

The Vril Discs **Series 1-11** **(1941-1945)**

By Rob Arndt

The Vril motto “Not all good comes from above” summarizes the entire history of the Vril Gesellschaft (Society) from its inception to the final days of WW2 when this occult group seemed to vanish right off the face of the earth.





**Nachbildung (1:1)
der historischen Isais-
Figur aus dem 13. Jh.
(Angefertigt von Erwin Reiff)**

The historical Isias the DHvSS worshipped



Aldebaran sun,
the Bull's Eye of the Taurus Constellation

The name Vril is the shortening of “VRI-IL” which means “Like God”. Officially Vril was “The All German Society for Metaphysics” which merged with the [Thule Gesellschaft](#) and the obscure DHvSS (Men of the Black Stone) in the year 1919.

Each occult group had its own distinct beliefs and origins. The DHvSS (1912) worshipped the German mountain goddess Isias and the Schwarz Stein (black stone). The Thule Gesellschaft (1917) believed in the [hollow earth theory](#) and derived its name from Ultima Thule the ancient capital of Hyperborea at the top of the world. Vril worshipped the [Black Sun](#) (the invisible inner light of the Godhead) which supposedly gave or generated incredible power and communicated with Aryan aliens living in the Aldebaran system through psychic channeling.

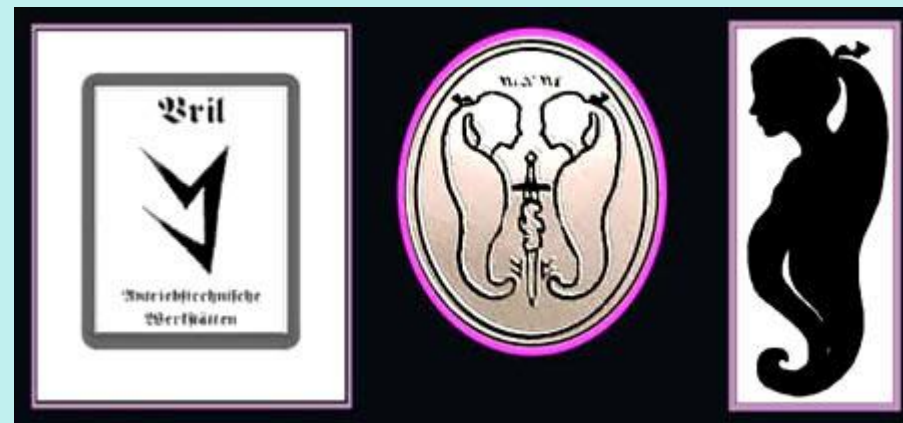


Thule Gesellschaft Symbolism

Aldebaran, a giant red star, is part of the Taurus Constellation and is known as the “Bull’s Eye” due to its position in the heavens. As the “Star of Illumination” it is also known as the “Way” of spiritual enlightenment which the mediums of Vril desperately sought.



But unlike the other two groups the Vril Gesellschaft were an inner circle of women who were also fighting against their times and culture. They were psychic mediums that wore a horse-tail hairstyle. They believed that their long hair acted as cosmic antennae to receive alien communication from beyond. which started post-WWI with Thule medium Maria Orsic.



The "Way" of the Aldebaran star



Sigrun

Confused by the strange language and mental images she was receiving through psychic channeling, Maria Orsic of Thule joined with the Vril Gesellschaft which brought in another psychic medium named Sigrun to help translate the alien language (which turned out to be ancient Sumerian) and decipher the strange mental images of a circular flight machine for making contact.

Sigrun was not the Vril medium's true name but is derived from Sigrune - one of the nine daughters of Odin and a Valkyrie.

So this is where the Vril disc story begins.

Despite their distrust of men, the women of Vril joined with the Thule Gesellschaft and DHvSS in order to construct an inter-dimensional channeled flight disc known as the [JenseitsFlugMaschine \(JFM\)](#). By 1922 the odd disc shaped machine was constructed in Munich and tested for two years. It is not known if any success with channeled flight was ever achieved but a certain W.O. Schumann of the Technical University of Munich invented a levitator from the channeled JFM information provided by the mediums Maria Orsic and Sigrun. By 1924 the JFM project was scrapped but work continued on perfecting the levitator unit known by then as the Schumann SM-Levigator.

With the Nazi Party in power in 1933 (which itself originated from the Thule Gesellschaft) the occultists now received official backing for their continued development of the flight discs. Thule and Vril started with the [RFZ \(RundFlugZeug, or Round Aircraft\)](#) series from 1937-41.

As war had started in 1939 the RFZ-5 became the [Haunebu I](#) and by 1941 the RFZ-7 had become the Vril 1 Jäger (Hunter). The reason for the changes were due to Thule's revolutionary Triebwerk (Thrustwork) engine that used rotating electro-magnetic-gravitic fields to affect gravity. Vril had by 1941 perfected the SM-Levigator as well and thus two new series entered limited construction, but with slightly different goals.

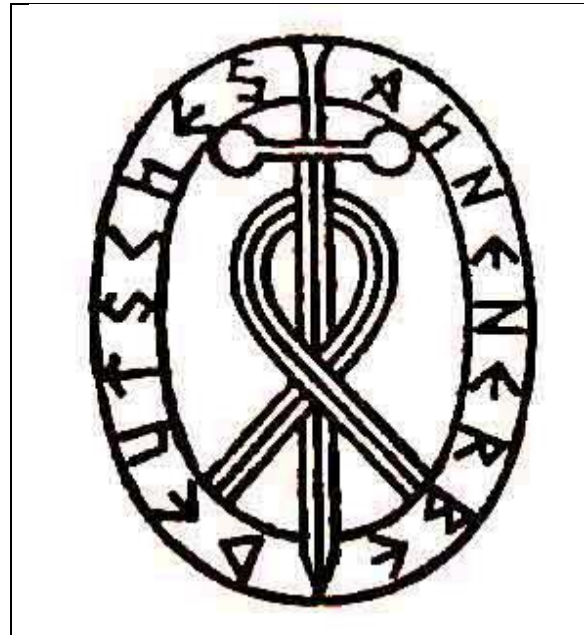
Thule wanted to develop both a production combat craft and a functional Raumschiff (Spaceship). Vril, by



Valkyrie Maiden

comparison, only wanted to develop Raumschiffe to reach Aldebaran in the Taurus Constellation 64 light years from earth.

As Hitler had forbid secret societies in Germany from 1941 forward, both Thule and Vril were documented under the SS Technical Branch Unit E-IV (Entwicklungsstelle 4) tasked with developing alternative energies. This unit had already helped with the RFZ series but now “officially” Thule and Vril did not exist. Vril became known secretly as “Die Kette” to both their Abwehr and Ahnenerbe (Ancestral Heritage Research Department, a.k.a. Nazi Occult Bureau) connections.



[Symbol of the Ahnenerbe](#)

“Die Kette” translates into “The Chain” which referred to the mental “circular link” of the Vril Chefin (Boss). For identification, Vril members wore a Doppelsignet disc that represented the two mediums Maria Orsic and Sigrun.





