

# **VIKTOR SCHAUBERGER REPULSIN A & B**

(1940-1945)

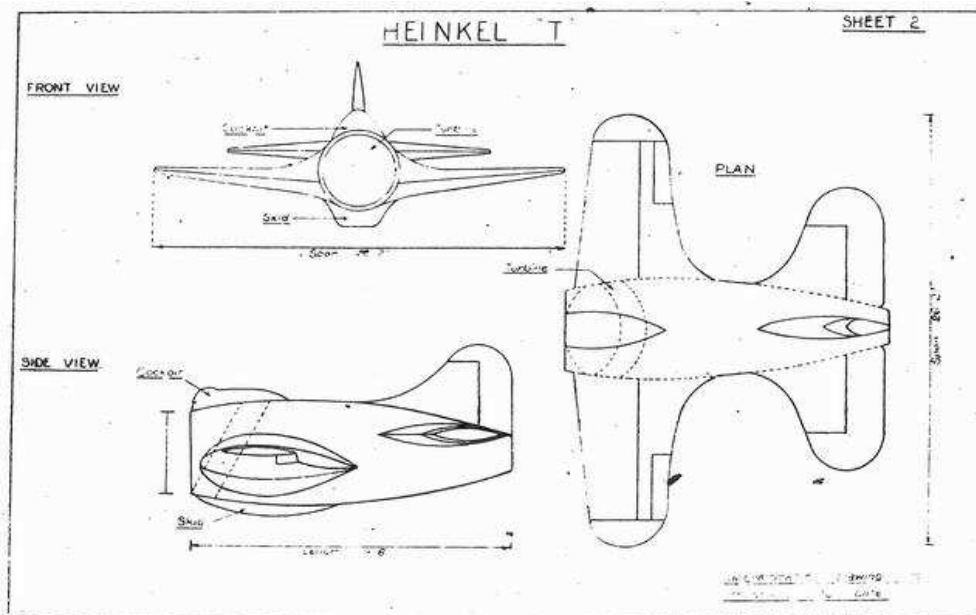
By Rob Arndt

Viktor Schaubberger, an Austrian forester who observed the effects of nature- especially of water, privately met Adolf Hitler in 1934 to discuss the fundamental principals of agriculture, forestry, and water engineering. While Hitler was impressed by Schaubberger's radical ideas for utilizing water power in new and dynamic ways, he was also displeased that Schaubberger was not willing to participate in work for the Third Reich.

Subsequently and unfortunately for Schaubberger this meant that once Austria was annexed in 1938 and war broke out in 1939 the SS would come searching for him and his ideas based on his patents for an "air turbine", "procedure for lifting liquids and gases" from 1935, and the "warm-cold" machine built for Siemens in 1937 which was, however, destroyed in an unauthorized test.



In 1940, Schaubberger began construction of the Repulsin(e) discoid motor in Vienna with help of the Kertl company. He patented his idea on March 4, 1940 in Austria under patent 146,141. But very soon afterwards he was reported by the Viennese Association of Engineers to the SS who placed Schaubberger in a mental hospital in Mauer-Ohling. Schaubberger was then forced to work with Messerschmitt on liquid vortex cooling systems and Heinkel concerning applications of water towards aircraft engines. At this point Heinkel received reports on the early Repulsin A.



**Early Heinkel "T" (Taifun/Typhoon) flying cigar design study for possible use with Schaubberger Repulsin vortex motor.**

**Note lack of detail of engine except for "turbine" description.**

**No prop engine nor centrifugal/axial-flow turbojet either... just a gaping inlet, ring turbine and fuselage-wide open shaft to exhaust port**

At Mauthausen, under orders from Heinrich Himmler himself, Schaubberger was to carry out research and development for the Third Reich war effort. He was given approximately 20-30 prisoner engineers to proceed with his research into what was termed "higher atomic energies". For this Schaubberger was given special dispensations from the SS for both himself and fellow engineers.

The construction and perfection of the Repulsin A model discoid motor continued until one of the early test models was ready for a laboratory test that ended in disaster. The model was 2.4 meters in diameter with a small high-speed electric motor. Upon initial start-up the Repulsin A was set in motion violently and rose vertically, quickly hitting the ceiling of the laboratory, shattering to

pieces. The SS were not pleased and even threatened Schaubberger's life, suspecting deliberate sabotage.

Replacement models were built, but by 1943 a more improved design, the Repulsin B model was constructed with the SS objective of developing this motor for an odd SS bio-submarine which Schaubberger named the "Forelle" (Trout) due to its configuration of a fish with a gaping mouth!

