber und Kutter fanden im bezeichneten Gebiet aber nur ein kleines Fischerboot und einen Tanker der „Sinclair Oil Co.“, bei denen aber alles in Ordnung war.

In einem anderen Fall, am 21. April 1963, abends, wurde von vielen Einwohnern Chicagos eine glühende, flammende Kugel beobachtet, die anscheinend im Michigan-See verschwand. Man glaubt, es sei ein großer Meteor gewesen. Doch zu gleicher Zeit wurde in einem Gebiet von drei Staaten eine starke Stoßwelle wahrgenommen. War es ein Flugzeugabsturz? Ein Meteor? Fachleute gerieten durch eine rätselhafte Stoßwelle aus der Fassung, die in verschiedenen Teilen des Mittelwestens, darunter Illinois, Kentucky und Ohio verspürt wurde.

Die unerklärliche Explosion gegen 19.30 Uhr war besonders stark in der äußersten Südostseite Chicagos und den Indiana-Vororten spürbar. Wegen der Vielzahl der einlaufenden Meldungen waren sich die Behörden nicht darüber klar, ob mehr als ein ungewöhnliches Ereignis eingetreten war oder ob alle Anfragen die gleiche Ursache hatten.

Sergeant W. M. Kacak von der Polizei in Whiting erklärte: „Es hat mich fast von meinem Stuhl gehauen“. Zahlreiche Einwohner meldeten ratternde Fenster und andere, wahrscheinliche Effekte der Stoßwelle.

Einem unbestätigten Gerücht zufolge soll der Stoß durch das Auskippen von Schlacke in den Michigan-See in der Nähe der Industriegebiete von Indiana verursacht worden sein. Leitende Männer der Ölraffinerie erklärten, sie wüßten nichts über eine Explosion. Die Luftwaffe war der Ansicht, der Stoß könnte von einem Meteor verursacht worden sein, der ungefähr zu der Zeit die Stelle überquerte, als die Effekte der Stoßwelle wahrgenommen wurden.

Eine Meldung aus Canton, Kreis Fulton, Illinois, daß ein Flugzeug „wie eine Feuerkugel“ abgestürzt sei, erwies sich als falsch.

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

Der Alarm brachte die Polizei, die Feuerwehr sowie die Marine und den Küstenschutz zum Rinscheln. Es wurde jedoch kein Flugzeug gefunden.

aus dem See heraus aufsteigen und im Raum sah es so klar, daß ich sogar den Sprühregen erkennen konnte," berichtete er der UFO-Studiengruppe. „Meine letzte Sichtung hatte ich vor einigen Wochen, als ich die Zollstraße entlang fuhr und ein sehr großes, zigarrenförmiges Fahrzeug — man konnte sogar die Bullaugen erkennen — beobachtete, das vom Himmel herunter kam und in den See tauchte.“

Über die Ergebnisse der „Untertassen-Jagd“ wurde nichts bekanntgegeben. Zwei Versuche, brieflich mit dieser Studiengruppe Kontakt aufzunehmen, blieben erfolglos. Als Letztes erfuhr ich, daß sich diese Gruppe aufgelöst hat.

In den letzten Jahren gab es viele Meldungen über „Flugzeuge“, die man in den See stürzen sah. Niemals wurden jedoch Ölflecke oder Wrackteile gefunden und was noch merkwürdiger ist... es wurden nirgends Flugzeuge als verschollen gemeldet!

daß ein Flugzeug auf dem Michigan-See notgelandet sei, erwies sich glücklicherweise ebenfalls als Irrtum.

Der Alarm brachte die Polizei, die Feuerwehr sowie die Marine und den Küstenschutz zum Einsatz. Es wurde jedoch kein Flugzeug gefunden.

Die Aufregung begann, als ein Mr. Viktor Walter (61) aus West Jarvis bei der Polizeizentrale anrief und meldete, er habe aus seiner im 3. Stock gelegenen Wohnung mit dem Fernglas ein Flugzeug beobachtet, das in den über dem See gelegenen Dunst herunter gegangen und nicht wieder heraus gekommen ist. Er meinte, es habe sich in einer Entfernung von mehreren Kilometern vor der Küste befunden und er hielt es für ein viermotoriges Düsenflugzeug.

Vier Polizeiboote, drei Küstenschutz-Kutter und mehrere Privatboote rasten los und suchten, zusammen mit einem Hubschrauber, über eine Stunde lang das ganze Gebiet ab. Sie

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

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

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

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

#### UFO breaks through polar ice

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

Many marine experts are convinced that **UFOs operate from bases that lie deep beneath the surface of the sea**. This theory gained enormous momentum during the US Navy Operation Deep Freeze in Antarctica.

Crew members aboard an icebreaker in Admiralty Bay watched in amazement as a massive, silvery vessel broke through the thick ice and then hurtled into the night sky. According to the logbook, the ice that tore through the bullet-shaped object was at least 12 m thick. Huge blocks of frozen seawater were thrown high into the air and cascaded down around the outlet where the sea was boiling and spewing steam.

This **incident** was **just one of hundreds** that have occurred between ships and UFOs over the past 40 years. So many saucers appeared over the seas around Australia that in 1966 the US Navy sent Professor McDonald here to study them. His discoveries of 'drifting reefs' and glowing balls of light observed submerging in Bass Strait (between Australia and the island of Tasmania) were never released to the public. But this overwhelming evidence shows that something strange is going on beneath Australia's seas. Many sea captains and their officers have reported seeing gigantic, "seemingly alien" craft near their ships

have seen.

A typical witness was Captain Julian Ardanza of the Argentine ship **Naviero**. While cruising off the Brazilian coast, he and his crew saw a 'giant glowing cigar' on the starboard side. 'She made no noise and there was no sign of a sea pipe to be seen'.....



## **UFO SMASHES THROUGH POLAR ICE**

**M**ANY NAVAL experts are convinced that UFOs operate from bases deep beneath the ocean.

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

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

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

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

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

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

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

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

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

## UFO ATTACKS SOVIET SHIP IN THE ARCTIC

### Soviet icebreaker fooled by UFO

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

By William Schandler:

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

The exciting encounter began when the Soviets spotted the object - said to be a black disk surrounded by red, flashing lights - on radar in the Kara Sea. According to the report, the object did not respond to the Soviet radio message that was intended to force it to the surface.

It has been officially confirmed that depth charges, which are occasionally used to break up thick ice floes, **were thrown onto the pane without success**. It is said that at least one Soviet sailor was washed overboard when the object crashed through the polar ice and disappeared into space. The East German informants also said that the icebreaker sustained surface damage from huge chunks of ice falling from the disk as it shot into the sky.

"My understanding is that after the object rose from the sea it hovered over the ship for 20 minutes," said a source who asked to remain anonymous. 'It was described as bright black, like onyx, with flashing red lights around the edge. Strangely, nothing was said about whether it made any noise, although it appears to be an object whose size suggests this.'

The informant said that Soviet fighter pilots ascending from a Siberian base failed to intercept the object, which soared north, then south and suddenly disappeared into space.

Soviet military spokesmen angrily denied that any such encounter took place. The Kremlin bosses added that the icebreaker "may have had an encounter with a pod of sperm whales."

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

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

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

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

In our opinion, the same maneuvers and battles with the Soviets are taking place here in the northern Arctic Ocean (Kola Peninsula, Barents Sea, Novaya Semelya, Kara Sea) as with the Americans in the Bermuda Triangle. One also thinks of the explosive destruction of the military installations on Kola in 1984 (see the red HUGIN font: 'World Bolshevism'). Furthermore, it cannot be ruled out that the UFOs/USOs also have an underwater base here that the Soviets tried to locate and destroy. If so, then it is an endeavor that will remain fruitless.

# UFO ATTACKS SOVIET SHIP IN ARCTIC

WEEKLY WORLD

55¢

## NEWS

September 30, 1968

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VOL. 7, Issue 51

**YOUR LUCKY NUMBERS!**  
Top psychic's horoscope  
guide to riches & romance



## MIND-BOGGLING MYSTERY IN THE ARCTIC CIRCLE

RUSSIAN FIGHTER JETS attempted to intercept the object described as a "shiny black disc with flashing lights on its edges." A stunned pilot said the object was as "big as a soccer field."

# Soviet

# icebreaker matches wits with UFO

The crew of a Soviet icebreaker played cat and mouse for more than 72 hours with a mysterious underwater object that was later described as being big as a soccer field, East German sources report.

The nail-biting confrontation began when the Soviets spotted the object — allegedly a black disc surrounded by flashing red lights — on sonar in the Kara Sea.

The object reportedly did not respond to Soviet radio transmissions ordering it to surface.