Vril Doppelsignet Disc
used for ID purposes

Vril can also be recognized by the Canaris Abwehr late war "Black Sun" Adler holding the black sun wheel (instead of the Hakenkreuz circle) which sits on a chain underneath it. This late war symbol represented a secret Z-Plan (Z meaning Zukunft, or Future) devised by Canaris and the Vril Chefin.

The "Future Plan" was for the Third Reich to survive outside of Europe and re-emerge in the far future from either another location on earth or from the stars if a Raumschiff could be constructed in time before the collapse.

The first purely Vril disc - the Vril 1 Jäger (Hunter) was constructed in 1941 and first flew in 1942. It was

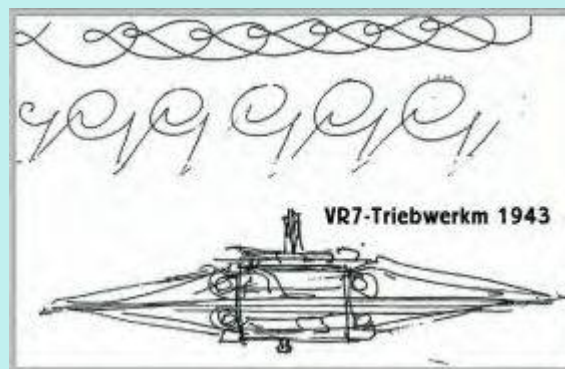


Canaris Abwehr
"The Chain"
symbol showing the
German Eagle with
the Black Sun disc
and underneath a
chain representing
Vril



11.5 meters in diameter, had a single pilot, and could achieve 2,900 km/h - 12,000 km/h! It flew with a metal dome at first but subsequent test versions had a heavily reinforced glass dome and could seat two crew. Flight endurance was 5.5 hrs. It was planned to arm this craft with two MK-108 cannon plus 2 MG-17 machineguns. Seventeen of these craft were constructed and tested between 1942-44 with 84 test flight.

The Vril 2 Zerstörer (Destroyer) was a highly advanced oval shaped disc that was much too complex for the time period; thus it was projected for 1945/46, so no construction was started. The Vril 3 and 4 have been photographed but no surviving information is found on them. Vril 5 and 6 likewise do not show up and may have only been projects. The Vril 7 and 8, however, were constructed.



Vril medium drawing of Vril-7 from 1943

The Vril 7 Geist (Ghost) was 45 meters in diameter and crewed by fourteen men. It was built in 1944 and tested at Arado-Brandenburg using Vril's own Triebwerk. Like the Vril 1 the Vril 7 Geist was designed for channeled flight. One machine was sent through from Arado but returned seriously damaged beyond repair. It is not know if the craft was manned or not but the Victalen hull was severely warped and the drive disabled.

Vril's medium Sigrun made frequent trips to the facility to oversee construction and testing. In 1944, Arado engineers approached her with a request. They wanted to know if the Vril Triebwerk could be adapted to one of their projects - the Arado E.555 strategic bomber. They were abruptly told, "No" and returned to their designs which resulted in eleven different versions of the bomber. Sigrun was actually insulted because the entire purpose of the Vril discs was aimed at space flight.

No conventional bomber could withstand the heat of the velocity achieved by these machines which were constructed of hulls specially made of an advanced metal called Viktalen (in some sources Victalen or Viktalon).

The Vril 1 had a single hull of this type, the Vril 7 two. The large Haunbeu III had three! Besides, Vril could not afford to waste any valuable time diverted to strategic bomber projects aimed at attacking America or the Soviet Union. Such ventures were futile despite the 1945 resurrection of the [Sänger hypersonic bomber](#) project and the RLM ordered construction of a [Horten XVIII flying wing bomber](#)!

With the SS supervising all aspects of the disc programs every model had to have at least theoretical provision for armament. In the Vril 7 Geist it would have been four MK-108 cannon.

The Vril 8 Odin was the last official Vril disc that was flight tested in the spring of 1945 during the collapse. This disc had an automatic Oberon upward-firing gun installation on top of the control center.

Some weeks after Germany surrendered. however, both Haunebu and Vril craft were spotted in the skies over occupied Germany.

Although the Vril 9 Abjäger (Universal Hunter) was shown only as a design on paper, a craft identical to it was photographed postwar, and there are claims of a spacecraft Vril 10.

Much documentation and original design work performed by Vril was deliberately destroyed prior to departure from Germany. Both a Vril 10 Fledermaus (Bat) design and a planned Vril 11 were among the incomplete material recovered by the Allies in 1945 (much of it rescued from flames).

Although almost no material remains on the Vril 11, the Vril 10 can be described as follows: a large disc, approximately 60 meters in diameter of heavy Victalen construction. The "Bat" name was given due to odd-shaped tower structure up top with long curved outward sides and curved downward disc tips below the central body. Reinforced glass view ports are located in main disc tower. This



Arado E.555 strategic bomber project
[Revell Models box art]



Vril 1 and Vri 9

disc was designed to carry /transport either some exotic orb weaponry or cylindrical passenger pods - hard to tell from fragmentary sketches and brief descriptions. Since the other Vril discs lacked any load-carrying ability it appears that the Vril 10 was intended as a supply transport.

The larger Vril 11 was only known as the "Teufel" (Devil). Fragmentary information speaks of a "Devil's Gate" associated with this disc and depicts other un-named "horned" craft with bulbous units at the rear along side it. What these are remain unknown and the purpose of the Vril 11 is unclear.

There is an an obscure drawing of the [Vril DORN Verteidiger](#) (literally, Thorn Defender) and there was a sighting near Pescara, Italy in the 1960s - Project Bluebook #16 match - matching DORN almost precisely and an unknown postwar Dornier (DORNier?) SST proposal!

Vril's final plan was the construction of a large 139 meter long cylindrical Raumschiff known by the SS E-IV Unit as the [Andromeda-Gerät](#). Work on this "flying cigar" was to commence in 1945 at a huge, sheltered above-ground Zeppelin-like hangar. Once completed it could internally accommodate one large Haunebu IV and two Vril 2 craft, making the journey to Aldebaran, the ultimate dream of the Vril Gesellschaft.



Depiction of Freya

Due to the SS E-IV commitment to various other Thule and Vril disc projects a sub-division unit referred to as the E-V (E-5) was created to work only on these two machines. It is reputed that the nicknames for these two craft were "Freya" and "Freyr"- after the old Norse Gods.



Vril Letter of Departure for Aldebaran, March 1945

One machine (Freyr) was discovered by the US Army in 1945 uncompleted with its propulsion system and sensitive navigation equipment removed. The large craft, painted overall gray with no markings, was in a state of hurried construction that turned into dismantlement once Allied troops were in the area. It was approximately 300 feet long (not fully assembled), resting on skids for support. The cockpit was not immediately discovered until someone actually climbed up on the machine and discovered it. All sensitive navigation equipment as well as the exotic propulsion system (that apparently was not of the Thule or Vril Triebwerk design) was hastily removed during evacuation from the site; thus, some sections of the craft were damaged except the two huge empty bays designed to carry the Haunebu and Vril advanced models. Looking at the strange craft from a side angle made it appear to be an uncompleted radio tower at first as US Army soldiers were the first to spot strange antennas protruding from the craft. Only upon further inspection was it realized that this was indeed a flight machine of extremely advanced design incorporating what has been speculated postwar as a photonic drive system (although official SS E-IV documentation lists four Thule Tachyonator 11 units as primary propulsion). The machine was developed by the SS E-IV unit as a Raumschiff (Spaceship) at Vril's request.