### The Repulsin models operated in the following way:

When the main electric engine is started, the Coanda effect begins to create a differential aerodynamic pressure between the outer and inner surface of the primary hull. At a higher speed, the vortex chamber becomes a type of high electrostatic generator due to the air particles, in high speed motion, acting as an electrical charge transporter. The Repulsin A will begin to glow due to strong ionization effect of the air. Now we have all the ingredients for a continuous and strong Aether flow along the main axis from the top to the bottom of the craft. The radial air pressure required for lifting 1 kg with the Coanda Effect is roughly 1.4 kg/cm<sup>2</sup>.

In the Repulsin B the vortex turbine has been improved for increasing the "Implosion Effect" and thus the lifting force. In the Repulsin B the upper membrane is fixed and the lower rotates at high speed. On the edge rim there are special shaped blades of boomerang configuration. There are 120 blades that are 3 degrees spaced around the rim. The enhanced vortex turbine increases significantly the "implosion" effect in the vortex chamber. This contributes to it being able to generate a stronger thrust than the centrifugal turbine used in the Repulsin A. By means of suction screw-impeller (which revolved from the outside towards the inside along a cycloid, spiral space curve) the same type of force is generated which creates twisters, cyclones, and typhoons through the effect of either suction or implosion.

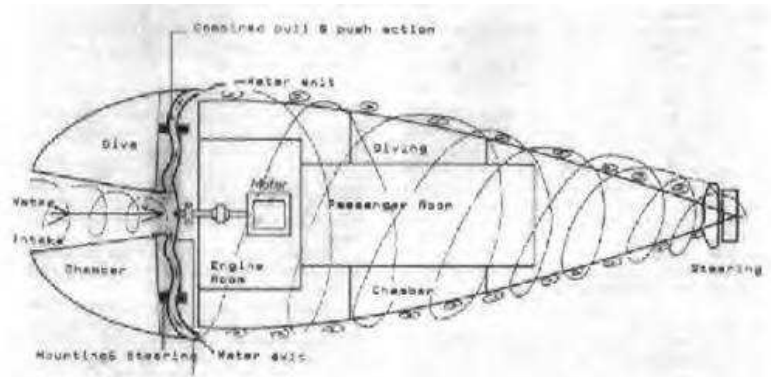


Repulsin B inner workings

speed the whole machine higher and higher into the air with a thrust equal to 10,000 hp simply by moving "air". The turbine was considered a priority for flight development into a manned machine by the SS. It is speculated that Miethe's final design built in Breslau that flew in 1944 was an enlarged manned Repulsin-type craft.

Schaubberger meanwhile had his remaining discoid motors confiscated by the Russians and Americans at the end of the war. While AVRO Canada approached Schaubberger for disc development along with a team led by Dr. Richard Miethe, Schaubberger refused and instead devoted his remaining life to peaceful uses of his vortex technology by working on various civilian projects which included generators, and both water and air purification systems.

In the late 1950s Schaubberger visited the US and was again pressured into working on military disc designs. The pressure was even greater due to the



Early design of Forelle submarine utilizing Schaubberger vortex technology for propulsion



Internal suction screw impellers of the Schaubberger Repulsin-B model

Work on the Repulsin B continued in 1944 at the Technical College of Engineering at Rosenhügel in Vienna. Schaubberger was finally released back to Leonstein, Austria that same year. It appears that the SS had discarded the idea of applying the Schaubberger motor to a submarine when the benefits would greatly improve their work on the secret Flugkreisel which was taken from Rudolf Schriever back in 1941. By 1943 the machine had flown but proved to be unstable. The leader of the SS replacement team was Dr. Richard Miethe who proposed several Flugkreisel replacements with varied power plants, most of which relied on jets or rocket power, until it was learned that Schaubberger had engineered a type of turbine machine that would create an up-current of axially-spinning air so powerful that the up-current's drag force would

fact that Schaubberger's original Repulsin motors had fallen into Russian hands and the US suspected Schaubberger's technology would appear as a nuclear armed aircraft over US soil.

Schaubberger refused to continue participation, but had his designs forcibly signed over to a powerful US consortium. He returned to Austria and died there 5 months later having been robbed of everything.

A tragic end of life for the man everyone named the "Water Wizard".