And it is believed by offi-

cials that depth charges, occasionally used to break up heavy ice floes, were dropped on the disc with-

out effect. At least one Soviet sailor is said to have been washed overboard when the object crashed

through the polar ice and vanished into space. The East German sources also said the icebreaker

suffered superficial damage from huge chunks of ice that fell off the disc when it made its ascent to the heavens.

"It is my understanding that the object hovered over the ship for 20 minutes after it emerged from the sea," said one source, who requested anonymity.

"It was described as being shiny black, like onyx, and having red, flashing lights on its edges. Curiously, nothing was said about it making any noise, even though it seems like an object that big would have to."

The source said Soviet fighter jets scrambled from

**DEPTH CHARGES**  
were dropped off the massive ship's stern.



**SONAR EQUIPMENT** first recorded starship's presence.

**SUPERFICIAL DAMAGE** was sustained when the "black disc" broke free of polar ice.

**Talk show callers stop suicide bid**

A woman who phoned a radio show threatening to commit suicide decided not to after 58 callers convinced her life really was worth living!

Liz Lansing was host of the all-night talk show on WBBX Radio, in Utica, N.Y.

SOVIET ICEBREAKER cruising the Kara Sea used sonar to locate the bizarre object.

Deutsche Übersetzung

auf der nächsten Seite:

WEEKLY WORLD NEWS  
September 30, 1968

S.47

a base in Siberia failed to intercept the object as it traveled south, then north, and then suddenly vanished into space.

Soviet military spokesmen have angrily denied that any such encounter took place. The Kremlin bosses added that the icebreaker could have had "an encounter with a pod of sperm whales."

But a Swedish ham radio operator, Lars Gundersonn, told newspapers that he heard the Soviet pilots

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

discussing the object during the chase.

"They said they were in pursuit of a flying disc," said Gundersonn. "One of them said it was as big as a soccer field."

"Another one said: 'Don't

shoot. We mean to do you no harm.'"

The sighting of the object follows a year of unprecedented UFO activity in and around the Kara Sea. Asked to comment on the alleged Soviet encounter,

French UFO researcher Andre Poinot said: "There is reason to believe something is going on up there."

Now UFO researchers are speculating on what the UFO was doing. Some be-

lieve aliens from space

were collecting samples of earth underwater life in the cold seas of the Arctic Circle. Others think the UFO may have hidden under the ocean in order to make emergency repairs.

— WILLIAM SCHANDLER



ARCTIC VIEW: Sailors saw the alien craft smash through the ice.

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

**Unknown submarines are reported again and again in our waters. But they disappear without a trace. Spy submarines from a foreign power? Not always. The American Navy has admitted that phantom submarines exist. These USOs are the sea's answer to the UFOs.**

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

Officially, it is said that the unknown underwater vehicles that plague Scandinavian waters year after year belong to a foreign power. What they actually are, who owns them, who mans them and why they operate secretly is a world-spanning mystery.

The fact that the open seas and coastal waters were visited by USOs was a well-kept secret until 1962. But then the American naval intelligence service, ONR, was forced to admit their existence.

The world's naval forces are powerless against these mysterious invaders and have so far only managed to confirm their fantastic properties. They appear unexpectedly in shallow waters. They resist mines and anti-submarine missiles. They can rise from the water and fly away at rocket speeds, disappearing into space within a few minutes.

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

On January 27, 1962, a US Navy icebreaker was in the waters of Admiralty Bay in Antarctica. He was part of a fleet that carried out **clandestine military operations** . Suddenly you heard a rumble coming from the ice. The next moment 'something' shot out of the sea. Through seven meters thick ice. An approximately ten meter long, shiny silver vehicle resembling a submarine rose into the clouds and disappeared with dizzying speed. Enormous blocks of ice were thrown around and water cascades 30 meters high rose up from the hole. A scientist on the icebreaker, Rubens Villela from Rio de Janeiro, leaked the news to the mainstream media in Brazil. And when American journalists took up the matter and presented it to the Navy, the Navy had to admit that there was a type of unknown underwater vehicle called USOs or Phantom Submarines. This unveiling was not a sensation in South America, as phantom submarines have been visiting there since the 1950s. Just after midnight in July 1952, the crew of the Brazilian cargo ship '**Naviero**' outside El Salvador got the shock of their lives. A self-luminous, submarine-like craft emerged from the storm-tossed sea and set itself on a collision course. It was at least 30m long, glowed blue-white in the darkness and looked menacing. 'Naviero' turned the engines aft. But the phantom submarine suddenly increased speed, swerved, and disappeared like a missile over the foaming waves. In February 1957, the crew of an Argentine patrol boat saw a giant glass-domed vehicle slide into the Rio de la Plata. Two hunters (certainly meaning hunting boats) blocked the exit. Helicopters equipped with hydrophones searched. And five corvettes simultaneously began to drop mines into the bay. The hunt lasted five days. Several contacts were registered. Since then the submarine had disappeared without anyone knowing how. When the Antarctic event became known, another sensation filtered through: 'Captain Nemo has risen,' joked a retired American naval officer in an interview with the New York Times. 'I saw a phantom submarine in the North Atlantic myself. We were near Greenland on a submarine hunting exercise when it appeared.

The episode happened during World War II. And believing he was dealing with a Nazi German submarine, the captain of the hunter gave the order to open fire. The Phantom submarine, which had a glass-like structure with a very fast rotating periscope, was hit by several volleys. But it was still undamaged. As the bombardment continued, it dived vertically and disappeared into the depths.

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

On June 23, 1968, the Norwegian tanker '**Texaco Bogota**' left Norrköping; a 19,000 ton truck that had extinguished gasoline. The port of destination was in England. The following morning the tanker passed Kapelludden on Öland. Suddenly he was shaken by a dull explosion. Two port tanks were blown and a large portion of the side was torn open. The ship started to burn. The captain and crew were rescued under dramatic circumstances. But one man died in the sea of flames. The ship was moved to the naval shipyard in Karlskrona, where divers examined the hull. There was never an explanation for what was found there. Beneath the blast damage were two mysterious holes, 15 cm in diameter and triangular in shape, with the point facing upwards. But the most sensational thing was that the edges of the two holes were bent inwards. There were many theories. Spontaneous combustion, torpedoing, mine blasting and grounding. But after detailed examination of the explosion damage, experts were able to do all of these



Drop theories. Afterwards it was only said that an underwater object could have caused this damage. And this must have hit the 'Texaco Bogota' with tremendous force. A month later, the Japanese tanker 'Yoho Maru' left the Persian Gulf with oil for Japan. Suddenly the crew noticed a tremor in the hull. The 88,000 ton truck then began to vibrate. Investigations showed that 11,000 tons of oil spilled out through a giant hole in the center tanks just below the waterline. (Someone is wrong here. The center tanks are located in the middle of the ship, viewed lengthwise. They can only be reached from below. According to the photo, this means the side tanks, starboard, approximately amidships; note Olaf Braun.) Four months later there were The Japanese Classification Society made a sensational statement: an unidentified underwater object collided with the hull of the ship. He tore a hole that was 16 m long, 3 m high at the forward edge and 7 m high at the aft edge.

In Swedish waters, one submarine hunt replaces the other. Of course, the geographical proximity of the Eastern Bloc and the fact that there are spy submarines in the Baltic Sea does not rule out the possibility that one or two foreign submarines belong to a foreign power. But according to the 'unwritten law' of these submarines, they always leave Swedish waters when they are discovered. The Phantom Submarines, on the other hand, have proven to have nothing to fear and can fool the Navy for as long as they want.

There is no doubt that there are phantom submarines operating in Swedish waters. Only a few residents of the coast were allowed to say publicly that they had seen something like this. They contacted the Navy about their sighting and were muzzled. Civil engineer Gunnar Lindberg from Öckerö outside Gothenburg is an exception. It happened on the night of May 26, 1976, when Lindberg was ten nautical miles east of the Skagen light with his yacht '**Cybel 11**'. 'A mysterious light suddenly appeared 50-100 m in front of my boat. "It was above the water at first, but sank below the surface as I approached," Lindberg said. The vehicle was large, but the luminous surface did not exceed 2 m in diameter. He is certain that it was not a foreign submarine. The large, dark mass that hid under the mysterious light was shaped like a torpedo with a curved, closed deck and was at least 25 m long. (HUGIN's note: by 'foreign submarines' we still mean conventional ones, such as possibly Soviet boats; the others are therefore the 'phantom submarines'.)

Other recreational sailors in the Skagerrak have reported similar vessels. In the Kattegat as well as in the Baltic Sea, trawler crews have seen 'luminous, submarine-like objects' rise from the water like gliders and disappear silently.