Although these mysterious craft seem to come from the realm of science fiction it is interesting to note that once Germany was occupied and the military Intel teams swept through the defeated nation all documentation and evidence of the Vril Gesellschaft was destroyed by the Allies. If the occult Society and craft never existed and did not represent any threat to the Allies then why has all trace of their existence been forcefully carried out by the victors?

It should be noted that Britain also had an official Occult Bureau, a branch of MI5 that operated before the war investigating paranormal activity in various nations. Upon the outbreak of war in 1939, the Occult Bureau privately funded and formed a special group of commandos for raids against the Abwehr and Ahnenerbe. The commandos were called "Wraiths" and at least some had come from S.O.E. as the war progressed. It is not known what their primary mission was but intelligence gathering, capture of foreign equipment, and sabotage was suspected. They certainly knew of the occult Thule and Vril Gesellschafts in addition to the SS E-IV unit.

The [British also sent commandos to raid secret German bases in the Falklands and established their own Naval and ground presence in Antarctica to spy on German activity there](#). It may be no coincidence then that it was Britain that captured the bulk of the SS E-IV documentation not destroyed before evacuation.

Not all good comes from above.

For Vril it came "from beyond... 64 light years from earth" and it was this obsession that lead to ALL of the occult German disc programs. One can only wonder if any of them truly made it to their ultimate destination.



Wraith Symbol



S.O.E. Symbol



MI5 Occult
Bureau Symbol



Modern Vrili art of dimensional biogenetic spacesuit
used to travel to Aldebaran

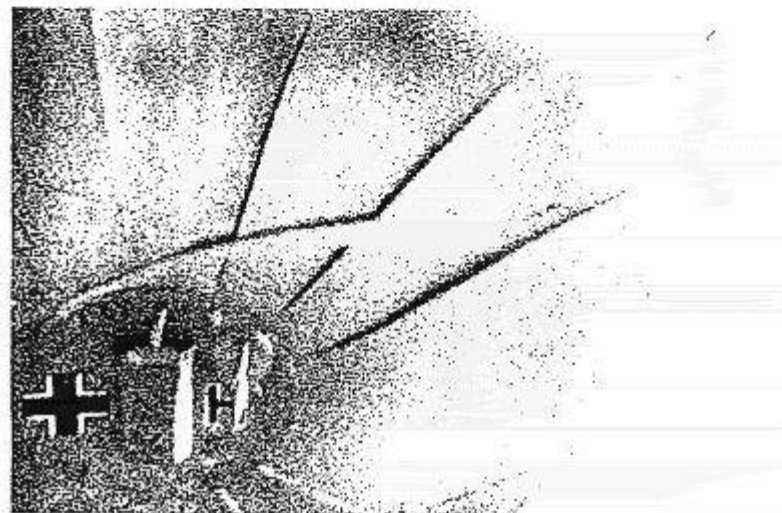
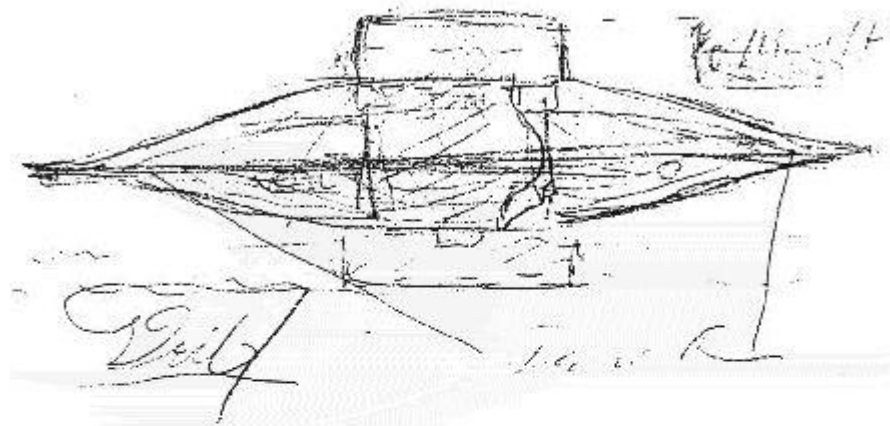


Modern Vrili art depiction of Vrili 7 Geist energy field

<CENTER



EINZIGE VERFÜGBARE ORIGINAL-SKIZZE DES "VRIL-7".



Vril sketch of Vril-7



Vril, SS Military Technical Branch E-IV/E-V

- Vril 1 "Jäger" (Hunter) disc aircraft, 1941, 17 manufactured
- Vril 2 "Zerstörer" (Destroyer) disc aircraft project
- Vril 3 disc aircraft prototype
- Vril 4 disc aircraft prototype
- Vril 5 disc aircraft prototype
- Vril 6 disc aircraft prototypes, 2 built
- Vril 7 "Geist" (Spirit) disc aircraft, 1944, several built
- Vril 8 "Odin" (God Wotan) disc aircraft prototype, 1945
- Vril 9 "Abjäger" (Universal Hunter) disc aircraft prototype, 1945 over occupied Germany
- Vril 10 "Fledermaus" (Bat) disc project
- Vril 11 "Teufel" (Devil) disc project
- [Vril Andromeda-Gerät](#) (Andromeda Device), 139 meter

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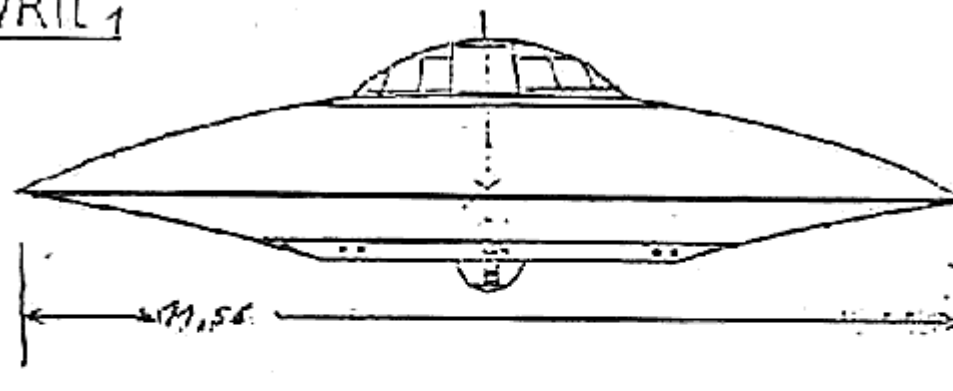
cylindrical Raumschiffe, 1945 1 built, 1 under construction, built exclusively by SS E-V Unit, powered by 4 Thule Triebwerk EMG engines plus 8 SM-Levitators