*Nature is not served by rigid laws, but by rhythmical, reciprocal processes. Nature uses none of the preconditions of the chemist or the physicist for the purposes of evolution. Nature excludes all fire on principle for purposes of growth; therefore all contemporary machines are unnatural and constructed according to false premises. Nature avails herself of the bio-dynamic form of motion through which the biological prerequisite for the emergence of life is provided. Its purpose is to ur-procreate [re-create the primary, the essence of] 'higher' conditions of matter out of the originally inferior raw materials, which afford the evolutionally older, or the numerically greater rising generation, the possibility of a constant capacity to evolve, for without any growing and increasing reserves of energy there would be no evolution or development.*

*This results first and foremost in the collapse of the so-called Law of the Conservation of Energy, and in further consequence the Law of Gravity, and all other dogmatics lose any rational or practical basis.*

~Viktor Schaubberger (From "Implosion" no. 81 re-printed in Nexus magazine Apr-May 1996)

Viktor Schaubberger also said:

*If water or air is rotated into a twisting form of oscillation known as 'colloidal', a build up of energy results, which, with immense power, can cause levitation. This form of movement is able to carry with it its own means of power generation. This principle leads logically to its application in the design of the ideal airplane or submarine... requiring almost no motive power.*

~From "Living Water" by Olof Alexandersson (1990)

*The principal of the vacuum turbine consists in the fact that that an artificial thunderstorm or high tension electrical charge develops in a capillary tube and a double spiral pipe in which electromagnets have been incorporated, which transforms the substance of the air into electrical energies. These discharge into the sidewalls and from there thru diffusion are ducted away downwards as heat. Thru the transmutation of aeriform matter into energies, a self intensifying physical vacuum is created in an upward direction and through the recurrent development of a heat gradient in a downward direction; a powerful up current of air evolves which after a few minutes intensifies to cyclonic force. Because the air pressure in an upward direction can be progressively reduced in this extremely simple way, the counter flow of air can be raised to over 124 mph producing about 10,000 brake H.P. on the inclined surfaces of the prop or turbine.*

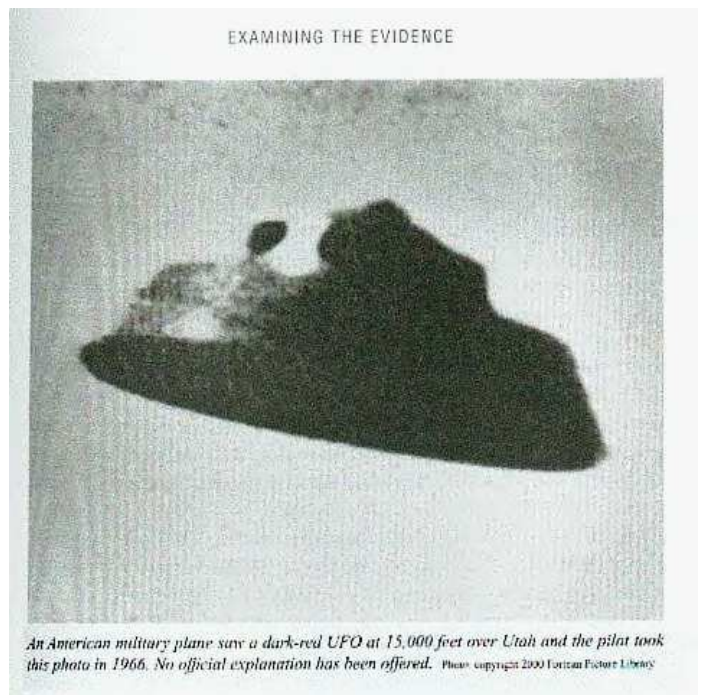
~Victor Schaubberger writes about the Paramagnetic Dynamo (Energy Evolution Pg. 115)

Viktor Schaubberger stated in correspondence of the 1950's that he worked at the Mauthausen concentration camp directing technically oriented prisoners and German scientists in the successful construction of a saucer-shaped aircraft:

*The 'flying saucer' which was flight-tested on the 19th February 1945 near Prague and which attained a height of 15,000 meters in 3 minutes and a horizontal speed of 2,200 km/hours (1,366mph!), was constructed according to a Model 1 built at Mauthausen concentration camp in collaboration with the first-class stress-analyst and propulsion engineers assigned to me there.*

*It was only after the end of the war that I came to hear, through one of the workers under my direction, a Czech, that further, intensive development was in progress.*

*From what I understand, just before the end of the war, the machine was supposed to have been destroyed on Keitel's orders. That's the last I heard of it*