In the waters near Gotland at the end of the 1970s, a cargo ship most likely fell victim to a fast Phantom submarine. It was April 2, 1977. North of Gotska Sandön, the 4,600 ton freighter '**Immen**' was slogging through darkness and storm when it was suddenly hit by something from below. The ship developed a leak and water ingress. The 13-man crew went into the rubber rafts and, after a dramatic operation, was brought to safety by the maritime rescue service's helicopters to Visby. There are divided opinions about what sank the 'Immen'. The wreck at a depth of 140 m was filmed by a TV camera from Saab Scania's underwater robot 'Saab Sub' and a new type of diving bell, and was also videotaped by a diver sent down. According to the accident commission in Gothenburg, 'a large and heavy object must have collided with the 'Immen' from behind, where it must have torn a 1 x 0.5 m triangular hole in the aft end'. But that's not official. Nobody in the Karlstad shipping company Ahlmark, which owned the 'Immen', wants to speak out. You point to the navy. The Navy? Yes, the navy plays a confusing role in the most puzzling accident in Swedish maritime history.

Three days after the Immen sank, a helicopter flew to the site and lowered a hydrophone. It registered something sensational: 'Regular, metallic crunching', which, according to the press release from the naval staff, 'came neither from the 'Immen' nor from a foreign submarine'. The Navy quickly retracted the news of the mysterious sounds, but added that the "helicopter thing" is classified as classified.

What does the Navy know about phantom submarines? As far as the phrase 'security of the empire' is concerned, we will probably never hear anything about it. In 1978, the American fleet quietly inaugurated the advanced long-range sonar system ASW. It cost \$10 billion and can track any underwater vehicle up to 10 miles away, wherever it is in the world. Despite the use of ASW, vehicles, aircraft and helicopters, specially equipped hunting submarines and other super technology: the phantom submarines continue to hunt. We in Scandinavia will often receive visitors. But next time you shouldn't say that the navy is too poorly equipped. Because so far no country has managed to catch one of these mysterious phantom submarines.



**Gang på gang rapporteres det om ukjente ubåter i våre farvann. Men de forsvinner sporløst. Spion-ubåter fra en fremmed makt? Ikke alltid. Den amerikanske marinen har innrømmet at det eksisterer fantom-ubåter. Disse USO ene er havets svar på UFO.**

# -JEG SÅ EN FANTOM-UBÅT



Slik ser et ekko fra en gjenstand under vann ut (den lille tingstenen overfor frekvenslinjen). Det er meget vanskelig å avgjøre eksakt hva det er. (Foto: Sveriges marine.)



Om natten den 26. mai 1976 dukket en fantom-ubåt opp nær Gunnar Lindbergs haiseller «Cybel II» i Skagerrak. (Foto: UFO-information.)

Ubåtjakter i norske og svenske farvann ender som de pleier. Inntrengerne kommer seg unna, uten å være identifisert.

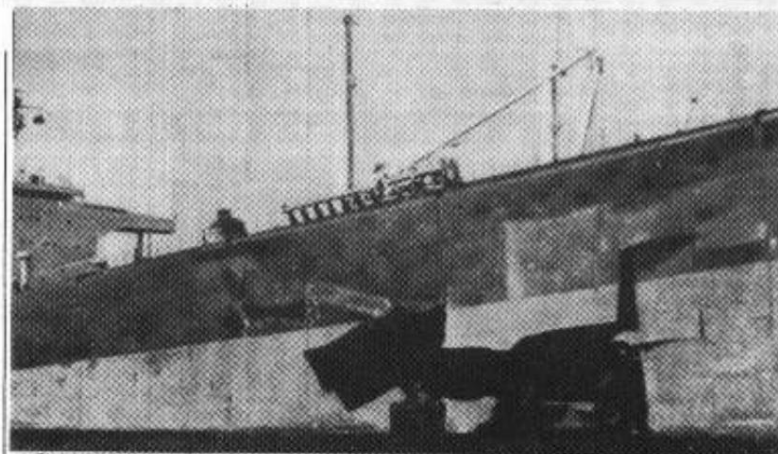
Offisielt heter det at de ukjente undervannsfartøyerne som år etter år hjemstøyer skandinaviske farvann, tilhører en fremmed makt. Hva de egentlig er, hvem de tilhører, hvem som bemanner dem, og hvorfor de opererer i hemmelighet er en verdensomfattende gåte!

At verdenshavene og kystfarvannene besøkes av USOs — Unidentified Submarine Objects (uidentifiserte undervannsfartøyer) — var en vel bevart hemmelighet inntil 1962. Da ble den amerikanske flåten etterretningssteneste, ONR, tvungen til å innrømme at de eksisterer.

Verdens sjøstridskrefter står makteløst overfor de mystiske inntrengerne og har til nå bare klart å kartlegge deres fantastiske egenskaper. De dukker opp uventet og i grunne farvann. De motstår synkeminer og anti-ubåtkrakter. De kan heve seg fra vannet og fly av stød med rakettfart, for så å forsvinne i rommet på noen minutter.

Den svenske journalisten Jan-Ove Sundberg, som skriver en bok om gåten, har samlet et unikt materiale om de mystiske ubåtene, som VI MENN her publiserer for første gang i Norge.

Den 27. januar 1962 befant en isbryter fra US Navy seg i farvannet ved Admiralty Bay i Antarktis. Den deltok i en flåteekspedisjon som utførte en hemmelig militær operasjon.



— Et uidentifisert undervannsskips objekt kolliderte med skipets skrog og rev opp et hull i skipsiden som var 16 meter langt på «Yohu Maru» i Den persiske bukt. (Foto: UFO-information.)

Plutselig høstes et bulder fra isviddene. I neste øyeblikk skjøt «noen» opp av havet. Gjennom øy meter tykk is!

En cirka ti meter lang, sølvglinsende og ubåtliggende farkost steg mot skyene og forsvant med svinnende hastighet. Enorme isblokker ble kastet vidt omkring, opp av huller sprutet 30 meter høye vannkaskader.

En vitenskapsmann på isbryteren, Rubens Villela fra Rio de Janeiro, lekket nyheten til massmedia i Brasil. Og da amerikanske journalister tok saken opp med marinen, ble ONR tvungen til å medgi at det eksisterer en type ukjente undervannsfartøyer som de kalte USO eller fantom-ubåter.

Det var minst 30 meter langt, glødet blåhvitt i mørket og virket truende. «Naviero» slo bak. Men fantom-ubåten økte plutselig farten, vek unna og forsvant som en raket over de skummende bølgene.

I februar 1957 så besetningen på en argentinsk patruljebåt et kjempefar-

tøy med glasskuppel som gled inn i Rio de la Plata. To jagere sperret utløpet. Helikoptere utstyrt med hydrofoner søkte. Og fem korvetter begynte systematisk å slippe synkeminer i bukten. Jakten pågikk i fem døgn. Flere kontakter ble registrert. Siden forsvant ubåten, uten at man visste hvordan.

Den hendelsen i Antarktis ble kjent i USA lekket ytterligere en sensasjon ut:

— Kaptein Nemo har gjenopstått, spøkte en pensjonert marineoffiser i et intervju med New York Times. — Jeg har selv sett en fantomubåt i Nord-Atlanteren. Vi befant oss nær Grønland på en øvelse i ubåtjakt

da den dukket opp. Episoden inntraff under Den annen verdenskrig. Og i den tro at ubåten tilhørte naz-Tyskland, ga jagernes kaptein ordre om å åpne ild.

Fantom-ubåten, som hadde en glasslignende overbygning med et snurrende periskop, ble truffet av flere salver. Men den var likevel uskadd! Mens beskytningen fortsatte, dukket fartøyet rett ned og forsvant i dypet. På 60-tallet begynte ubåtene å operere i Østersjøen. Resultatløse jakter på dem avløste hverandre. Samtidig noterte den svenske marinen en økning av tallet på kollisjoner mellom trålere og «noen» i undervannsstilling.

Den 23. juni 1968 gikk det norske tankskipet «Texaco Bogoras» på 000 tonn ut fra Norrköping etter å ha løstet bensin. Bestemmelsesstedet var England.

Om morgenen dagen etter passerte tankskipet Kapelludden på Öland. Plutselig ble det rystet av en dump eksplosjon. To bords tanks ble sprengt, og en stor del av skipsiden revet opp. Skipet begynte å brenne.

Kaptein og besetningen ble reddet under dramatiske omstendigheter. Men en mann omkom i ildhvet, «Texaco Bogoras» ble buksert til Karlskronas orlogsværft, der dykkere undersøkte skroget. Det man fant der har aldri fått noen forklaring. Under selve eksplosjonskaskaden fantes to mystiske hull, 15 cm i diameter og triangelformede med spissen vendende opp. Men det mest sensasjonelle var at platekantene i de to hullene var bøyd innover!