- Vril Andromeda-1 Freyr (Norse God), captured by US Army 1945 partially completed
- Vril Andromeda-2 Freya (Norse Goddess), one built
- [Vril DORN "Verteidiger"](#) (Defender) unmanned delta craft weapon. "DORN" is either short for DORNier or means (Thorn), Sighted near Pescara, Italy postwar.
- [Vril Gammagische Auge](#), "Magic Eye" recon drone, prototype only

(all discs except Andromeda-Gerät powered by Vril Triebwerk EMG engines plus Schumann SM-Levitators)

VRIL 1 Jäger (1942)

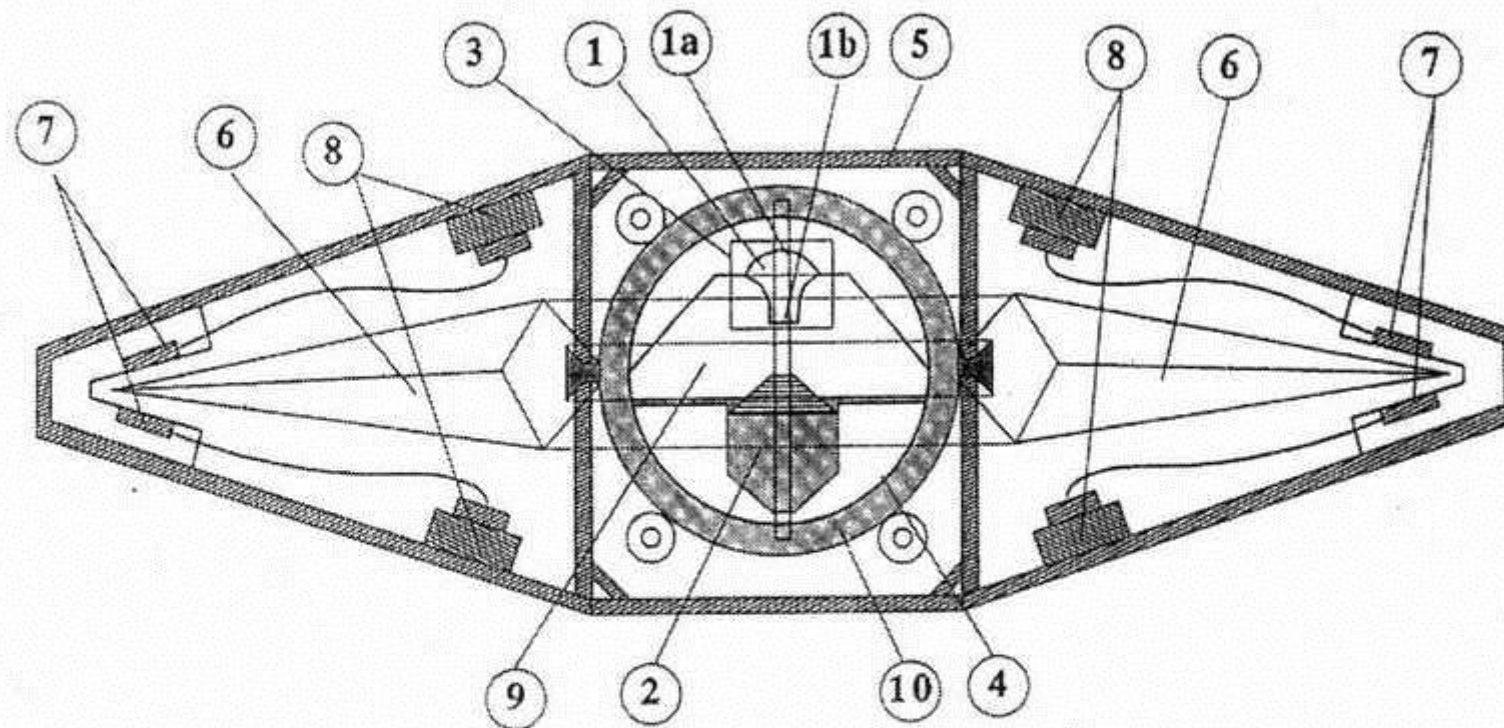
Vril₁



LEICHTE BEWAFFNETE FLUGSCHREIBE (JÄGER), TYPE VRIL*
(~~Sammel~~-Gruppe)

