Chapter 14: THE ANTARCTIC SHANGRI-LA

"The Hitlers sat together on a couch in their suite.... At about 3:30 P.M. Hitler picked up his 7.65 caliber Walther pistol... On a console was a picture of his mother as a young woman. He put this pistol barrel to his right temple and pulled the trigger."

John Toland Adolf Hitler.¹

1 John Toland, Adolf Hitler, Volume II, p. 1002.

Adolf Hitler was as mythical in death as he was brutal and large in life. Because of the curious circumstances of his suicide, and the inability of the wartime Allied powers to cooperate on an extensive and through proof that he did die, a whole mythos of his survival grew up after the war, and continued for some many years afterward.

Betrayed even by Himmler himself, who had secretly begun peace negotiations with the western Allies through t h e Swedish government, and with one time designated "Deputy Fuhrer" and former party chief <u>Rudolf Hess</u> in a British prison cell, and his designated replacement Reichsmarschall <u>Goring</u> claiming leadership in the chaos of the collapsing Reich to the quick denunciation by Hitler for treason, the Fuhrer relinquished power before his suicide to an unlikely candidate, Grand Admiral **Karl Donitz**, who for a brief period of little more than a week, was Nazi Germany's second dictator before he ordered its armed forces to surrender. The selection of Donitz by Hitler is, for our purposes here, significant, for Donitz was in an usual position to coordinate the escape of fleeing Nazis to South America and other places via the new type XXI U-boats just entering service.

But before proceeding to that story, it is worth looking at the Hitler and various other Nazi survival myths in a broad overview, in order to have a basis on which to distinguish possible fact from deliberate myth and misinformation. For these various Nazi survival myths and legends, Hitler's survival is not so much a fact, as a grotesque parody of an icon, a disturbing possibility that hovers over every version. For example, the standard view of Hitler committing suicide on April 10, 1945, is itself not without its own occult significance, for this is the date of the eve of a "witches' sabbath," the Walpurgisnacht.

Moreover, in <u>mediaeval Cathar doctrine</u> - a doctrine well-studied by the *SS Ahnenerbe* - suicide (the *endura*) was a permissible act, if done in concert with another, with a soul mate. Hitler and his newly married mistress of many years, Eva (Braun) Hitler, both committed suicide together.

These non-standard Hitler and Nazi survival myths run the whole spectrum, from fanciful and implausible stories of underground bases in the Canadian Arctic, or on Antarctica itself armed with some of the exotic weaponry described in the previous chapter, to more "mundane" and plausible stories of Nazi colonies in South America or secret weather stations and commando teams operating in Greenland during the war, to the well-known and best documented case, that of <u>Operation</u> <u>Paperclip</u>, America's wholesale importation of Nazi scientists and doctors after World War Two to assist the United States in continued covert development and research on a whole host of black projects. In one rather interesting version of the Hitler survival myth, he and other Nazi bigwigs underwent plastic surgery before the end of the war, and were spirited off to Antarctica or South America.

One version of this myth even has an elderly Hitler ministering to the poor as a Catholic priest! is the thesis of the next two chapters that there is some truth to some of these Nazi survival myths, excluding the Hitler survival myth, and that all need to be viewed against the backdrop of the Nazis' own plans for postwar survival and continuance under a variety of fronts, organizations, or in concert with new "host" governments such as the United States or the various governments of Latin America, Africa, and the Middle East.

In this and the succeeding chapter, we will proceed by examining the more audacious survival myths, through some accounts of South American colonies, to *Paperclip*, and finally, to Bormann's top secret plan for postwar survival and economic resurgence. What will emerge from this examination is a disturbing picture that suggests deliberate Nazi misinformation in the immediate postwar period, and a deliberate attempt to disguise ongoing projects inside the black projects of the new "host" governments and corporations. A slight, though discernible connection emerges that substantiates the thesis of part one of this book, namely, that the secret weapons think tank, the Kammlerstab, survived the war more or less intact, and continued its work in a variety of host countries, most particularly in the United Kingdom and even more so in the United States, either in concert with them, and sometimes independently of them.

Then in the remaining chapters of this book, we shall examine two well-known UFO "crash and recovery" cases for the indications that they may have been the recoveries of something truly extraordinary, but not extra-terrestrial. In this examination, it is crucial to bear in mind all the information of the preceding part of this book, for they have all led up to it.