Men ifølge den oskrevne loven, som gjelder for disse ubåtene, blir de seg alltid ut av svensk farvann etter å være oppdaget. Fantom-ubåtene har bevislig ingenting å frykte. Og kan holde marinen for narr så lenge de vil.

At fantom-ubåter opererer i svenske farvann bersker det ingen tvil om. På beboere ved kysten har fått anledning til å uttale seg offentlig om at de har sett en slik. De har henvendt seg til marinen med sin observasjon og er blitt pålagt taushetsplikt.

Sivlingeniør Gunnar Lindberg fra

plasjonsskaden kunne ekspertene avskrive alle disse teoriene. Siden fastslått at bare en undervannsgjenstand kunne ha forårsaket skaden. Og den må ha truffet «Texaco Bogoras» med uhyggelig kraft.

En måned senere forlot det japanske tankskipet «Yohu Maru» Den persiske bukt med oljetil Japan. Plutselig merket besetningen en rystelse i skroget. Deretter begynte det 88 000 tonn store fartøyet å vibrere. Undersøkelser viste at 11 000 tonn olje fossset ut gjennom et kjempehull i sentertanken like under vannlinjen.

Fire måneder senere avga det japanske klassifiseringselskapet en sensasjonell uttalelse om årsaken:

— En uidentifisert undervannsgjenstand kolliderte med fartøyet skrug. Den rev opp et hull, som var 16 meter langt og med en høyde av 4 meter i forkant og sy i akterkant.

I svenske farvann avløser den ene ubåtjakten den andre. Den geografiske nærheten til østøstene og det faktum at det finnes spion-ubåter i Østersjøen utelukker naturligvis ikke at en og annen ukjent ubåt har tilhørt en fremmed makt.

Men ifølge den oskrevne loven, som gjelder for disse ubåtene, blir de seg alltid ut av svensk farvann etter å være oppdaget. Fantom-ubåtene har bevislig ingenting å frykte. Og kan holde marinen for narr så lenge de vil.

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Sivlingeniør Gunnar Lindberg fra

Öckerö utenfor Göteborg er et unntak. Det hendte natten til den 26. mai 1976, da Lindberg med sin haiseller «Cybel II» befant seg 10 distansemil nørst om Skagens fyr.

— Et mystisk lys dukket plutselig opp 50 til 100 meter foran båten. Det lå først på vannet, men sank under overflaten da jeg nærmet meg, forteller Lindberg. Fartøyet var stort, men det lysende ytterflate ikke mer enn to meter i diameter.

At det ikke dreide seg om en fremmed ubåt er han sikker på. Den store, mørke massen som skjulte seg under det mystiske lyset hadde nemlig konturene av en torpedo med hvelvet, lukket dekk. Og den var minst 25 meter lang.

Andre fritidssellere i Skagerrak har rapportert om lignende fartøyer. Iså vel Kattagatt som Østersjøen har trålerbesetninger sett uselvlysende, ubåtliggende gjenstander heve seg fra vannet som gliderfly og forsvinne lydløst.

I farvannet omkring Gotland falt på slutten av 70-tallet et lastefartøy med største sannsynlighet som offer for en hurtiggående fantomubåt. Det var den 2. april 1977. Nord for Gotiska Sandön stevnet det 4600 tonnns lastefartøyet «Immen» i mørke og storm, da det plutselig ble truffet av noe nedenfra. Skipet sprang lekk og begynte å ta inn vann. Den 13 mann store besetningen gikk i gummiibåter og ble etter en dramatisk innsats av sjøredningstjenestens helikopter i Visby brakt i sikkerhet.

Hva som senket «Immen» er det delte meninger om. Vraket på 140 meters dyp er blitt filmet med TV-kamera av Saab Scania undervannsrobot «Saab Sub» og en avansert dykker-

klokke, og er blitt videofilmet av en nedstøtt dykker.

Ifølge havarikommisjonen i Göteborg må «en stor og tung gjenstand ha kollidert med «Immen» bakfra, der den i akterenden rev opp et 1 x 0,5 meter stort, triangulært hull». Men det er ikke offisielt!

I Karlsand-rederiet Ahlmark, som eide «Immen», vil ingen uttale seg. Man henviser til marinen! Marinen? Ja, i dette det mest gåtefulle havari i svensk sjøfartshistorie, spiller marinen en forvirrende rolle.

Tre dager etter «Immens» forlis fløy et marineskrokk til stedet og senket ned en hydrofon. Den registrerte noe sensasjonelt: — «Regelmessige, metalliske knakings», som ifølge en pressemelding fra marinstaben «hverken skrev seg fra Immen eller en fremmed ubåt».

Marinen trakk raskt tilbake opplysningen om de mystiske lydene, men la samtidig til at «helikopterutfelle» var hemmeligstemplett!

Hva vet marinen om fantom-ubåtene? Med henvisning til frasen om «sikkert sikkerhet» får man formodentlig aldri vite det.

I 1978 innviet den amerikanske flåten i stillhet et avansert langdistanse sonar system kalt ASW. Det kostet ti milliarder dollar og kan lokalisere hvillert undervannsfartøy på 16 kilometer avstand. Hvor den enn befinner seg i verden.

Trass i ASW, innsats av fartøyer, fly og helikopter, spesialutstyrte jaktubåter og annen superteleknikk, jager fantom-ubåtene videre. Vi i Skandinavia får nok nye besøk. Men si ikke at marinen er for dårlig utstyrt neste gang. For ennå har ikke noen land klart å fange en av de gåtefulle fantom-ubåtene!

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

'An unidentified underwater object collided with the hull of the (Japanese) ship "Johu Maru" in the Persian Gulf, tearing a 16 m long hole in the ship's side.'

On the night of May 26, 1976, a phantom submarine appeared near the sailing yacht "Cygel II" in the Skagerrak. 'End of translation from 'Vi Menn'

, No. 3, 1986.

German translation by Olaf Braun, from the Norwegian magazine 'Det Ukjente', P.l.r.4/ 1987. The five-page report was adapted to the presentation of the 'Texaco Bogota' and 'Immen', which we already know from the previous translation. shortened:

'Strange things happen not only in the American Bermuda Triangle. Something similar is also happening in the Swedish waters near Öland and Gotland. Swedish sailors call this area the 'Circle of Death' (Dodens Sirkel: Circle of Death).



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

# «DØDENS SIRKEL»

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

Tekst: Jan-Ove Sundberg

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

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

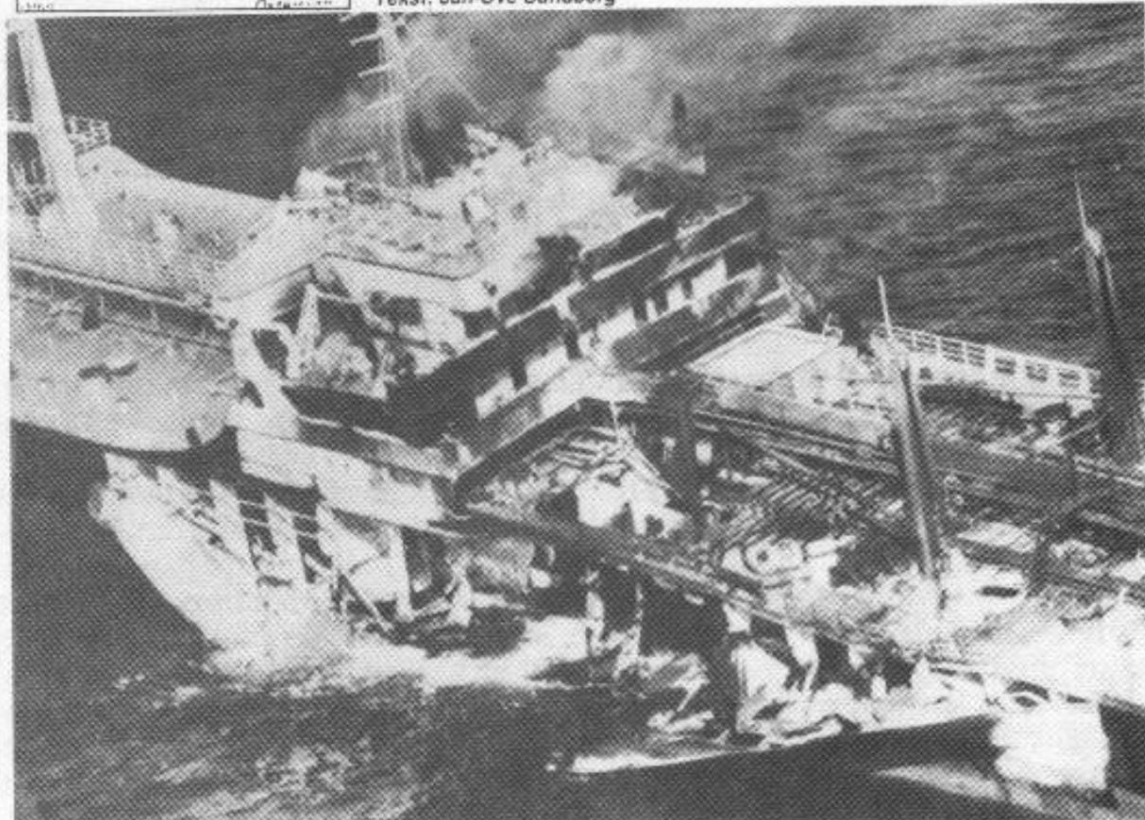
— Etter det jeg vet, har vi aldri tidligere sett noe lignende, sier oberstløytnant i luftforsvaret, Gösta Edwards.