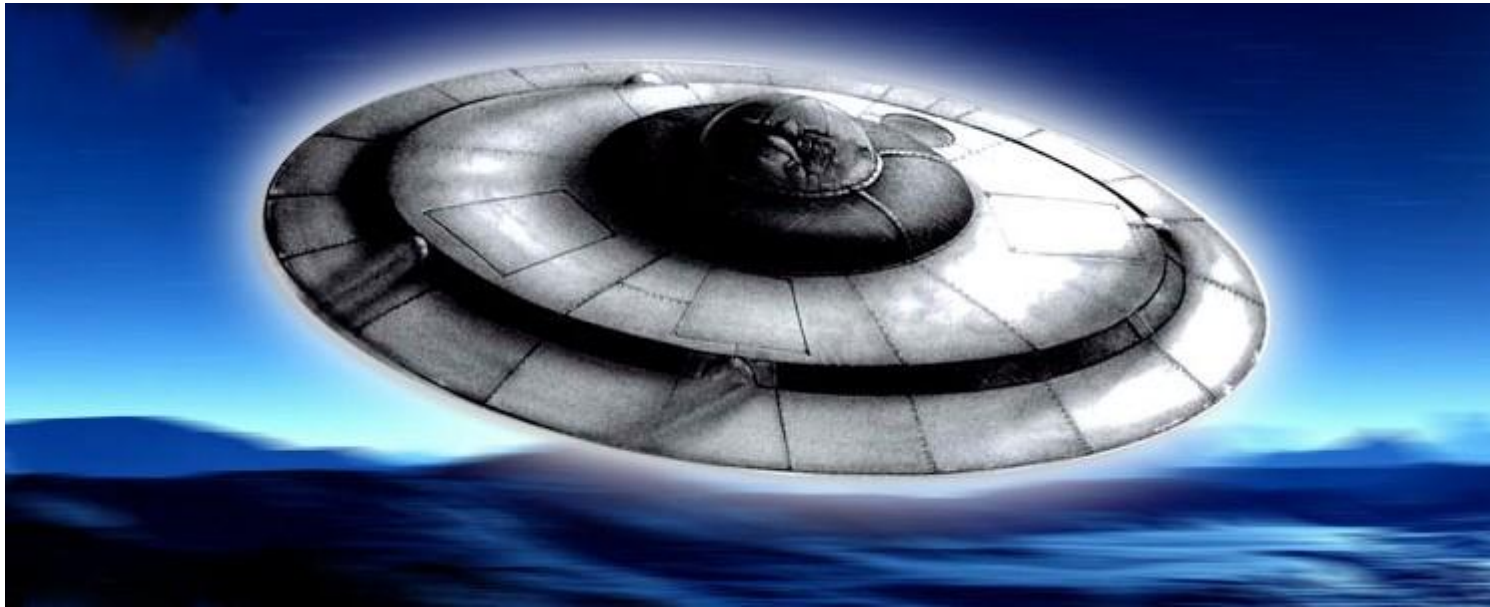
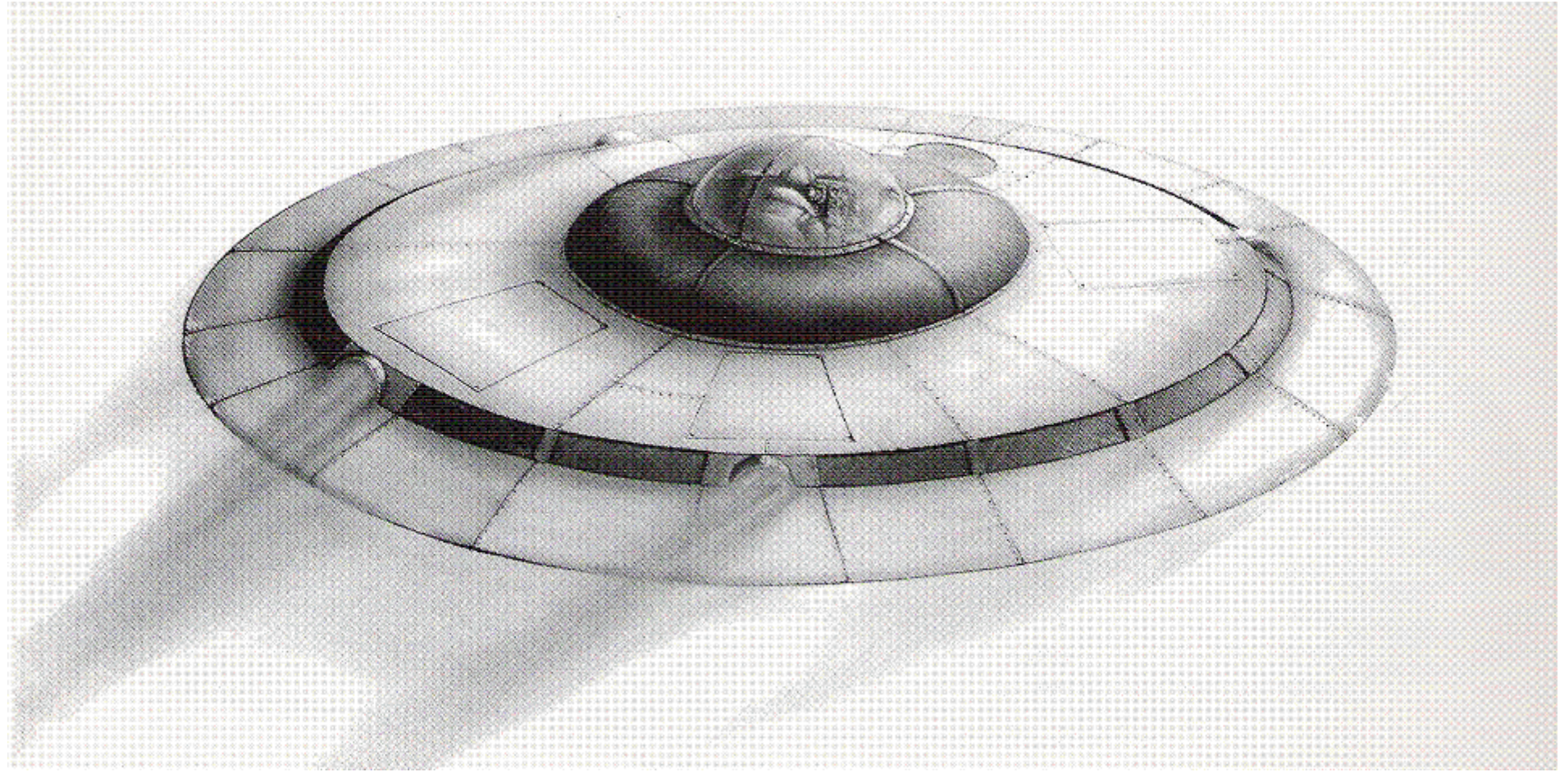
Durchmesser: 11,50 Meter
Antrieb: Sonnen-Lavator (gepatent)
Steuerung: Mag-Feld-Impulsor
Geschwindigkeit: 2900 Kilometer p. Stunde (bisher), bis zu ca. 12000 mögl.
Reichweite (in Flugdauer): 5 1/2 Stunden ((Flug-Aufladung mittels K2 von
Hause aus, wird erprobt))
Bewaffnung: 1 5cm LSK, fernsteuerbar, unten, + 2 x MG 108 u. 2 x MG 17
Ausspannung: Doppel-Viktoren
Besatzung: (2- nach Fliegezeit) 1 bis 3 Mann
Haltbarkeit: 100 %
Stillstandsfähigkeit: 12 Minuten
Allgemeine Flugfähigkeit: Wetterunabhängig Tag und Nacht
Grundsätzliche Einsatzzeit: ca. Sept. 1944, Dr. Krüger.

Vril-1-Triebwerk

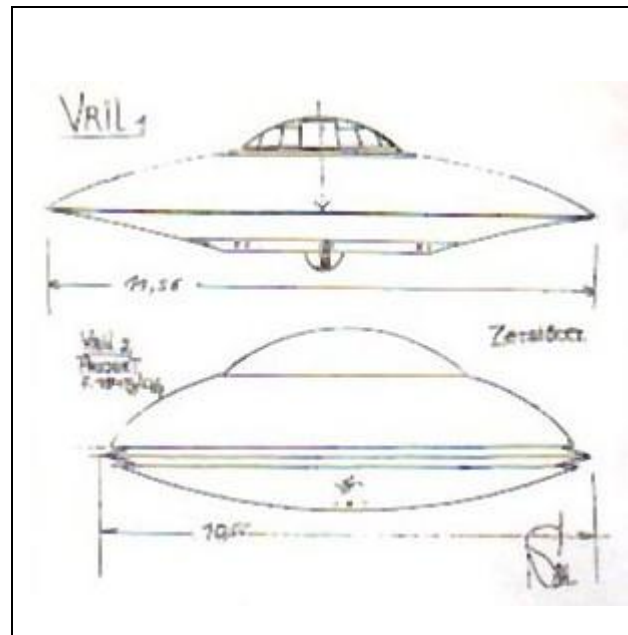


- | | | |
|--------------------------------|-----------------------------|----------------------|
| 1 Glocke | 4 Schwingungseinschluß | 10 Schwingungspanzer |
| 1a YX - Pol | 5 Rahmen | |
| 1b XY - Pol | 6 Drehkörper | |
| 2 Haupt- u. Anlaß
Generator | 7 Elektromagnete | |
| 3 Glockenmantel | 8 Stromspeiser u. Aufnehmer | |
| | 9 Vakuum | |