A. The Antarctic Survival Myth

Of all the high-ranking German military leaders, Grand Admiral **Karl Donitz** is the most often overlooked, and yet he may have been the most crucial for the story of Nazi survival and continued secret weapons research. After all, the secret preparations and voyage of the U-234 to Japan, with its precious cargo of enriched uranium and infrared fuses, could not likely have taken place without his express knowledge, participation, and authorization. Thus, outside Kammler's "think tank", he was perhaps the one military leader of a conventional service arm to know the full extent of Nazi Germany's actual advances in atom bomb and other nuclear research.

Best known for his orchestration of the Nazi U-boat campaign against British, Canadian, and American shipping, his alleged role in the various survival myths is little known outside a small circle of UFOlogy and World War Two researchers. And of all the Nazi military leaders, his selection by Adolf Hitler as the second Fuhrer of the Third Reich is, at best, problematical, unless viewed in the light of these late war technology transfers and escaping Nazis. Why would Hitler have chosen Donitz, a World War One veteran of the *High Seas Fleet* of Kaiser Wilhelm, with the Kriegsmarine 's well-known imperialist culture and leanings that he represented, to be his successor?

A conventional answer is afforded by the circumstances outlined above: betrayed on all sides - by <u>Himmler</u> and <u>Goring</u> themselves - a desperate Hitler reached out to what he thought was the most loyal conventional military service arm of the Wehrmacht, the Navy. But the survival mythos contributes a very different perspective from which to view Hitler's possible motivations.

Donitz himself does nothing to allay those suspicions, either during or immediately after the war. According to **Henry Stevens**, who has almost single-handedly investigated every lead - no matter how implausible the detail - of the Nazi UFO and survival legends, <u>Donitz</u> on more than one occasion alluded to the Navy's role in exotic secret weapons research and in the construction of very secret bases far from the Reich homeland. In 1943, the Grand Admiral is reported to have stated that,

"the German submarine fleet is proud of having built for the Fuhrer, in another part of the world, a Shangri-La on land, an impregnable fortress."²

Strange language for an admiral well-known for cold calculation in military strategy and tactics, and not well-known to be inclined to mystical statements. Then again, in 1944, the Grand Admiral doled out a little more information:

"The German Navy will have to accomplish a great task in the future. The German Navy knows all hiding places in the oceans and therefore it will be very easy to bring the Fuhrer to a safe place should the necessity arise and in which he will have the opportunity to work out his final plans."³

But it was Donitz's almost insane remarks at Nuremberg that seemed to point clearly to one of the two polar regions as the "site" for these "plans". At Nuremberg he boasted of "an invulnerable fortress, a paradise-like oasis in the middle of eternal ice."⁴

2 Henry Stevens, The Last Battalion and German Arctic, Antarctic, and Andean Bases (Gorman, California: The German Research Project, 1997), p. 2, citing Col. Howard A. Buechner and Capt. Wilhelm Bernhardt, Hitler's Ashes (Metarie, Louisiana: Thunderbird Press Inc.), p. 1.

3 Ibid., p. 2, citing Buechner and Bernhardt, pp. 2-3.

4 Ibid., citing Willibald Mattern, UFOs Unbekannte Flugobjekt? Letzte Geheimwaffe des Dritten Reiches? (Toronto: Samisdat Publisher, No date), p. 38.

Whatever the trustworthiness of Steven's sources, these statements, plus the unusual behavior of some U-boats at the end of the war, and the Germans' well-publicized pre-war Antarctic scientific expedition, certainly seemed to spur the United States into a sudden and intense postwar military interest in Antarctica. Again, since the basic facts are well-known to but a small circle of World War Two and UFOlogy researchers, it is worth recalling them in some detail.

- U-530 surrendered at Mar del Plata, Argentina, on July 10, 1945
- U-977 surrendered at Mar del Plata, Argentina, on August 17, 1945
- U-465 was scuttled off the coast of Patagonia in August 1945
- Another U-boat of unknown number surrendered to the Argentine Navy on June 10, 1945⁵

5 lbid., p. 48, citing Buechner, pp. 175-176.

