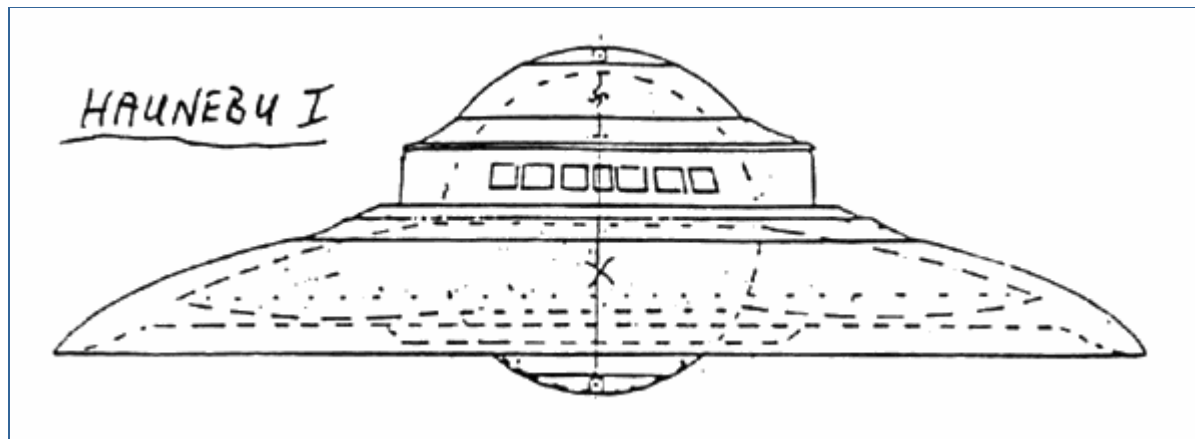


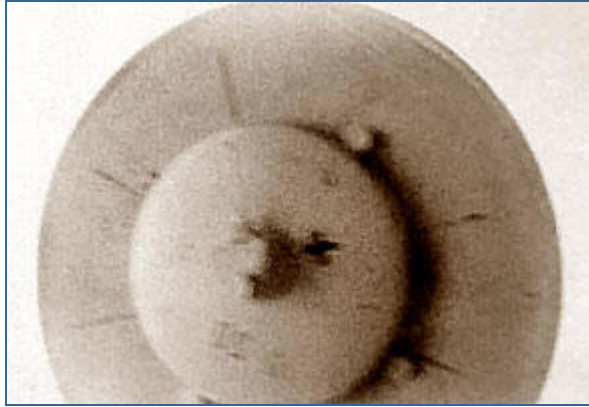
# HAUNEBU

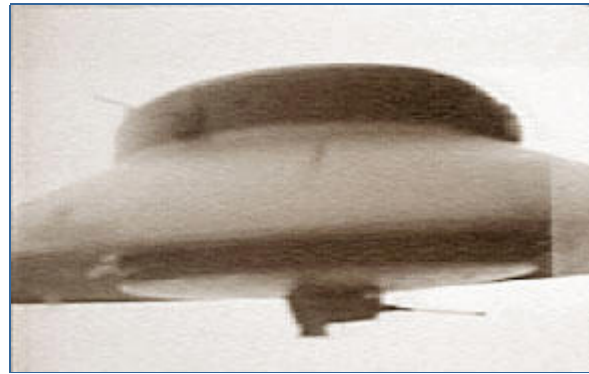
Haunebu Series: I, II, II-DoStra, III