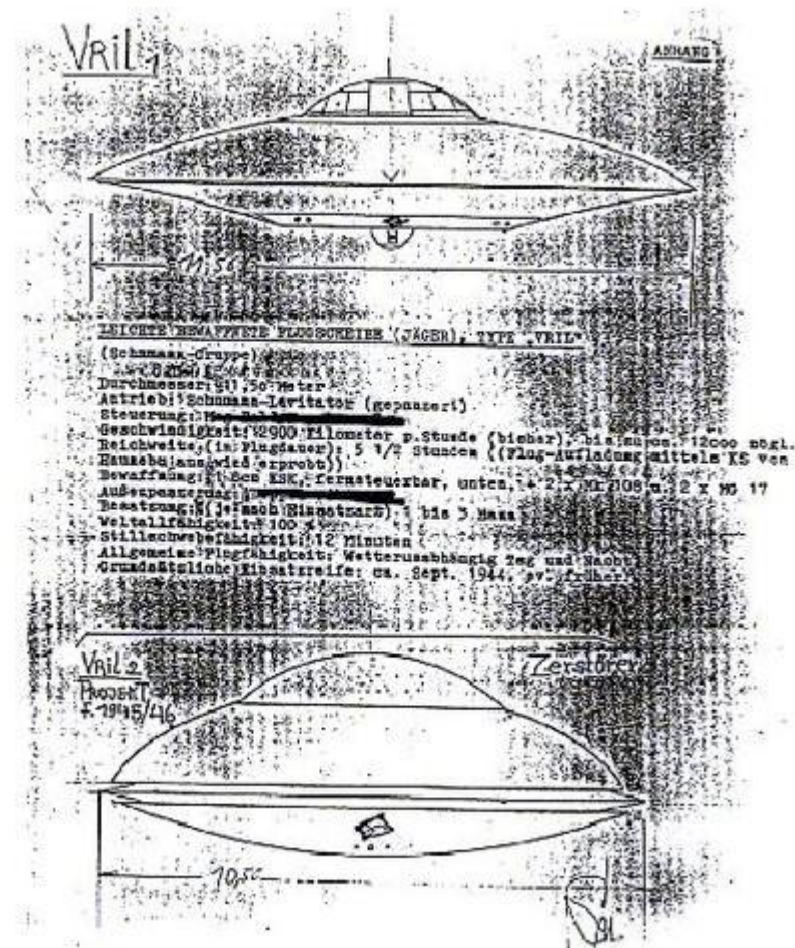




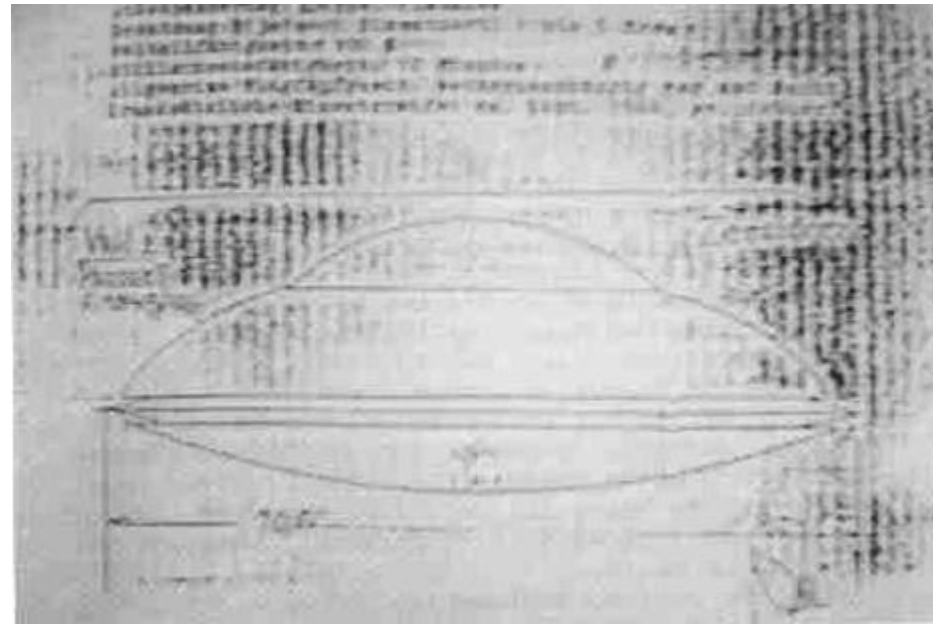
Artistic Interpretation of the Vril 1



VRIL-1
VRIL-2
VRIL-9



Vril 2 Zerstörer
(projected for 1945/6)



VRIL 3



Enlarged colorized version

VRIL 4

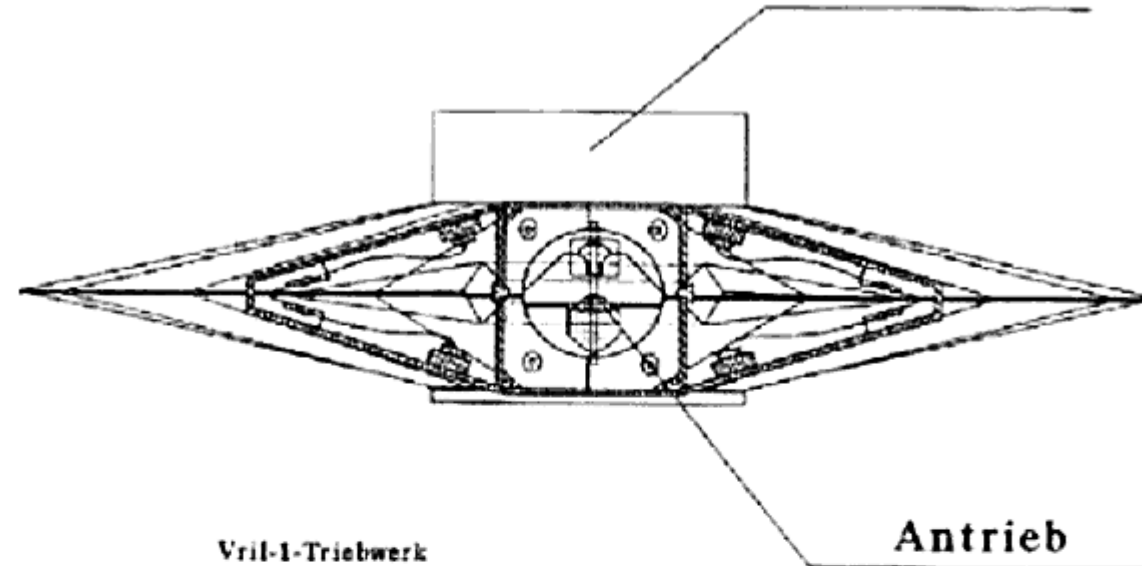


VRIL 7 Geist
(1944)