When the U-530 and U-977 surrendered so late after the European War's end, Allied intelligence was more than a little concerned, and dispatched agents to interrogate the German officers. They certainly did not believe that the German captains had taken their ships on a South Atlantic excursion of three to four months just to surrender to the Argentines, as Captain **Schaeffer** of the U-977 and Captain **Wermoutt** of the U-530 actually, and apparently in all seriousness, stated.

Stevens summarizes the Allies' real concern - Nazi survival in no uncertain terms:

The Allies first believed that these U-Boats had taken persons of special importance, perhaps even Adolf Hitler, from Germany to South America. In light of this possibility both captains were held for questioning. Captain Schaeffer, who surrendered last, was taken to America for a month or so then to England for another period of questioning. Both captains maintained that there had been no persons of political importance deposited in South America. Eventually the captains were released although Schaeffer found living in Occupied Germany intolerable and relocated to South America. Captain Schaeffer even went on to write a book explaining his voyage and actions.

Unfortunately, nobody really believed Schaeffer. Bernhardt, who himself was aboard U-530, claims that American and British Intelligence had learned that U-530 and U-977 did visit Antarctica before landing in South America but the exact nature of their mission eluded them.⁶

6 Ibid., p. 51, citing Buechner, p. 232.

A glimpse into this extraordinary mission and the high importance afforded by the German Navy High Command (the Oberkommando der KriegsMarine or OKM) to it can perhaps be afforded by a glance of the alleged performance characteristics of the U-530.

In the spring of 1945, an old fashioned type U-boat with the number 530 was dry-docked after being damaged by a freighter which had rammed it. As was typical for the Kriegsmarine, a new submarine, probably a type XXI or further development of it, was launched at approximately the same time, and was given the same service number, an obvious ploy to confuse Allied military intelligence. But why was the U-boat that actually sailed to the South Atlantic and that later surrendered to Argentina probably a type XXI or some derivative?

Because Captain **Wilhelm Bernhardt**, a pen name of an actual crew member of Captain Wermoutt's U-530, let out a significant piece of information; he stated that her submerged speed was approximately 30 knots, an unheard of speed for a submerged submarine in that day. The only

submarines in service in any navy in the world capable of that performance at that time were the <u>German type XXI U-boats</u>.



The Type XXI U-Boat; Note the Clean Lines

Highjump exercise into a curious light, for,

<u>"it somehow changed the whole character of the Byrd expedition. Within 48 hours Admiral Byrd had</u> <u>given orders which canceled the expedition and made preparations to leave Antarctica. The mission</u> <u>had lasted closer to eight weeks than to eight months. No official reason was given for the sudden</u> <u>withdrawal.</u>¹⁵

Byrd was returned to Washington DC, debriefed, and his personal and operational logs from the mission were seized and remain classified to this day, fueling an endless stream of rumors and conspiracy theories.

But the expedition, in keeping with its cover as a mapping expedition perhaps, was composed also of small contingents of news media and reporters from other countries, one of which was Chile. A reporter working for the Chilean El Mercurio in Santiago, one Lee van Atta, accompanied Admiral Byrd, who "made some astounding statements, all dutifully recorded" and reported by van Atta, and dutifully ignored in the American press.¹⁶

In its March 5, 1947 edition, **Byrd** announced to me today that it is necessary for the United States to put into effect defensive measures against enemy airmen which come from the polar regions. The Admiral further explained that he did not have the intention to scare anyone but the hitter reality is that in case of a new war the United States would be in a position to be attacked by flyers which could fly with fantastic speed from one pole to the other.¹⁷

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The "El Mercurio" Article Citing Admiral Byrd's Remarks



³³ The Americans, so the story goes, were

unsuccessful in locating them bases for two reasons: the area was too large, and the bases were "like the German fortifications built in Neuschwabenland... tunneled deep underneath the glaciers of ice (into presumably solid rock) and that they were bored to a length of 2000 meters."³⁴

This allegation is surely implausible, since the transport of sophisticated mining and boring equipment, let alone enough explosive, for such a task by U- boat would have been an enormous undertaking, one quite beyond the labor capabilities of small SS battle groups.³⁵

31 Ibid., p. 6. 32 Ibid., p. 8. 33 Ibid.

 34 Ibid., citing O. Bergmann, Deutsche Flugsheiben und U-Boote Uberwachen die Weltmeere, Hugin Gesellschaft fur politischphilosophische Studien (Horstl, Germany: 1989), pp. 134, 137.
35 Consider the fact that the huge underground factories in Germany were built over several months by thousands of slave laborers working around the clock with the best available existing mining and tunneling technology.