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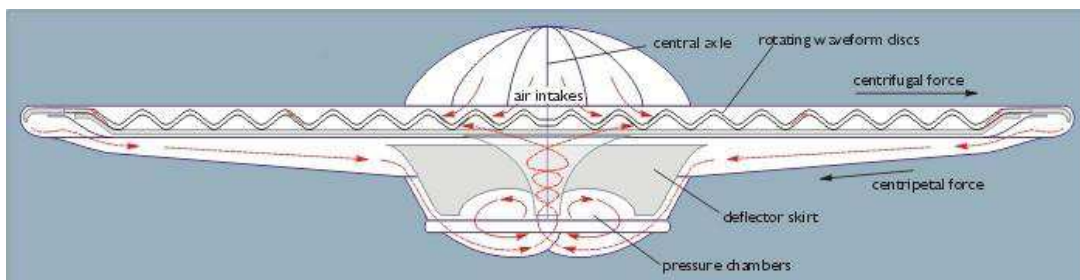
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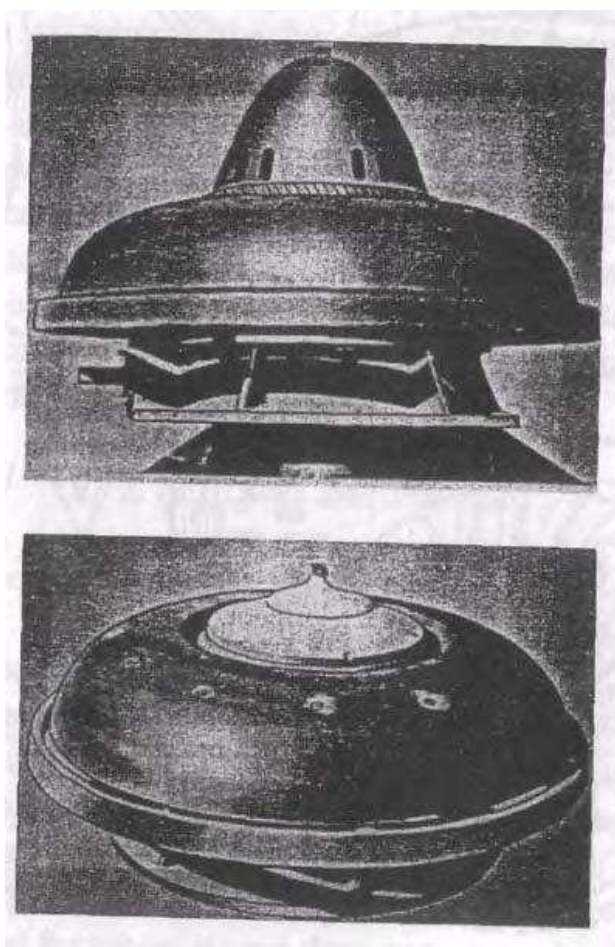


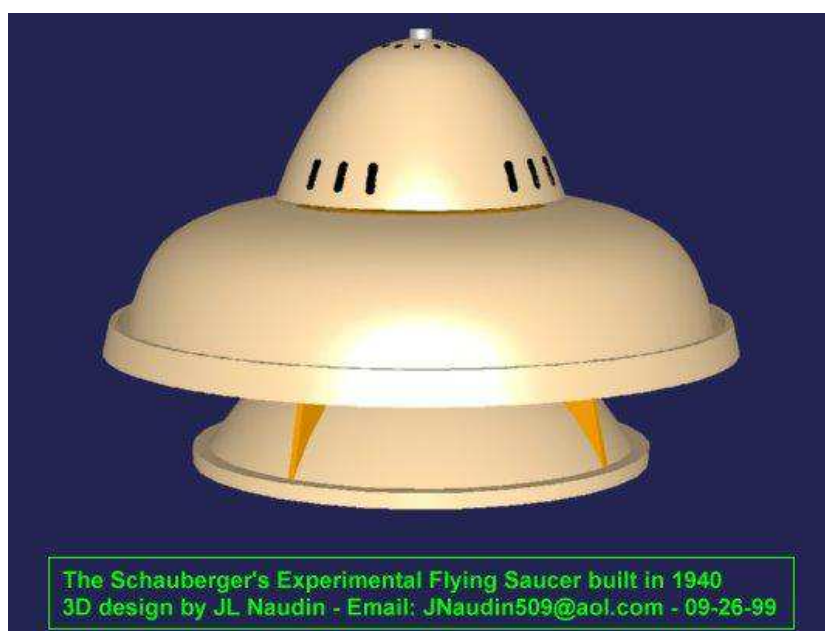
*In this affair, several armament specialists were also involved who appeared at the works in Prague, shortly before my return to Vienna, and asked that I demonstrate the fundamental basis of it:*

*The creation of an atomic low-pressure zone, which develops in seconds when either air or water is caused to move radially and axially under conditions of a falling temperature gradient....*



**Schauberger-type disc designs for a Flugscheibe showing vortex action**







ÖSTERREICHISCHES PATENTAMT.  
PATENTSCHRIFT N<sup>o</sup> 145141.

VIKTOR SCHAUBERGER IN HADERSDORF-WEIDLINGAU (NIEDERÖSTERREICH).