Vril 7

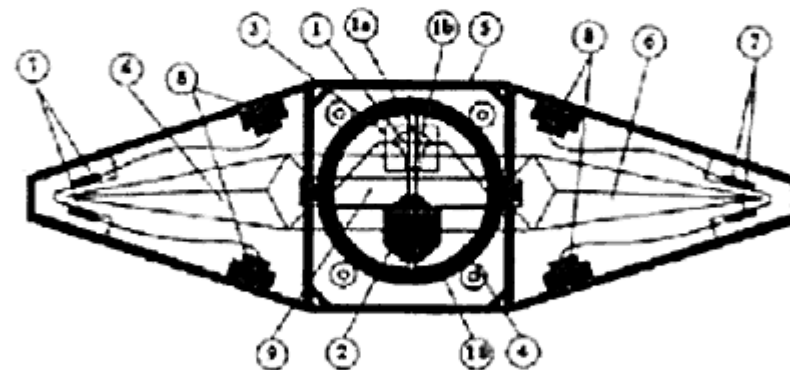
Schnittbild mit Antrieb

Mannschaft



Vril-1-Triebwerk

Antrieb



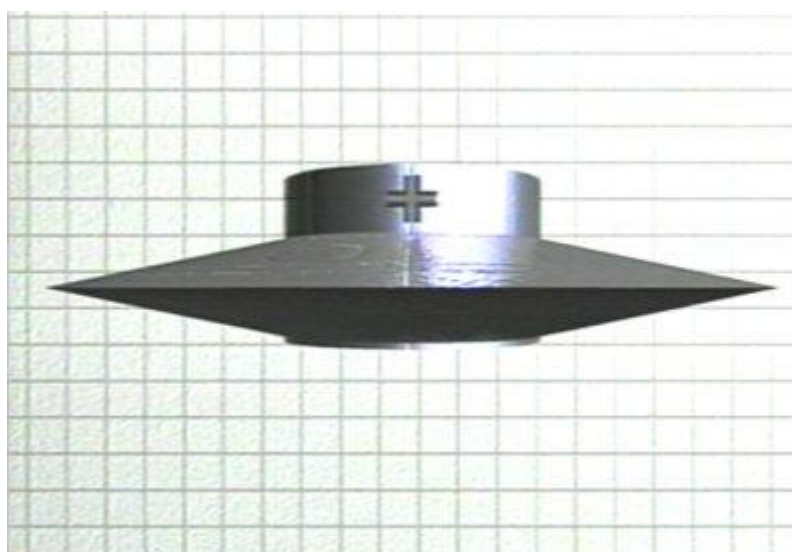
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|------------------------------|------------------------------|-----------------------|
| 1 Glocke | 4 Schwingungseinschluß | 10 Schwingungsspanner |
| 1a YX - Pol | 5 Rahmen | |
| 1b XY - Pol | 6 Drehkörper | |
| 2 Haupt- u. Anlauf Generator | 7 Elektromagnete | |
| 3 Glockenmastel | 8 Stromspeicher u. Aufnehmer | |
| | 9 Vakuum | |

Gemeinschaft des Schwarzen Strins



Rekonstruktionsversuch

Durchmesser des Geräts ca. 45 m





Vril 7 testing the KSF 'Donar'
[modified picture, probably based on a real photograph]





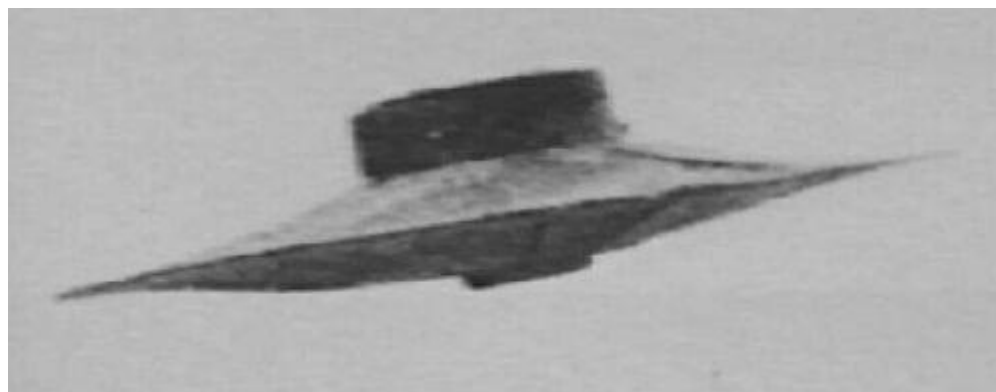
Vril 7 at the Brandenburg testing grounds
The woman in the foreground is the Vril
Gesellschaft medium Sigrun who has been
authenticated in other WW2 photos standing in front
of Fw 190 fighters.
[Modified picture probably based on a real
photograph]

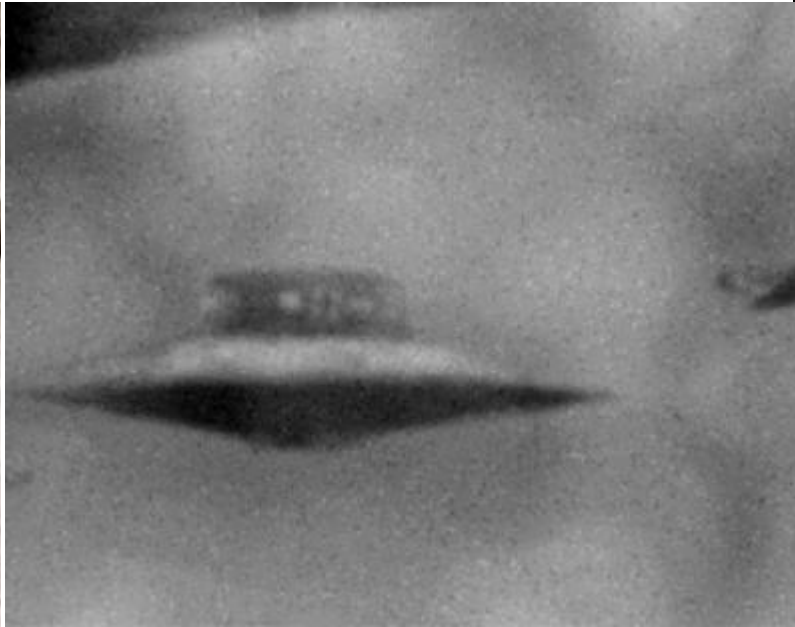




Questions about the authenticity of this photograph:

- 1) The rays of light which cause shadows are not parallel.
- 2) A driver and passenger are inside the car, why not outside?
- 3) The Vril disc is in level flight, why not tilted?
- 4) This photo exists only in low resolution.





The airplane flying with the Vril 7 is usually identified as a Ju-52.
A comparison study, clearly indicates that it is a Me 109.