But this is not the end of the surreal aspects of the story. Should the bases have been detected, they were supposedly defended with exotic electromagnetic weapons, one of which had a short range, but that could cause the ignition of aircraft engines to fail completely.

After the war, the Vienna *Wiener Montag* reported in its December 29, 1947 edition that Eskimos reported to American authorities that an SS battle group of fully 150 men had been encountered.³⁶ Besides these allegations of large bases and battle groups and exotic weaponry, there is a similar account circulated by the distinctly pro-Nazi novelist <u>Wilhelm Landig</u> in his 1971 novel *Gotzen gegen Thule*, a novel he billed as "full of realities" (voller Wirklichkeiten), of a large German base in the Canadian Arctic, near the magnetic North pole.

This base, he alleges, was serviced by the German military using special long-range aircraft and, of course, flying saucers! As if that were not enough, **Landig** maintains that these aircraft were not equipped with normal machine guns or cannon for their defensive weaponry, but utilized a Metallstrahl, essentially an electromagnetic "rail gun" used to propel tiny pellets with extreme velocity, a kind of hyper-velocity shotgun that would more than rip apart any Allied aircraft, and do so at great distances.³⁷

All of these allegations would remain merely fanciful if it were not for the discovery by American UFOlogist **William Lyne** -himself definitely outside the "mainstream" of the UFOlogy community - of a piece of German equipment that, quite literally, he bought at a second-hand store in White Sands, New Mexico!³⁸ The unusual thing about this piece of equipment was not only its circular central swastika - a clear reference to the occult *Thulegesellschaft* since that version of the swastika appeared on its emblem - but also its designation as a *Peiltochterkompass*, a "daughter compass."

36 lbid. Again, the number 150 is realistic for a battle group, but quite below the labor requirements for the construction of such large bases.

37 lbid., pp. 11-12.

38 Lyne is the author of a rather extraordinary book of UFOlogy - a field in which the extraordinary seems to be the norm called Space Aliens from the Pentagon, the main theme of which is his adamant insistence that UFOs are entirely terrestrial and man-made, and being used to advance a fictitious "alien agenda" and psychological operations campaign. Lyne, notwithstanding the more often than not unbelievable aspects of his book, was, in addition to Stevens, one of the few UFOlogists to take the Nazi origins myth of UFOs seriously prior to the publication of Nick Cook's the Hunt for Zero Point.

Investigating this strange piece of equipment further, <u>Lyne</u> concluded that it was no ordinary compass, since it appeared not to operate by any magnetic means, which might explain how it ended up in White Sands, New Mexico! Lyne and his mysterious compass even became the subject of an article in a local American newspaper.

Why is Lyne's find so important to the allegations of Nazi bases in the Canadian Arctic that were being supplied by long range aircraft?

Very simple.

If there were ever any truth to the allegations of German bases in these heavily forested regions, then normal magnetic compasses would be of virtually no use for navigation purposes in the region, since standard compasses are notoriously inaccurate at the polar regions with solar energy cascading down and causing local disruptions of the magnetic field. Some other method, therefore, had to be found to orient aircraft for safe navigation. **Landig** alleges that this was done by means of a compass that oriented itself to the sun by reading polarized light, rather than magnetic field lines.³⁹ **Lyne** therefore seems to have found some version of this compass in an area of America known for its secret research laboratories some twenty years or so after Landig's surreal allegations first appeared!

But according to Landig there is even more to consider, for according to him the German base in the Canadian Arctic was actively researching and developing so-called "free energy" devices, devices that would tap the so-called "zero point energy" of quantum mechanics. In this connection, the research was allegedly carried out under the auspices of the SS Entwicklungstelle IV, or SS "Developmental Installation IV," an entity, if it existed at all, that would have fallen under the mission brief and jurisdiction of Kammler's SS Sonderkommando, for it was responsible for "research into making Germany independent of foreign energy sources."⁴⁰

39 Stevens, op. cit., p. 12. 40 Ibid., p. 19.

There are no UFOs, just U.S. secrets

Lamy resident says stories about "space aliens" are propaganda to cover up a giant government conspiracy.

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