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

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

Oberstløytnant Edwards sier at hverken vrakdele, brannrøyk eller fugler, kan ha forårsaket det mystiske radarekko, som de mottok fra nedslagsfeltet.

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



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

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

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

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

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

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

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

Mystisk og uforklarlig styrtet det i



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

Since our forefathers launched the first ship, countless ships have sunk here. But only recently

There was a suspicion that there was something mysterious about these ship accidents. The 'Circle of Death' has been plagued by strange underwater vehicles long before they appeared elsewhere in Swedish waters. The Navy believes that foreign submarines were involved in only a small number of these events.

However, unidentified flying objects have been observed in the air since 1950. Some resembled classic UFOs, while others had completely unknown shapes. On the morning of November 8, 1984, captain Björn Somnell was in his Viggen (Swedish fighter: O.Br.) on the way home to the F-13 base in Norrköping (southwest of Stockholm: O.Br.). The clock read 11 hours, 29 minutes and 50 seconds when he sent the following message to the base on the mainland: 'I am climbing from 300 to 1000 meters'. The radio connection suddenly broke off and the Viggen aircraft disappeared from the radar screens. Mysteriously and inexplicably it fell into the depths between Öland and Gotland. into the 'circle of death'. For a full seven minutes after the crash, the radar on the F-13 land base registered some object on the radar at low altitude on the Saamland box, directly related to the crash site. But it wasn't clear from the radar image whether this object was on the surface of the water or in the air. 'As far as I know, we've never seen anything like this before,' says Air Force Lieutenant Colonel Gösta Edwards. The wreck lies at a depth of 80 meters. The state accident commission has recovered a few pieces of wreckage, but that has only made the mystery even more inexplicable.

Since there is no sign at all that the plane exploded in mid-air, one wonders, for example, why Captain Somnell didn't jump out of the plane. He had enough altitude, visibility was very good and the weather was good too. Lt. Col. Edwards says that neither debris, smoke from the fire, nor birds could have caused the mysterious radar echoes received from the crash area. So far, a good 3 years after the inexplicable crash in the 'Circle of Death', the state accident commission has not yet solved the mystery.

A police officer is always seen as a 'trained observer' or 'trusted witness' and no one doubted what detective assistant Ernst Aakerberg saw on Gotland one evening in 1957. On August 5th this year, at around 10 p.m., Aakerberg and his wife Karin drove a few acquaintances to a fishing hut on Lergravsvik in northeastern Gotland. Suddenly the group saw two strange flying vehicles gliding across the bay from the sea. The discus-shaped vehicles passed dangerously close to some high cliffs and the only sound that could be heard from them was a strong draft of air that rippled the surface of the water and moved the trees.

The vehicles were approximately 25 meters in diameter and streamlined. The color on the bottom half was silver gray and shone like stainless steel. In a rotating capsule on the top half, two 'protruding parts' could be seen, with edges curved upwards. They saw no badges, windows or portholes - just the outline of an elongated engraving. 'When I later inquired with the military authorities, I was told that the Luftwaffe had no aircraft in the area at the time,' said Ernst Aakerberg.

During an exercise on the morning of January 27, 1965, the submarine 'Springaren' suddenly collided with an unknown underwater object! The collision was not severe and, according to the Navy, the 'Springaren' sustained only minor damage. But the submarine had to abandon the exercise and go to port for repairs. The matter about who collided with the 800-ton Swedish submarine has been kept secret. According to newspaper reports at the time, a source within the armed forces said that it was 'a type of underwater vehicle that was completely unknown to us'.

This mysterious vehicle operates all over the world and is called USO, Unidentified Submarine Object.

'OBSERVED THROUGH BINOCULARS. During a LV 2 firing exercise at the Tofta firing range, the military saw 'an enormous unidentified flying object' over the sea, just north of Öland. It was Wednesday, August 23, 1978. It was 8:10 p.m. The two conscript radar observers Kenneth Kurkiaho and Kenneth Berg stood in the radar tower at the Tofta shooting range, about 20 km south of Visby on Gotland.

During the exercise, their task was to look over the sea with the help of battery-operated binoculars and radar and to inform any ships that might appear about the bombardment zone. The sun had already set. The weather was clear and visibility was good. Both radar observers spotted the object at the same time and Kenneth Kurkiaho said: 'First we saw it with the naked eye, then through binoculars. It was enormously large and was relatively far away, at an altitude of 1500 meters. It lay still in the air and gave off white light. The incredible one

Object slowly descended to the water, to the 'circle of death'. 'The object was a good 60 km away from us, just north of the northern tip of Öland, but the radar echo was as large as that of a merchant ship about two miles away,' continues Kenneth Kurkiahö. (HUGIN's note: From the description it must have been a huge object.)

Their boss, Ensign Lars Olowsson, immediately notified coastal surveillance. But before vehicles and planes could examine the matter more closely, the object disappeared into the depths!

Afterwards, the commander-in-chief of the Eastern Military Area tried to explain the object as 'part of an exploded satellite'. But the Air Force's leading experts had another explanation: 'It was the northern tip of Öland that had been seen!' The many witnesses call this an attempt at a cover-up. -

The final mystery in the 'Circle of Death' took place on July 22, 1986, when the minesweeper 'Skaftö' was almost hit by a USO in Kalmar Sound. The strange underwater vehicle was discovered at a so-called 'family day', which means that close relatives are allowed to be on board the vehicle. For this reason, the commander did not dare to open fire on the vehicle. (The Swedish press reported on this incident; the 'VG' on October 6, 1986 and the 'Dagbladet' on October 7, 1986; the men of the Swedish Navy had women and children on board. Apparently in full knowledge of this situation, has let us look at the 'USO' up close; note HUGIN.) But parts protruding from the water could be photographed and recorded on video. All USO images were secretly stamped by the Defense Staff.

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

While the authorities remain silent, mysterious lights flicker in the sky over Öland and Gotland and unknown vehicles race across the sky and into the depths of the 'Circle of Death.'

End of translation                      'The Unknown', No. 4, 1987.



# Der Skjervøy-Fall

Der nachfolgende Bericht aus den UFO-INFORMATIONEN, Oslo, behandelt eine sehr interessante norwegische Sichtung aus dem Jahre 1963.

Die Beobachtung wurde auf der kleinen Insel Skjervøy im nördlichsten Teil Norwegens gemacht. Nachfolgend eine Zusammenfassung des Geschehens, wie es von dem Beobachter, Helge Mikalsen, Skjervøy, beschrieben wurde:

Am 21. oder 22. August 1963, nachmittags 5 Uhr, machte ich mich mit meinem Boot zu einem Fischfang im Kagsund, in der Nähe von Skjervøy auf. Das Wetter war klar, kein Wind. Gegen 6.30 Uhr änderte ich meine Position, mehr zu dem versunkenen Felsen „Skjervøyskeret“; westwärts sah ich zur Insel Arøy. Plötzlich sah ich eine Flamme, wie aus einer Rakete, dem Abschluß nach kam sie aus den Bergen. Erst dachte ich, die Marine hätte einen Übungsauftrag. Wenn dem so war, mußte es sich um etwas Neues handeln, denn ich sah eine etwa 2 m hohe orangefarbene Flamme. Dann sah ich ein Objekt, das kerzengerade hochstieg, jedoch war die Geschwindigkeit nicht so groß wie die einer abgeschossenen Rakete! In einer Höhe von etwa 1830 m verlosch die Flamme und ich erkannte die scharfen Umrisse eines grauen Objektes. Ich hielt es für eine Art Ballon oder Fallschirm. Dann bewegte sich das Objekt ostwärts gegen den Wind, behielt die gleiche Höhe und überflog eine Bergspitze (ca. 720 m) sowie ein kleines Dorf. Als es aus dem Sund sich mehr mir zuwandte, kam es tiefer und ich stellte fest, daß es weder Ballon noch Fallschirm war. Dann kam mir plötzlich der Gedanke, es könnte ein UFO sein. Nun konnte ich zwei Objekte ausmachen, ein größeres und ein kleineres. Das Größere hatte 5 große Fenster in der mir zugekehrten Seite, die etwa 1,85 m hoch und an der Spitze oval waren. Die Entfernung zu dem Objekt betrug ca. 150 m. Es schwebte etwa 15 Meter über dem Wasser. Auf einmal gingen zwei Schienen aus dem größeren Objekt runter und das schmalere hingte sich hieran und wurde in das große hineingezogen. Das schmalere war oval und etwa 3 m groß. Weder Flamme noch Rauch konnten beobachtet, auch kein Laut gehört werden.