Luftturbine.

Angemeldet am 7. März 1935. — Beginn der Patentdauer: 15. November 1935.

Es ist bekannt, durch bewegte Luft Laufräder zu betätigen. Auch ist es bekannt, durch Evakuieren einen Luftstrom zu erzeugen. Die vorliegende Erfindung benutzt aber mechanische und physikalische Kräfte.

In der Zeichnung ist der Erfindungsgegenstand in Schnitten dargestellt.

Ein schneckenartiges Gehäuse *a*, in dem ein Laufrad *b* eingebaut ist, steht durch eine Hohlwelle mit einem Doppeldrallrohr *l* in Verbindung, welches bei *c* an einen eiförmig gestalteten Hohlkörper *d* angeschlossen ist, der durch ein Drahtnetz *e* in einen inneren und äußeren Raum unterteilt ist. In der inneren Kammer von *d* sind Gasbrenner oder elektrische Flammbögen angeordnet, welche das zugeführte Gas bei zirka 2000° C verbrennen. Die innere Kammer steht durch ein heizbares Doppeldrallrohr *k* mit einem Exhauster in Verbindung, an dem eiförmig geformte, strömungslinienförmige Düsen angebracht sind und der durch eine äußere, motorische Kraft betätigt wird.

Das im Schneckengehäuse eingebaute Laufrad *b* ist so konstruiert, daß Frischluft nur dann in die Hohlwelle eingesaugt werden kann, wenn die Schaufel *f* den an der Hohlwelle angebrachten Schlitze *g* passiert. Die im Querschnitte eiförmig gestalteten, auf der Hohlwelle sitzenden Schwungmassen befinden sich in einem nach außen luftdicht abgeschlossenen Gehäuse. Die im Hohlraum *h* befindliche Luft wird durch eine Verbindungsöffnung *i* abgesogen, so daß die im stark luftverdünnten Raum rotierenden Schwungmassen nur sehr wenig Widerstand erfahren.

Zur Erhaltung des Verbrennungsvorganges wird bei *j* brennbares Gas zugeführt.

Das eingangs erwähnte Doppeldrallrohr ist unter Nr. 138206 in Österreich patentiert. Dieses Rohr besteht aus einem äußeren Holzdaubenrohr, einem Asbesteinschubrohr und innerhalb des letzteren aus einem Metalleinschubrohr, das an der Peripherie drehspannartige Metallkörper ausgebogen hat, deren Achse gegen die Rohrachse unter einem Winkel von 30° bis 45° geneigt steht. Diese Metallkörper sind längs eines bzw. längs mehrerer Schraubengänge montiert. Die Randluftmassen werden also gezwungen, einen Weg zu beschreiben, der einer Schraube in der Schraube entspricht.

Das innere Metalleinschubrohr wird elektrisch geheizt. Außerdem führt die bei der Reibung an den Außenwänden auftretende Wärme zu einer Erwärmung der äußeren Luftmassen, wobei vor allem der in der Luft enthaltene Sauerstoff sich ausdehnt, sich an den Rohrwandungen ansammelt und auf dem weiteren Schraubengang längs der Rohrwandungen noch wärmer wird. Die übrigen in der Luft enthaltenen Gase nehmen den mittigen Weg und gehen mit den bei *j* eingeführten Brenngasen hoch.

Da nun außen warmer und damit aggressiver Sauerstoff streicht, während im inneren Bereich des Rohres die kälteren übrigen Luftanteile strömen, muß es infolge der bestehenden Temperaturdifferenzen auch zu inneren, stofflichen Spannungen kommen, die bei zunehmendem Rohrweg größer werden, bis es schließlich zu Ausgleicherscheinungen kommt. Diese Ausgleicherscheinungen gehen als sehr viele Kleinexplosionen vor sich und unterstützen die Wirkung, welche durch die Verbrennung der hochgespannten Gasgruppen innerhalb des eiförmigen Sicherheitsnetzes vor sich geht.

