

Where Are All the Deep Underground Military Bases? (Part 2)

By **Dr. Richard Sauder**

With Commentary By **Shepard Ambellas & Alex Thomas**

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*(This is Part 2 of an ongoing and exclusive underground base series with excerpts from the book **Hidden in Plain Sight** provided to theintelhub.com by the publisher, including commentary by Shepard Ambellas and Alex Thomas.)*

Read part 1, "[Nazi Engineers, Secret U.S. Military Bases, and Elevators To The Subterranean and Submarine Depths.](#)"

In the continental USA there are numerous underground bases. I will briefly list just some of the bases that my research has uncovered over the last 17 years. There are assuredly many more than those listed here.

Maryland

■ *Camp David*, the Presidential retreat, is immediately adjacent to Catoctin Mountain Park. On the surface there are some cabins and lodges, and conference rooms for Presidential use. But most of this facility runs like a labyrinthine anthill under Catoctin Mountain, just west of Thurmont, Maryland, along Rte. 15 between Frederick, Maryland and Gettysburg, Pennsylvania.

The facility is operated and maintained by the U.S. Navy Seabees. The U.S. Marines provide military security. I have spoken to an individual who used to work there on a classified maintenance contract.

My source informed me that the underground portions of Camp David are so extensive and elaborate, and there are so many miles of secret tunnels, that it is doubtful that any one person would have a complete map of the facility in his or her mind.

In other words, we hear or read the words, Camp David, in the mainstream news media, but understand virtually nothing of what really happens there, or what the full nature of the installation really is.

Commentary from Alex Thomas: *The fact that they have moved the G8 meetings to Camp David indicates that G8 nations may be actually doing their most important meetings within the underground base near Camp David.*

■ *Fort Meade*, near Laurel, Maryland, midway between Washington, D.C. and Baltimore, Maryland. My research, from a variety of sources, indicates that there is a huge underground maze beneath Fort Meade.

Fort Meade is operated by the U.S. Army, but the National Security Agency (NSA) has its largest, publicly known operations center there. The NSA has literally acres upon acres of super computers underground at Fort Meade, stacked level upon level, going down and down and down, like a gargantuan subterranean stack of hi-tech digital pancakes.

The NSA is notorious for the ECHELON spying program and other unconstitutional spying activities. It is something like a high-tech KGB or Stasi surveillance agency, spying on the American population's electronic and digital communications.

■ *FEMA alternate underground command center*, off of Riggs Road, not far from Olney, Maryland, to the north of Washington, D.C. When I visited the place back in the 1990s, only a few shabby, almost dilapidated looking buildings were visible through the security fence.

A few vent pipes poked above the ground here and there. There were a few largish antennae and radio masts visible. The casual onlooker would probably just drive right by, unaware that the real activity was taking place below ground.

I spoke with one man who had been in the facility and he described a multi-level base crammed full of sophisticated electronic gear. He had been to level seven underground, but did not know if the base extended deeper than that, or whether it was connected via deep tunnels with other underground bases in the region.

■ *Site R*, also known as *Raven Rock* or the *Underground Pentagon*, is about 6 miles north-northeast of the Camp David facility, not far from the Maryland-Pennsylvania state line. This enormous facility is the alternate underground command center for the Pentagon.

In recent years Dick Cheney reportedly spent a lot of time underground at Site R. I have heard that Site R and Camp David are connected by underground tunnels, and I am inclined to believe the rumors are true.

Site R is now under the command of Fort Detrick, in Frederick, Maryland, to the northwest of Washington, D.C.. Fort Detrick is the U.S. Army's infamous biological warfare research facility.

Virginia

■ *Mount Weather*, near Bluemont, Virginia on Rte. 601, is the major underground command center for the Federal Emergency Management Agency. FEMA has a 400 acre complex on the surface of the mountain. The underground base is very large, and actually qualifies as a high-tech, subterranean town. This base dates to the 1950s.

■ *The Pentagon*, in northern Virginia, the national military command center, across the Potomac River from Washington, D.C.. The Pentagon was built directly on the site of Robert E. Lee's former plantation.

I have been told that there are multiple underground levels beneath the Pentagon. I don't know how deep the complex goes, but elsewhere in this book I discuss plans dating to the 1960s to

build a very deep base at the 3,500 foot level. I consider it likely that something like this has been done.

■ *U.S. Army Warrenton Training Stations A and B*, in the near vicinity of Warrenton, Virginia are ostensibly U.S. Army facilities. But in reality, my research showed that there is a CIA presence there. As for what sorts of operations take place there – who knows? I visited these places in June of 1992 and found Station A on Rte. 802; Station B is on Bear Wallow Road.

There are also Stations C and D elsewhere in the region, which I did not visit. In the course of my research, I called up Col. Fletcher Prouty, the well-known author of the book, *The Secret Team*.

For many years, at the height of the Cold War, Prouty was a liaison officer for the Air Force, helping the CIA with its clandestine activities worldwide. I surmised that if anyone ought to know something about what was going on at Warrenton it should be Fletcher Prouty.

So I put the question to him point blank, and asked him what the CIA was doing underground at a U.S. Army training installation in Warrenton, Virginia. To begin with, he confirmed that the CIA was indeed present in Warrenton, and was using the U.S. Army as a cover.