*Using the "Thule - Triebwerk"*

## Haunebu I





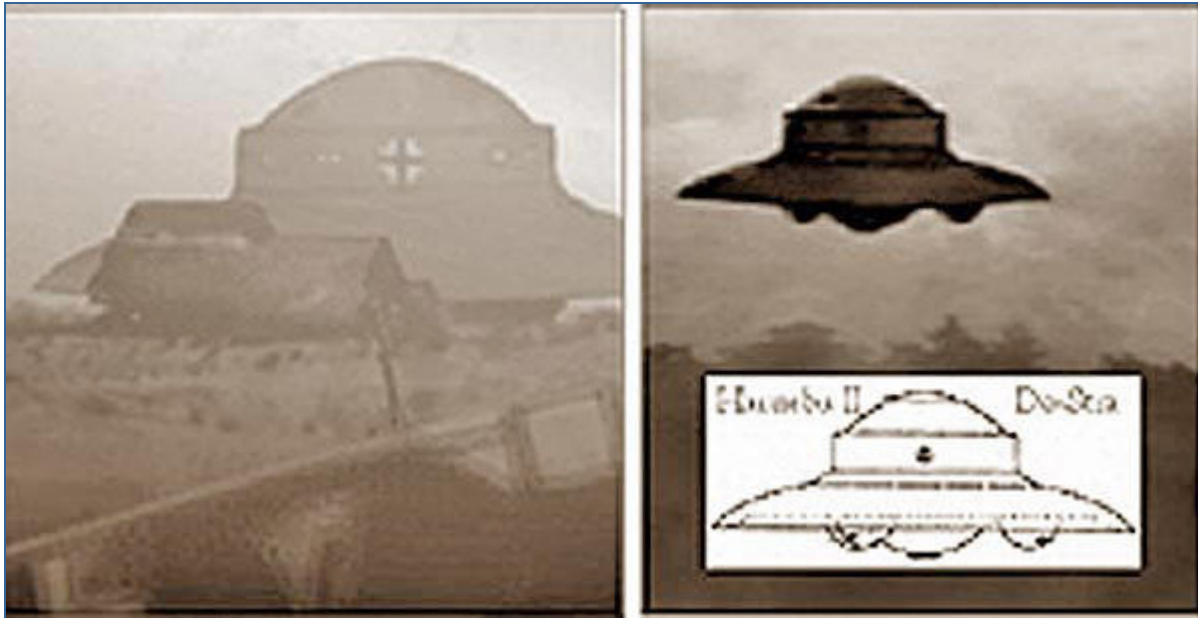
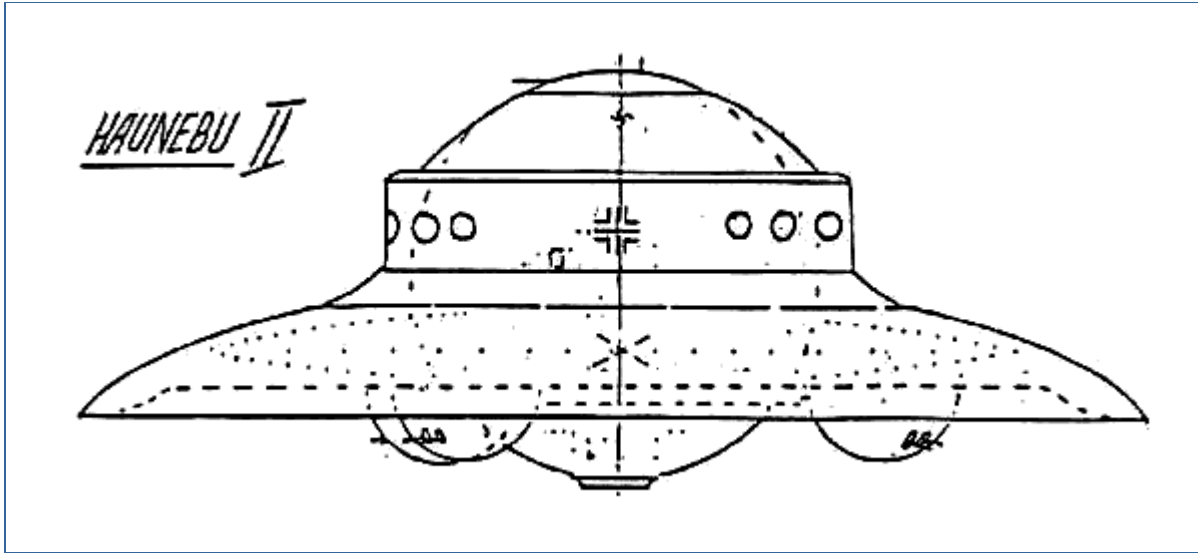