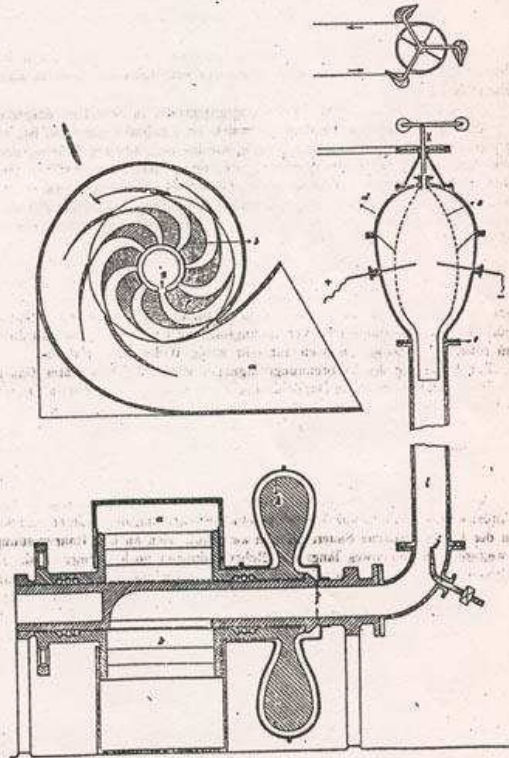
In dem eiförmigen Körper *d* ist ein Sieb (Sicherheitsnetz) angeordnet. Außerhalb desselben sammelt sich der auf eingangs erwähnte Weise abgeschiedene Sauerstoff ab, dringt durch das Sieb zur Mitte und unterhält dortselbst mit Hilfe des Flammboogens eine auf diese Weise fast vollständig vor sich gehende Verbrennung der mittig zugeführten Verbrennungsgase. Dadurch wird ein noch größeres Vakuum erzielt, als dies bisher nach bekannten Methoden erzielt wurde; gleichzeitig entsteht ein Minimum an Abgasen, die künstlich abgesogen werden.



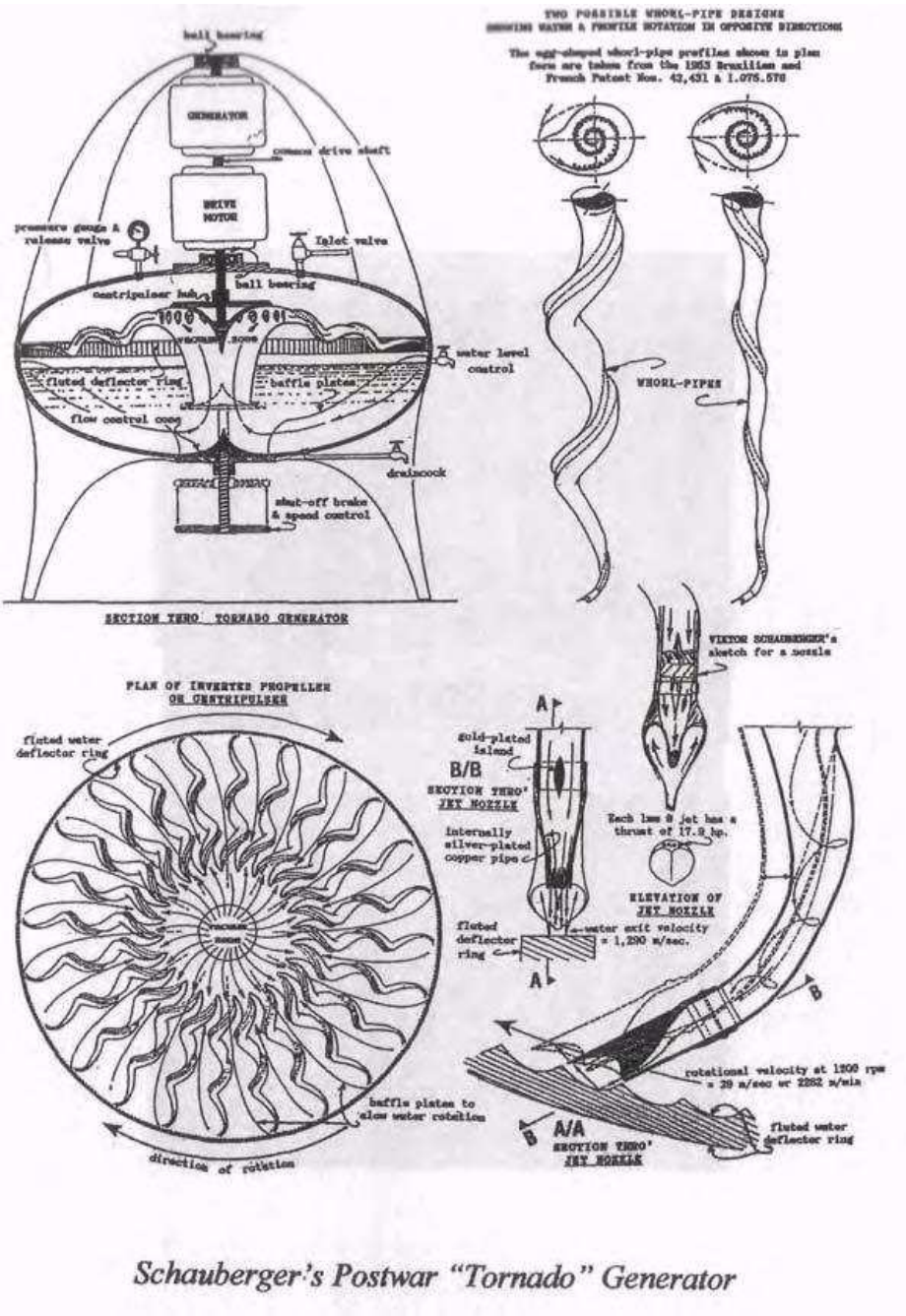
Durch die Entstehung des Vakuums wird die Luft mit großer Kraft nachgesaugt, wodurch auf bekannte Weise ein Laufrad in Umdrehung versetzt wird.