[Click Here](#)



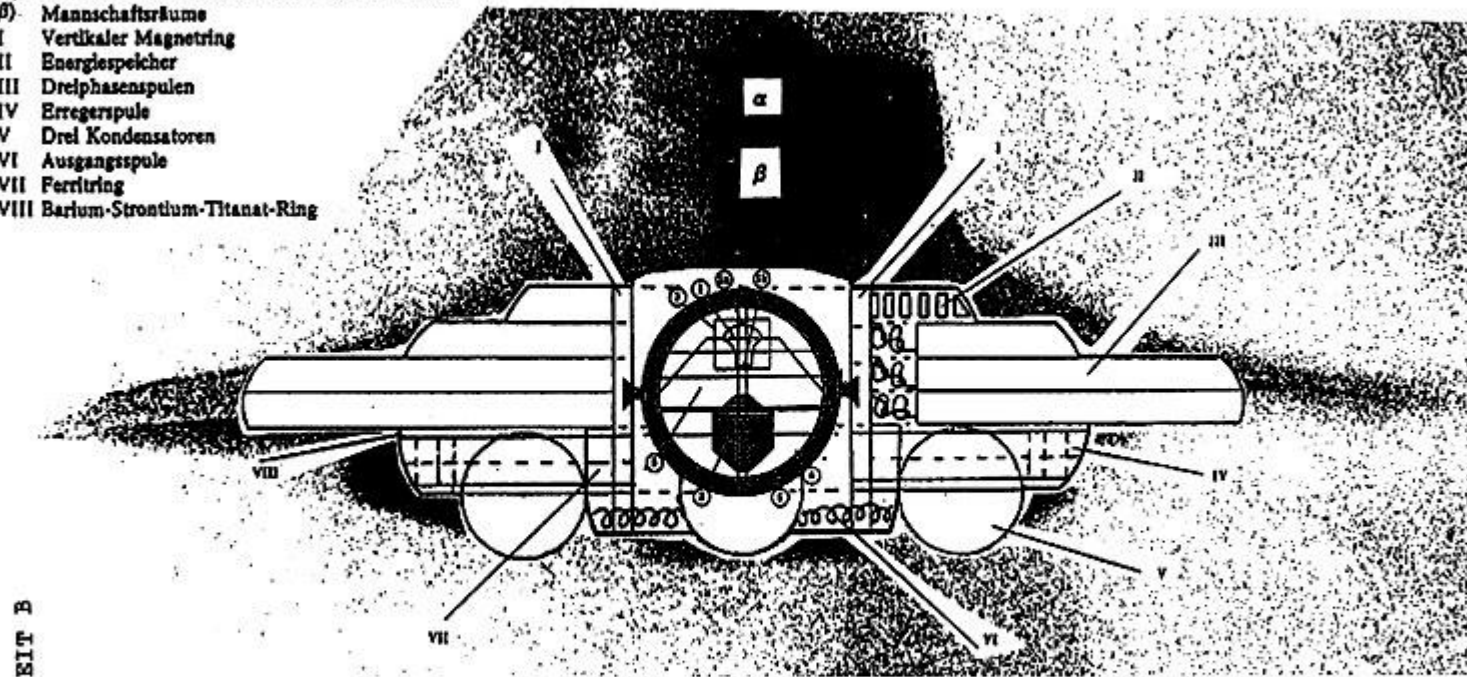
Artistic conception of the Vril 7

VRIL 8 Odin (1945)

"VRIL-ODIN"

Vereinfachte Planskizze (Querschnitt) eines Elektrogravitationsraumschiffes nach dem Dynamoprinzip

- a) Kommando- und Steuerraum des Raumschiffes
- β) Mannschaftsräume
- I Vertikaler Magnetring
- II Energiespeicher
- III Dreiphasenspulen
- IV Erregerspule
- V Drei Kondensatoren
- VI Ausgangsspule
- VII Ferritring
- VIII Barium-Strontium-Titanat-Ring



MÖGLICHKEIT B

- | | |
|--------------------|------------------------|
| 1 Glocke | 4 Schwingungseinschluß |
| 1a YX - Pol | 5 Vakuum |
| 1b XY - Pol | 6 Schwingungsplanar |
| 2 Haupt- u. Anlauf | |
| Generator | |
| 3 Glockenmantel | |







Vril 8 en-route to Aldebaran
[Probably not an original photograph]

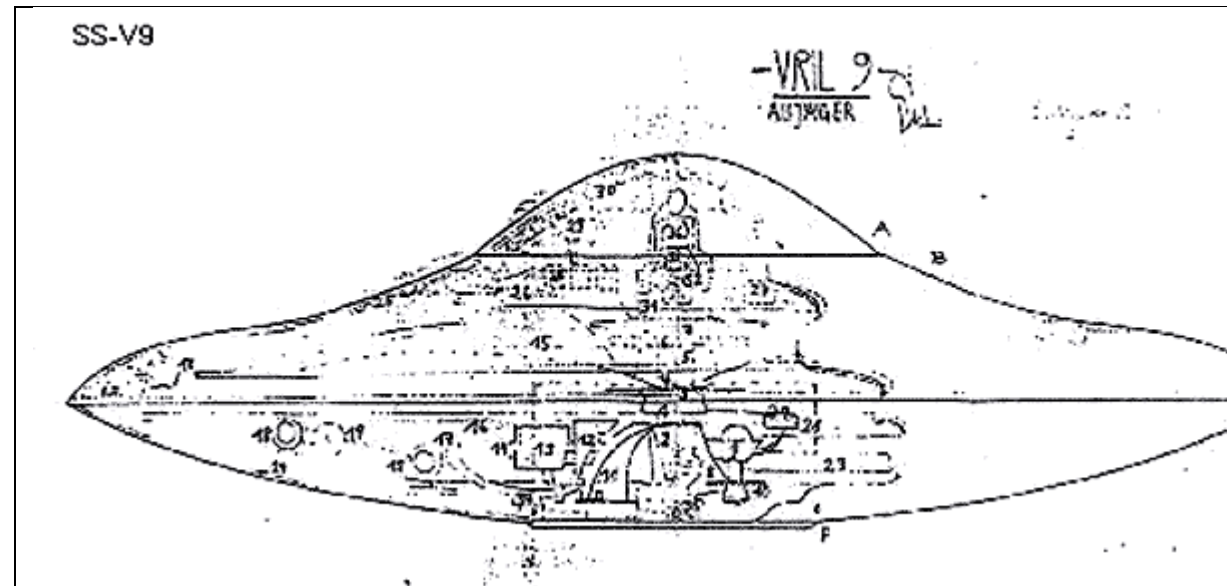


Artist version of the same event



Also identified as a FU 1 {Fliegende Untertasse}

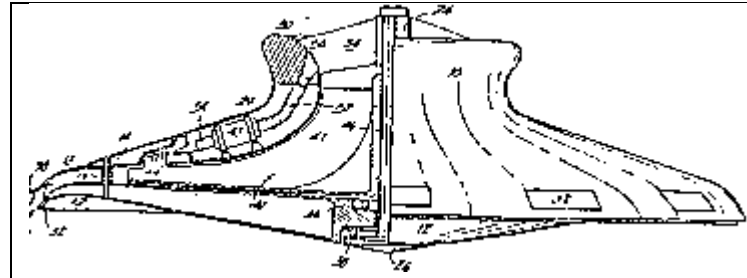
VRIL 9 Abjäger



Vril 9 (postwar photo w/cockpit)

VRIL 10 Fledermaus





Unknown disc diagram of Vril 10 Fledermaus configuration