Donar Kraftstrahlkanone

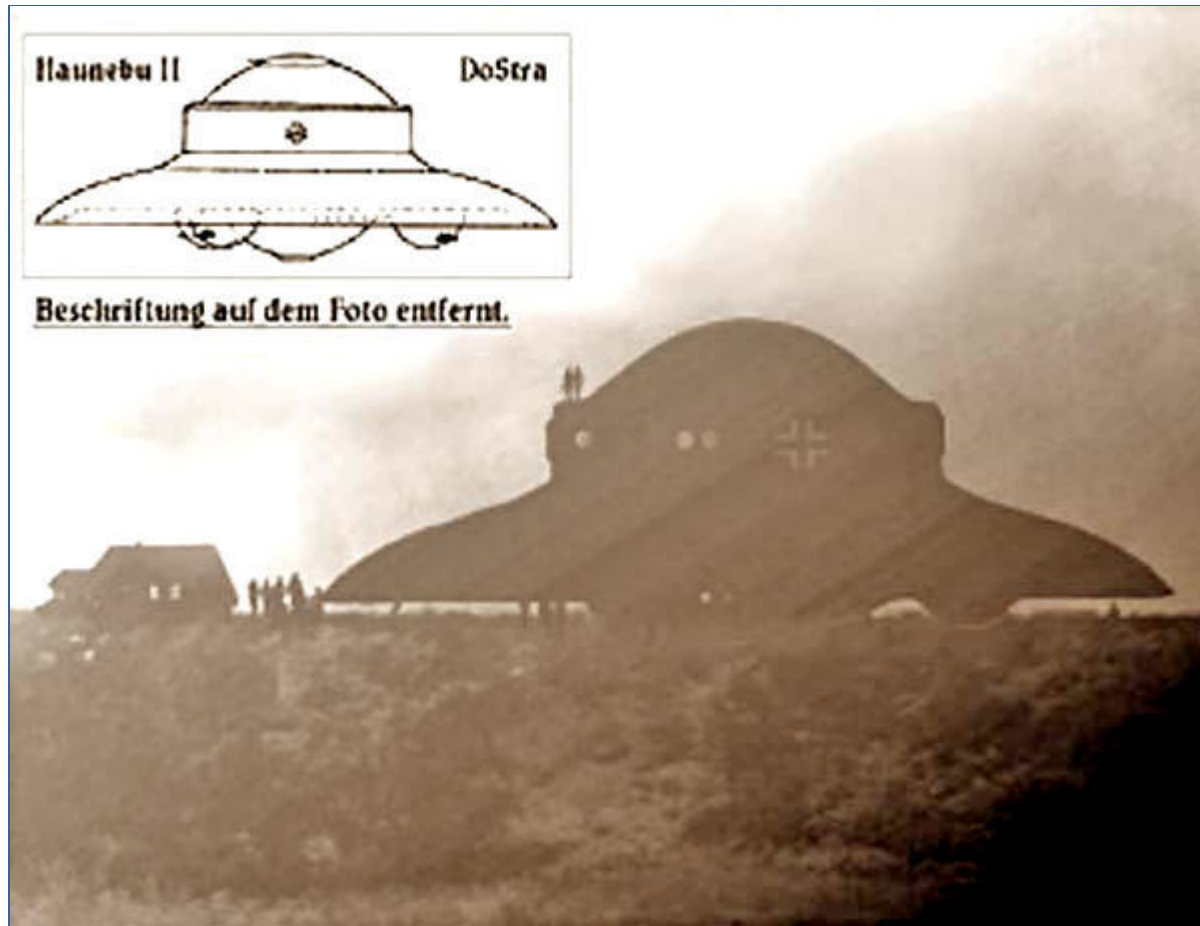


**Haunebu II, II-DoStra**  
(Do-Strä = Dornier-STRAosphärenflugzeug)





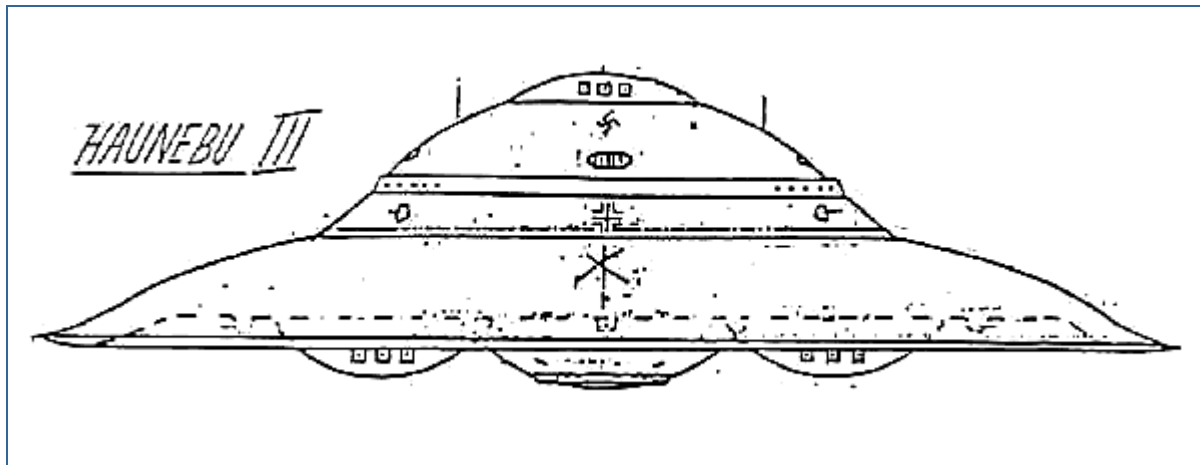








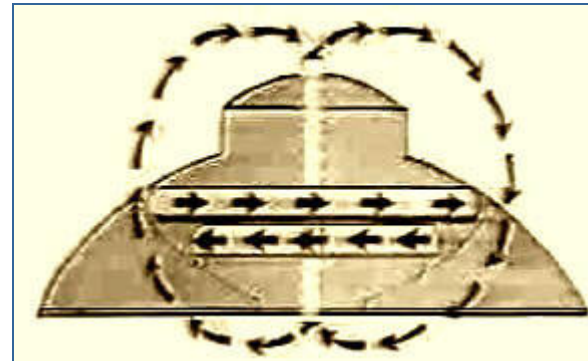
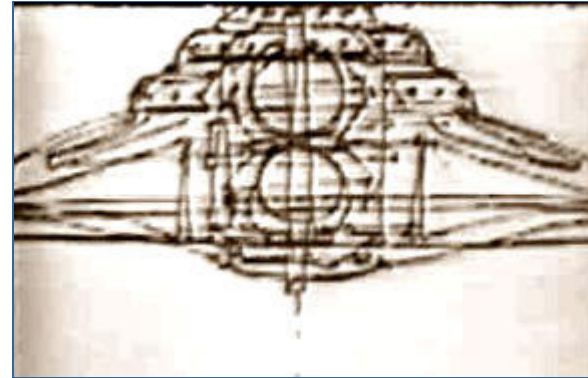
Haunebu III



Haunebu IV



The Haunebu's celestial navigation unit  
KT-P2  
("click" to enlarge)



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NAZI UFOs TRUTH or MYTH?  
**The HAUNEBU DISC**

from [EyePod Website](#)

## Early Development

The **SS E-IV** (Entwicklungsstelle 4), a development unit of the SS occult "Order of the Black Sun" was tasked with researching alternative energies to make the Third Reich independent of scarce fuel oil for war production. Their work included developing alternative energies and fuels.

This group developed by 1939 a revolutionary electro-magnetic-gravitic engine which improved **Hans Coler's** free energy machine into an energy Konverter coupled to a Van De Graaf band generator and Marconi vortex dynamo (a spherical tank of mercury) to create powerful rotating electromagnetic fields that affected gravity and reduced mass.