#### PATENT-ANSPRÜCHE:

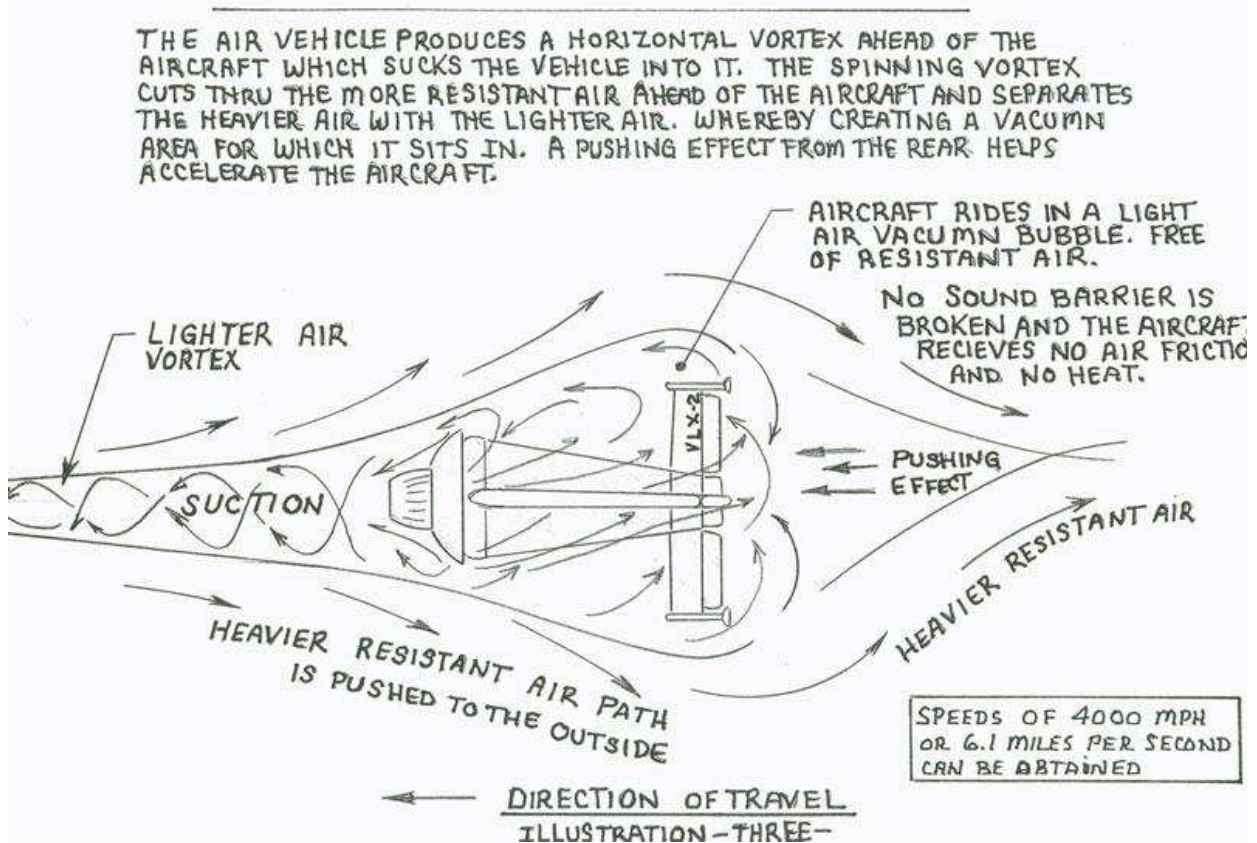
1. Luftturbine, dadurch gekennzeichnet, daß Luftmassen in einem Doppeldrallrohr so stark bewegt werden, daß infolge Reibungswärme und äußerlich zugeführter Wärme zwischen den Randluftmassen und den in der Rohrachse strömenden Luftmassen Temperaturdifferenzen entstehen, welche zu kalten Ausgleichsvorgängen der im Doppeldrallrohr strömenden Luft führen, deren Endwirkung ein fast vollkommenes Vakuum ist.
2. Luftturbine nach Anspruch 1, dadurch gekennzeichnet, daß die reine Verbrennung in einer durch ein Sicherheitsnetz, das nach unten zu rohrartig verlängert ist, abgegrenzten Kammer stattfindet.
3. Luftturbine nach den Ansprüchen 1 und 2, dadurch gekennzeichnet, daß das damit verbundene Schwungrad in einem stark luftverdünnten Raum rotiert.
4. Luftturbine nach den Ansprüchen 1 bis 3, dadurch gekennzeichnet, daß die Luftzufuhr durch einen Schlitz in der Hohlwelle stoßartig erfolgt.
5. Luftturbine nach den Ansprüchen 1 bis 3, dadurch gekennzeichnet, daß die Abfuhr der Abgase 15 durch ein geheiztes Rohr erfolgt, in welchem eine höhere Temperatur herrscht, als die Abgase haben.