Es war jetzt etwa 6.40 Uhr nachmittags. Ich muß gestehen, ich war nervös und hatte Angst. Ich sah mich wegen anderer Zeugen um, konnte aber kein anderes Boot sehen. Der Wind verstärkte sich, die See war dunkel, jedoch blieb unterhalb des Objektes alles ruhig und blank. In einem der Fenster des Objektes sah ich ein grünes Licht (etwa 30 cm  $\phi$ ), dessen Strahl auf mich gerichtet war. Dieses runde Licht änderte die Farbe von hell zu dunkelgrün. Irgendetwas schien sich hinter dem Licht zu bewegen. Ich versuchte, einen Fisch ins Boot zu heben, aber es gelang mir nicht. Ich war wie gelähmt. Ob dies auf der Erregung oder auf anderer Ursache beruhte, kann ich nicht sagen.

Ich schätzte die Größe des UFOs etwa 9 m hoch und etwa 36 m lang (resp. Durchmesser?). Ich kann nicht mit Bestimmtheit sagen, ob das Objekt rund oder oval war, als es sich während der Beobachtungsdauer mir näherte. Die Unterseite war flach, oben hatte das Objekt eine Kuppel. Das Objekt stand genau über einem großen, im Jahre 1944 hier versunkenen deutschen Frachter, der eine Metall- und Quecksilber-La-

dung hatte. Ich konnte etwas beobachten, weiß aber nicht, ob es aus dem Wasser gezogen oder in das Wasser hinabgeworfen wurde. Man konnte zwischen dem Objekt und der See nur ein paar kleine dunkle Dinge sehen. Mir schien mehr, daß etwas aus dem Wasser kam und durch die Unterseite des Objektes heraufgeholt wurde. Während dieser Zeit von etwa 10 Minuten stand das Objekt bewegungslos. Dann schwenkte das UFO ein wenig nach der einen Seite und begann zu beschleunigen. Plötzlich war die Geschwindigkeit stark erhöht und innerhalb einer Minute war es in nördlicher Richtung aus dem Sund von Kvenangen entschwinden.

Die Farbe des Objektes war metallisch oder silbergrau.

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

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

Der Skjervøy-Fall/Norwegen, 22.8.1963



Fig. 1



Fig. 2

habe: eine Reihe runder röhrenförmiger Öffnungen, die meiner Ansicht nach flexibel waren, denn ein Teil zeigte nach unten, andere in andere Richtungen. Ich kann diese nicht besser beschreiben, da ich sie nur wenige Sekunden erblickte.

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

Skjervøy, 22. März 1968  
gez. Helge Mikalsen

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

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

UN Nr.186, Febr. 1972

# Der Siegeszug der Wahrheit ist nicht mehr aufzuhalten !

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

## UFO mystery solved!

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

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

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

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

Christof Friedrich, author of UFOs: Nazi Secret Weapon? (Samisdat, Toronto, Canada).

Friedrich claims that German UFO scientists escaped from their war-torn

homeland as the Allied armies were closing in.

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

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

Among the evidence Friedrich presents that Hitler is alive:

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

The researcher says Hitler and Braun were flown

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

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

Wrote Friedrich: "It would seem that the secret weapons, which Goebbels had spoken of in such glowing terms only a few days previous, were now put to use for the first time in an actual battle situation."

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



**HITLER TRICKED** the world into believing he committed suicide.

Chile, newspaper." Friedrich contends that Hitler's secret agents used

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

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

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

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

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

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

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



**ANTARCTICA** was the site of secret UFO bases con-



evidence that the suicide attempt was a brilliantly successful, carefully staged scenario.

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

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

Friedrich contends that Hitler's secret agents used counterfeit US dollars and

ion will spring into action with a worldwide economic collapse. Then the saucer Nazis will invade strategic military areas and rule the world.

— GEORGE GLIDDEN

## US AMERICAN MILLION SHEET

### BREAK THE SILENCE!

Corresponding reproduction:

### The UFO mystery is solved!

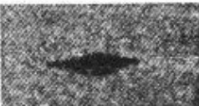
- The solution to the mystery was found a long time ago: the 'aliens' are real National Socialists who want to found a new, 4th Reich.
- The world's governments are well informed about this, but also completely frightened, says a leader Researcher.
- According to Christoph Friedrich, author of 'UFOs; Nazi Secret Weapons?', Samizdat Publishing House, Toronto, Canada Reich Germany built a small UFO fleet as early as 1940.
- Friedrich further claims that German UFO scientists with their machines, prototypes, etc Test pilots from Germany disappeared as the Allied armies closed in.
- He claims and proves that the 'suicide' of Adolf Hitler and Eva Braun was only made up and intended to deceive opponents. Therefore, bodies could not be found and the Allied 'evidence' was merely circumstantial and of no value.
- Instead, Adolf Hitler fled to Norway in one of the world's first jet planes and from there in a submarine to South America, to a secret base there.
- On the journey there, but still in the North Atlantic, Hitler's submarine fleet (around 120 boats; beginning of May 1945) was tracked down by a British fleet, but the British were completely destroyed with new, secret, high-tech weapons. The only survivor, captain of a British destroyer, declared afterwards: 'God forbid I come into conflict with this power again'.
- It seems that the secret weapons that Goebbels mentioned in his propaganda speeches just a few days earlier were used here for the first time in combat.
- Friedrich claims that Hitler's agents were responsible for the establishment of secret military bases in South America and UFO Bases in Antarctica, used counterfeit US dollars and English pound notes.
- Hitler planned ahead with great foresight and, among other things, took possession of abandoned land in Antarctica. The German expedition took place in 1938/39 under Captain Ritscher. She landed in the area of Queen Maud Land, where she established bases.
- The American and Soviet governments have known about the secret German UFO bases for 40 years, but have concealed the facts.
- Friedrich believes Hitler's so-called 'Last Battalion' will spring into action in the event of a global economic collapse. Then the Nazis' flying saucers will take over strategically important areas and rule the world.



Exclusive



RAZIL Oct. 6, 1986



ITALY Oct. 19, 1986



CHILE Nov. 5, 1986



NORWAY Nov. 27, 1986



MALI Dec. 19, 1986



U.S.A. Dec. 30, 1986



CANADA Jan. 10, 1987



LAOS Jan. 22, 1987



KENYA Feb. 14, 1987



BULGARIA Feb. 16, 1987

Exclusive

# Wave of sightings sparks secret superpower treaty



RECENT sighting of a gigantic starship prompted Ronald Reagan to sign an agreement with Kremlin kingpins.

## U.S. and Russia vow to

By MICKEY MCGUIRE and VLADIMIR CHIENKO  
In a superpower pact more secret than the A-bomb or the Normandy invasion, President Reagan and Soviet Premier Gorbachev have agreed to combine their military might — to defend planet Earth if it's attacked by space aliens!

The authenticity of the mutual defense alliance was confirmed in a highly classified Soviet military briefing paper leaked to a West-

ern journalist by a top echelon official in the Kremlin.

The mutual defense agreement calls for both the U.S. and Russia to muster all of their nuclear missiles, supersonic jet aircraft, manned and unmanned spacecraft — including the Shuttle — in an all-out operation to repel alien invaders from our skies.

The astonishing pact was

## join forces against UFO onslaught



SOVIET leader Mikhail Gorbachev vows to join forces with the U.S.A.

signed, sealed and delivered to Reagan and Gorbachev only three days after Alaskan radar trackers confirmed that an immense UFO was plotted as it hovered near a Japan Air Lines 747 jetliner last November. That UFO — de-

scribed as "bigger than two aircraft carriers" — was just one of literally hundreds of UFO sightings that have been reported from every country since October 1986.

"We have strong reason to believe that there is a definite routine being carried out by what can only be spaceships from outer space," the briefing paper stated.

"There are also intelligence data from our field agents that indicate some of the alien craft have landed on Soviet territory."

"In light of these confirmed reports, the Soviet Union and the United States of America agreed to take prudent steps to insure a united capability to defend Earth in the event of an invasion by alien forces from other worlds."

The paper outlines the

"mobilization" of conventional air, sea and ground forces and the immediate dispersal of Soviet and U.S. nuclear-armed submarines.