It was designated the **Thule Triebwerk** (Thrustwork, a.k.a. Tachyonator-7 drive) and was to be installed into a Thule designed disc.



Since 1935 the Thule Gesellschaft (Society) had been scouting for a remote, inconspicuous, underdeveloped testing ground for such a craft. Thule found a location in Northwest Germany that was known as (or possibly designated as) Hauneburg. At the establishment of this testing ground and facilities the SS E-IV unit simply referred to the new Thule disc as a war product—the "H-Gerat" (Hauneburg Device).

For wartime security reasons the name was shortened to **Haunebu** in 1939 and was briefly designated RFZ-5 along with Vril's machines once the Hauneburg site was abandoned in favor of the more suitable Vril Arado Brandenburg aircraft testing grounds.

The early **Haunebu I** craft of which two prototypes were constructed were 25 meters in diameter, had a crew of eight and

could achieve the incredible initial velocity of 4,800 km/h, but at low altitude. Further enhancement enabled the machine to reach 17,000 km/h.

Flight endurance was 18 hours. To resist the incredible temperatures of these velocities a special armor called Victalen { Frozen Smoke } was pioneered by SS metallurgists specifically for both the Haunebu and Vril series of disc craft. The Haunebu I had a double hull of Victalen. {Frozen Smoke developed in the 30's}

## The Experimental KSK Gun

The early models also attempted to test out a rather large experimental gun installation- the twin 60 mm KSK (KraftStrahlKanone, Strong Ray Cannon) which operated off the Triebwerk for power. It has been suggested that the ray from this weapon made it a *laser*, but it was not. The Germans called it an "anachronism" gun - *not belonging to that time period or out of place*.

When a **Vril 7** was downed by the Russians in 1945 a similar underbelly mounted KSK gun was destroyed with debris recovered from the battle site. Postwar the strange metal balls and tungsten spirals that made up the weapon could not be identified. But recently it has been speculated that the Triebwerk-connected balls formed cascade oscillators that were connected to a long barrel-shrouded transmission rod wrapped in a precision tungsten spiral, or coil to transmit a powerful energy burst suitable to pierce up to 4 in (100 mm) of enemy armor. The heavy gun installation, however, badly destabilized the disc and in subsequent Haunebu models lighter MG and MK cannon were supposedly installed.

## The Series Prototypes

The **Haunebu I** first flew in 1939 and both prototypes made 52 test flights. In 1942, the enlarged **Haunebu II** of 26 meters diameter was ready for flight testing. This disc had a crew of nine and could also achieve supersonic flight of 6,000 to 21,000 km/h with a flight endurance of 55 hours. Both it and the further developed 32 meter diameter Haunebu II Do-Stra had heat shielding of two hulls of Victalen. The craft were constructed and tested between 1943-44. The craft made 106 test flights.

By 1944, the perfected war model, the **Haunebu II Do-Stra** (Dornier STRATosphären Flugzeug/Stratospheric Aircraft) was tested. Two prototypes were built. These massive machines, several stories tall, were crewed by 20 men. They were also capable of hypersonic speed beyond 21,000 km/h. The SS had intended to produce the machines with tenders for both Junkers and Dornier but in late 1944/early 1945 Dornier was chosen. The close of the war, however, prevented Dornier from building any production models. Yet larger still was the 71 meter diameter **Haunebu III**. A lone prototype was constructed before the close of the war. It was crewed by 32 and could achieve speeds of 7,000 to 40,000 km/h. It had a triple Victalen hull. It is said to have had a flight endurance of 7 to 8 weeks. The craft made 19 test flights. This craft was to be used for evacuation work for **Thule** and **Vril** in March 1945.

Further plans for a 120 meter diameter **Haunebu IV** were in the works but no such craft is known to have been

constructed before the end of the war.

**[Return to Secret Flying Discs of the Third Reich](#)**