Oesterreichische Staatsdruckerei.







Proposed VLX-2 Vortex Craft utilizing both Schauberger's Repulsin technology and "Coanda Effect"

### the "Ernst Zündel Version"

## NAZI FLYING SAUCERS



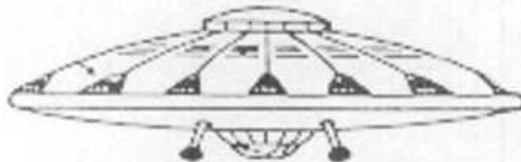
The "Schriever-Habermohl" flying disc developed between 1943 and 1945. In 1944, climbing vertically, it reached a height of 12 km in 5.12 minutes and a horizontal flying speed of 2000 km/h.

### VICTOR SCHAUBERGER'S FLYING SAUCERS

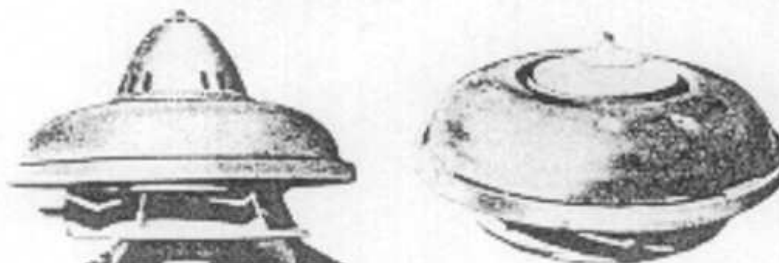
Victor Schaubberger (1885-1958), an Austrian inventor who was involved with Hitler's Third Reich, invented a number of "flying disks" for the Nazis between 1938 and 1945. Based on "liquid vortex propulsion" many of them, according to records, actually flew. One "flying saucer" reputedly destroyed at Leonstein, had a diameter of 1.5 meters, weighed 135 kilos, and was started by an electric motor of one twentieth horsepower. It had a trout turbine to supply the energy for lift-off. According to Schaubberger, "If water or air is rotated into a twisting form of oscillation known as 'colloidal', a build up of energy results, which, with immense power, can cause levitation." On one attempt the apparatus "rose upwards, trailing a blue-green, and then a silver colored glow." The Russians blew up Schaubberger's apartment in Leonstein, after taking what remained that the American's hadn't taken first. Schaubberger supposedly worked on a top secret project in Texas for the U.S. Government and died shortly afterward of ill health. On his deathbed, Schaubberger repeated over and over, "They took everything from me. Everything. I don't even own myself."



The first test-model developed between 1941 and 1942. This had the same flight properties as that in fig. (a), but something was wrong with the controls.



The "Ballenzo-Schriever-Miethe Disc". The retractable undercarriage legs terminated in inflatable rubber cushions. It carried a crew of three.



Schaubberger's models of "flying saucers".



**These Ernst Zündel mislabelings are all false except for the Repulsin depictions**

The reasons:

- 1) Schriever-Habermohl: This is in fact Habermohl's only known submission with a Walterrohr engine and was immediately rejected as impractical.
- 2) The supposed 1941-42 disc fan is not accurately depicted: The true Flugkreisel had 3 kerosene engines around the saucer rim plus two at the SIDES of the craft.
- 3) The Schriever-Belluzzo disc: Totally false misidentified Henri Coanda Lenticular disc that has NOTHING to do with the Flugkreisel project. This was to be powered by 12 Jumo 004s and was rejected as impractical. A scale model was wind tunnel tested only.

~Rob Arndt



**Reconstruction of Schriever's Flugkreisel based on the 1975 *Luftfahrt International* magazine article**