Of greater importance, however, will be the activation of strategic satellites already in Earth orbit which will fire their laser rays at attacking

alien starships while they are still in deep space.

"Everyone has been terrified that President Reagan's so-called Star Wars Initiative posed a threat of world annihilation. But an invasion of Earth by space aliens would bring a global holocaust on one can even begin to imagine," a

Pentagon official said. "I cannot help remembering something President Reagan said in 1980," the official continued. "He told the audience, 'We may be the generation that sees Armageddon.' But this pact with the Soviets could be the salvation of Earth."

### Reagan sieht „Jüngstes Gericht“

Washington (ap) — Der amerikanische Präsident Ronald Reagan hält es für durchaus möglich, daß sich die Welt gemäß der Offenbarung Johannes dem Jüngsten Gericht und der Entscheidungsschlacht von Armageddon zwischen Gut und Böse nähert. Thomas Dine, Geschäftsführer eines für gute Beziehungen zwischen den USA und Israel werbenden Komitees, sagte, Reagan habe ihn am 18. Oktober empfangen und ihm erzählt, daß er am Abend zuvor mit den Eltern eines in Beirut ums Le-

ben gekommenen US-Marineinfanteristen gesprochen hat. Der Präsident habe das Gespräch mit den Worten fortgesetzt: „Wie Sie wissen, gehe ich immer wieder auf Euere alten Propheten im Alten Testament und auf die Anzeichen zurück, die Armageddon ankündigen. Ich ertrappe mich dabei, daß ich mich frage, ob wir die Generation sind, die erlebt, wie das auf uns zukommt. Ich weiß nicht, ob Sie in letzter Zeit eine dieser Prophezeiungen wahrgenommen haben. Aber glauben Sie mir, sie beschreiben ganz gewiß die Zeit, die wir jetzt erleben.“

Münchener Merkur, 31.10.1983

Aus aller Welt Nummer 1 Freitag, 2. Januar 1987 WAZ

## Flugkapitän: UFO verfolgte uns über Alaska

ANCHORAGE (dpa)

Ein riesiges unbekanntes Flugobjekt (UFO), das angeblich eine japanische Frachtmaschine über Alaska verfolgte, gibt zur Zeit in den USA Rätsel auf. Der Zwischenfall ist von der US-Luftfahrtbehörde FAA und der Luftwaffe teilweise bestätigt worden. Das unbekannte Objekt war auf den Radarschirmen der FAA und der Air Force gesichtet worden.

Der in Anchorage (Alaska) tationierte Flugkapitän Kenju Terauchi (47), der seit 29 Jahren als Pilot tätig ist, schilderte das JFO als riesiges walnußförmiges Gebilde, das „zweimal grö-

Das beleuchtete fliegende Objekt sei parallel zu dem Jumbojet der Japan Airlines geflogen und habe sich ihm so weit genähert, daß er die FAA über Funk um Erlaubnis gebeten

hin um mehr als tausend Meter verringert und sei Kurven geflogen, berichtete Terauchi, aber „sie folgten uns immer noch“. Die Flugkontrolle der FAA berichtete, das auf dem

begleitet und sich dem Jumbo dabei bis auf fünf Meilen genähert.

Auf die Frage, warum das UFO wohl ausgerechnet seine Frachtmaschine verfolgt habe,

Machine Translated by Google	als ein Flugzeugträger ge- wesen und von zwei kleineren Schiffen begleitet worden sei.	Funk um Erlaubnis gebeten haben, ein Ausweichmanöver zu fliegen.	Er habe die Flughöhe darauf- hin überprüft.	FAA berichtete, das auf dem Radarschirm beobachtete Ob- jekt habe den JAL-Flug 1628 mindestens 32 Minuten lang verfolgt.	Frachtmaschine verfolgt habe, hatte Terauchi eine einleuch- tende Erklärung parat: „Wir hatten Beaujolais an Bord.“
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Last attempt by the occupiers?

Has the Allied alliance against Germany, which has existed for decades, now been expanded into an even closer military alliance in a secret pact? Will the USA and the USSR now cooperate closely on land, at sea and in the air against the German flying disc power?

German translation:

### The USA and Russia vow to join forces

#### against UFO attack

The last sighting of a gigantic spaceship caused Ronald Reagan to sign an agreement with the Kremlin rulers.

In a **super-secret pact**, more secret than the A-bomb or the Normandy invasion, President Ronald Reagan and Soviet leader Gorbachev have decided to combine their military forces to defend planet Earth against attack by enemy spaceships .

The credibility of the mutual defense alliance was confirmed by a high-quality short military paper that reached a Western journalist via a leak in the Kremlin.

The mutual defense alliance obliges both the United States and Soviet Russia to unite all of their nuclear missiles, spy planes, manned and unmanned spacecraft - including the shuttle - in a universal operation to repel enemy aggressors from space.

The astonishing pact was signed, sealed and delivered to Reagan and Gorbachev just three days after radar control centers in Alaska confirmed that a monstrous UFO was approaching a Japanese airliner, No. 747, last November. This UFO, larger than two aircraft carriers, was just one of hundreds of UFO sightings reported from that country since October 1986.

We firmly believe that a specific exercise is taking place here that will demonstrate what spaceships are capable of from space, the brief written statement states.

There are also certain reports from our secret agents that some of the enemy spacecraft landed on Soviet territory.

In view of these confirmed reports, the Soviet Union and the United States of America are obliged to take immediate steps to combine their military forces so that they can defend the Earth in the event of an attack by hostile forces from space.

The paper covers the **mobilization of conventional air, sea and land forces** and the immediate **deployment of Russian and American nuclear submarines**.

Of greater importance, however, is the availability of military satellites already in Earth orbit, which can direct their laser beams at attacking space ships while they are still in distant space.

Everyone was alarmed that President Reagan's Star Wars initiative was a threat to world peace.

But an attack on Earth by enemy spacecraft would trigger a global holocaust that no one could imagine, a Pentagon official said.

'I remember President Reagan saying in 1980,' the Pentagon spokesman mentions, 'that we were the generation that would see Armageddon.'

But this pact with the Soviets could mean saving the Earth. (HUGIN's note: A big mistake on the part of these 'gentlemen', because the impending 'end-time judgment' is - to use the words of the Bible - directed against these 'Satan powers' that dominate the world today).

German translation from:

**'Weekly World News', USA** - April 14, 1987 - Mickey McGuire and Vladimir Chienko.

This 'super secret pact' between the two great powers was preceded by the report in the American press, which we read here again from the Berlin 'taz' from February 17th. To quote 1987: 'At the meeting in Geneva, the President of the United States expressed the idea that if Earth were threatened by an alien invasion, the United States and the Soviet Union would unite to repel that invasion.' (See also the report in the 'New York Post', dated December 4th, 1985, reproduced in the HUGIN publication: 'Germany; Occupied why; Liberated whereby', p.70)

According to the 'Weekly World News', this secret pact was made shortly after the 'UFO' event over Alaska on November 17, 1986. The local press covered this remarkable event - a flying object twice as large as an aircraft carrier - only very miserably (see report in the 'Westdeutsche Allgemeine Ztg.', Essen, from January 2, 1987 on page 92). With the note 'Beaujolais on board', the previously described event becomes immediate

did not say: We now

have 76 pages of photocopied material about this Alaska event from the American Federal Aviation Department (FAA), which is circulating in the USA on a gray market relating to this, and which was kindly sent to us by one of our readers - a German living in the USA was sent. While the FAA officials created pages of interrogation protocols about this one incident on November 17, 1986, the world public is still left in the dark about these sensational giant spaceships.

On January 2, 1987, in the presence of two other officials and a Japanese interpreter, FAA inspector Richard O. Gordon interrogated Japanese flight captain Kenju Terauchi of the 'Japan Air Line' (JAL). The interrogation protocol consists of 19 pages. Flight Officer Takanori Tamefuji was interrogated by FAA Inspector Peter E. Beckner on January 5, 1987; Protocol: 23 pages. On January 15, 1987, Beckner also interrogated the flight engineer Yoshio Tsukuba about the event, which was also reported by the Americans. Radar stations in Alaska were observed. The protocol consists of 5 pages. The protocols prepared each have the corresponding signatures such as 'Gordon', 'Beckner', even the interpreter Sayoko Mimoto signed.

The following would be of some interest: During

the thirty-two minutes of accompaniment by the huge flying object, the Japanese heard some radio interference and some strange noises over the radio. FAA Inspector Gordon now asks Terauchi: 'Did you say these were similar to the German language?' What a question, considering that the 'UFOs', if anything, only have to come from space and should be manned by 'aliens'. Here Gordon asks about German-sounding noises; well?!

Let's go back to the **super secret pact above**. If this was concluded shortly after the Alaska incident, i.e. in November 1986, then with his statement at the beginning of December 1985, Reagan knew exactly what he was talking about, namely this pact that was certainly already in preparation.

So we see that the one and the other reports complement each other excellently. If we also take into account the most recent meeting between Reagan and Gorbachev in the White House in Washington at the beginning of December 1987, when the former offered the latter a first-name friendship with the words "Say Ron to me," then there can hardly be any doubt about the super secret pact that actually came about remain. It should now be clear to any attentive political observer that this meeting was not about medium-range missiles, as was officially announced, because they are not functional anyway. Rather, this first-name gesture could symbolize a secret but clear signal for this even closer collaboration.

In any case, Reagan's statement about joint action against the 'enemies from space', the 'super secret pact' and the close friendship in the White House show that the East-West antagonism that has been hyped up in propaganda for decades was a huge hoax that had been carried out for decades The armament of the East and the West can somehow be plausibly justified: the West out of fear of the Bolshevik East and the latter out of fear of the capitalist West. In truth, the two Siamese twins have armed themselves and equipped themselves so that they can be prepared against the German flying disc force in an emergency!!!

While in the 1970s and early 1980s the impending danger of a nuclear war, a total war of annihilation that was to be waged in Europe, if possible limited to Germany, was dramatically exaggerated, a new and changed situation has arisen in the last two years .

The cross-powers are increasingly talking about withdrawing their troops from Europe and Germany - and are already partly implementing this - as well as about nuclear and conventional disarmament.

One speaks of zero, zero/zero (i.e. latrine solution) and triple zero solution. Barracks are being evacuated in all occupied parts of Germany; the American headquarters was moved out of Germany to England years ago. The Soviets want to clear the Mediterranean with their warships and withdraw from Afghanistan. The Americans have to vacate Spain and thus give up their longest runway in Europe, in Torreón.

If it's not all a big bluff in order to strike at the last moment, then the previously unknown 'peaceful behavior' of the great powers is of a forced nature. The big brothers, who were once obsessed with the madness of nuclear mass destruction, have not invested billions in armaments in order to disarm nothing or nothing. They will be under pressure from ABOVE!

Could their new strategy look something like this: release Europe, withdraw to their own territories and from there joint defense with air, sea and land forces?

Let's continue to monitor developments.

As early as the 1960s, political experts had already come to the realization that **UFOs are the revolution with the longest staying power!**

Whatever detours or moves our occupiers try, there can be no doubt about one fact:

**IN THE END THE REICH GERMAN FLYING DISC POWER WILL WIN!**



Auszüge aus den Verhörprotokollen des Bundesluftfahrtministeriums der USA, bezüglich der 'UFO'-Beobachtung über Alaska durch die japanische Frachtmaschine:

RECORD OF INTERVIEW WITH JAL CAPTAIN

Richard Gordon, Manager, FSDO-63  
Kenju Terauchi, Captain, JAL  
Frank Fujii, Interpreter, JAL  
Sayoko Mimoto, FAA Airways Facilities  
Mr. Shinbashi, Station Manager

Seite 1

On January 2, 1987, Inspector Richard O. Gordon, FSDO-63, and Japanese Interpreter Sayoko Mimoto, FAA Airways Facilities, interviewed JAL Captain Kenju Terauchi at JAL Operations, Anchorage, Alaska. The interview was conducted for the purpose of gathering first-hand witness testimony with regard to a sighting on November 17, 1986, by Captain Terauchi and his crew of an unidentified flying object. The following text is a record of the interview:

R. Gordon Think what I'm going to . . .

F. Fujii Now how about communications, navigation, or interfering of any sort . . .?

K. Terauchi This ah small aircraft near the here, so ah all the way VHF transmit on (unintelligible) with ah some we got a like some kind of . . . like ah, jamming.

R. Gordon Some kind of interference?

K. Terauchi Interference.

R. Gordon On the VHF?

K. Terauchi Yes then this one leave for mothership . . .

R. Gordon Ah ha

K. Terauchi Back to normal(?)

R. Gordon Okay, did you say it's like German talking uh?

Seite 8, unten

K. Terauchi Yeah, yeah, yeah.

R. Gordon Okay

S. Mimoto Was it's sound like speaking in German, or just jamming noise?

K. Terauchi It was just noise, sounded zaa, zaa

R. Gordon Oh just noise . . . Okay, okay I misunderstood you, I'm glad you brought that out.

S. Mimoto (unintelligible)

R. Gordon Okay, fine just so we know if someone asks us that question we can answer. Very good. Well I have a lot better understanding of what transpired then what we got out of a bunch of people when we talked, and I want to thank you folks for your time. I really appreciate it.



Kapitän Kenji Terauchi bezeugt vor seinem Flugzeug durch diese Zeichnung sein gigantisches UFO-Erlebnis

Seite 9, oben

Richard O. Gordon  
MER AL-FSDO-63

Seite 19

Sayoko Mimoto

11/17/86 AAL-FSDO-63

INSPECTION AND SURVEILLANCE RECORD			
1. WORK ACTIVITY <i>INCIDENT</i>		2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN		5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS
			7. FURTHER ACTION REQ.
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)
8. FINDINGS/RECOMMENDATIONS			
<p>J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO ANCHORAGE. CAPT. KENJU TERAUCHI. SPEED .84 mach.</p> <p>I RECEIVED A CALL FROM DICK POWERS CONCERNING A JAL FLT WHICH THE CAPT. HAD STATED HE WAS BEING FOLLOWED OR SHADOWED.</p> <p>I OBSERVED THE A/C LAND ON R/W 6R AT 1820 HOURS. NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO INTL RAMP AREA. I INTERVIEWED CAPT. TERAUCHI &amp; CREW OF TWO (F/O &amp; F/E). THE CAPT. STATED THAT THIS WAS THE 1ST TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM. HE STATED THAT APPROX. 5NM AFTER PASSING THE CANADIAN/ALASKAN BORDER AT 35,000' SOMETHING APPEARED 5 TO 7 NM IN FRONT OF THE A/C. IT HAD LIGHTS 4005 IN A LINE (see drawings) and he said it was bigger than they were (B-747). AT TIMES THIS OBJECT WOULD TO THE CAPT. SIDE OF THE A/C (LEFT) NEVER THE OTHER SIDE (RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING THE FAI AREA HE REQUESTED TO FLY PARALLEL TO COURSE AND THIS WAS GRANTED. <i>page 2</i> →</p> <p>(If more space is required, use reverse side)</p>			
OPERATIONS	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
MAINTENANCE	11/17/86	AAL-FSDO-63	<i>[Signature]</i>
AVIONICS			

FAA Form 3112 (8-70) 12, Nov. 1985

★ U.S. GOVERNMENT PRINTING OFFICE: 1982-371-346/312

A JAL flight engineer, Yoshio Tsukuba, was interviewed by Pete Beckner of FAA on January 15, 1987, through an interpreter, Sayoko Mimoto, regarding to the UFO which had been sighted on the 17th of November, 1986, by Captain Terauchi.

Beckner: Describe what you saw.


Tsukuba: May I speak in Japanese?

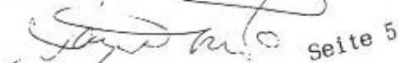
Beckner: Oh! Yes, please.

Mimoto: Oh! yes, please.

Tsukuba: The first time I saw it was through the L1 window, at the 11 o'clock position. It looked larger than navigation lights. I do not remember exactly how many

Seite 1

  
Peter E. Beckner  
A.S.I.

  
Sayoko D. Mimoto  
Interpreter  
Seite 5

SECRET WONDER WEAPONS

**Flying saucers, UFOs, aliens, green men are neologisms and deliberate diversionary hoaxes by the Allied Powers and their media in East and West.**

**The fact is:** flying discs, flying tops and fireballs were developed and built in super-secret German workshops before 1945. Proven by BRD press reports from 1950-1957 and Bundeswehr reference works and other sources.

These so-called miracle weapons did **not** fall into enemy hands, as was misleadingly claimed or assumed at the time.

During the last two years of the war, and partly earlier, people and material were transported, partly by the 'secret squadron KG 200', partly with giant cargo submarines and flying discs, to remote German restricted areas overseas that were no longer attackable thanks to super technology. promoted. Restricted areas of up to 26,000 square kilometers in size have become known. Germans of both sexes were brought along on organized escape, or rather deportation, routes well into the 1950s. The 'UFOs' that have been sighted again and again around the world are clearly and almost completely detectable, the result of these connections!  
At a higher physical level, revolutionary propulsion and weapon technologies were developed.

These seemingly fantastic facts can be revealed today, even if the media - at least in the overall context - is still keeping it quiet!

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