I asked him what was going on underground. He responded, “Well, you have to understand that that gets into the realm of Special Operations and that’s classified.” And that was all that I could pry out of him. I suspect the entire locale is tunneled out underground.

The palpable Alice in Wonderland aura exuded by the Warrenton U.S. “Army” Training Stations continues to linger in my memory, even with the passage of 17 years.

■ Before leaving Virginia, I also want to say something about another low profile CIA facility. *Camp Peary* is located just a few miles from Colonial Williamsburg. It is sometimes referred to as “The Farm” in popular parlance.

Though it is hard to find out much about the base, enough is known to say with confidence that Camp Peary is the CIA’s main training and operations base in the USA. As with the Warrenton Training Stations, the CIA uses a thin U.S. military cover at Camp Peary; in this case, maps indicate that Camp Peary is a U.S. Navy Reservation.

I am a native Virginian, from the Tidewater region, and spent my early childhood in a community just 20 miles away from Camp Peary. In the 1970s I attended the College Of William & Mary, in Colonial Williamsburg. Camp Peary lies just to the east of the town of Williamsburg, on the northern side of Interstate Highway 64. I have driven past the place numerous times over the years and it has always seemed darkly brooding to me.

Camp Peary lies on the York River; immediately to the southeast lies the U.S. Navy’s Cheatham Annex, a major weapons supply depot for the U.S. Navy’s Atlantic Fleet, part of the Yorktown Naval Weapons Station. This interests me, because many years ago I spoke with a woman whose

father worked at the Cheatham Annex/Yorktown Naval Weapons Station complex in the years after World War II.

He was a construction worker, and at that time, about 60 years ago, the U.S. Navy was building a facility deep below the water line. The whole site lies only a few feet above sea level, so the water table is very close to the surface. The Navy used high powered water pumps to instantly pump out the brackish ground water that was rushing in, to keep the excavation from filling with water.

My acquaintance told me that her father said they used a fast setting concrete. She did not know the purpose of the facility. The instructive part of the story is that even then, 60 years ago, military engineers had the capability to construct facilities below the water line, using high powered pumps and quick setting concrete.

Moreover, the Navy's Cheatham Annex lies immediately adjacent to the CIA's secretive Camp Peary base, nominally administered by the U.S. Navy. Considering the Navy's construction activities 60 years ago, and recalling that the Camp David Presidential retreat in Maryland is also administered by the U.S. Navy and lies above a major underground base hidden beneath it, I conclude that there is a high probability that the Camp Peary/Cheatham Annex area along the York River is underlain by an underground complex, too.

Washington, D.C.

■ *The White House* has a very large, deeply buried facility underneath it. One of my close friends was taken down into this facility during the Lyndon B. Johnson administration in the 1960s. She entered an elevator in the White House and was escorted straight down.

She believes that the elevator went down 17 levels. When the door opened underground she was escorted down a corridor that appeared to disappear to the vanishing point in the distance. Other doors and corridors opened off of that corridor. That was what Washington, D.C. was *really* like underground almost half a century ago.

■ My research indicates that Washington, D.C. has a veritable labyrinth of tunnels beneath it. Some of the tunnels are publicly known, such as the Metro tunnels and the underground train tunnels that members of Congress use to travel from their office buildings to the Capitol building.

As I discuss elsewhere in this book, I have been told and read stories of other tunnels that are more secret. In light of the available evidence, I incline to the view that these stories contain an appreciable degree of truth.

Texas

■ *Medina Annex*, at Lackland Air Force Base, in San Antonio. This facility lies in southwest San Antonio, on the south side of Rte. 90, immediately west of the junction of Interstate 410 and Rte.

90. This is one of the original Q Areas built by the Pentagon back in the late 1940s and 1950s for the storage and assembly of nuclear weapons.

Local lore has it that the underground portion is very large. I have been told that the underground base is very deep and cold, for whatever reason. The National Security Agency (NSA) also has a major presence at the Medina Annex with thousands of personnel. I have on occasion driven by the Medina Annex on Rte. 90 and the base has a very dark, ominous presence.

■ *Camp Bullis*, in northwest San Antonio, Texas, not too far from Interstate Highway 10. This is an Army training base, immediately adjacent to neighboring Camp Stewart, another Army base that keeps a much lower profile. I have been told that the Camp Bullis/Camp Stewart reservation is the site of an underground base.

■ *Fort Hood*, near Killeen, Texas, 70 miles north of Austin. This was also the site of one of the original Q Areas. I have been told that the area of Fort Hood, and the former Killeen and Gray Air Force Bases, are the site of a secret underground complex. I communicated with one ex-Fort Hood soldier whose duty area was at a checkpoint two miles inside a tunnel leading to an underground area, near the former Gray Air Force Base.

Nebraska

■ *Offutt Air Force Base* has had a major underground facility for decades. During the Cold War it was the underground command center for the Strategic Air Command. George Bush flew there for protection on Air Force One during the 9/11 attacks.

New Mexico

■ Since the late 1940s there has been a major underground base at *Kirtland Air Force Base*. The base is beneath a foothill of the Manzano Mountains. It was originally constructed as a super-secure nuclear weapons assembly and storage facility for the military.

Today the base is used by other agencies. The Air Force has built another, state of the art, facility for nuclear weapons storage at another location at Kirtland AFB. The Department of Energy's Sandia National Laboratory is immediately adjacent to Kirtland Air Force Base, on the southeast border of Albuquerque.

I talked with one of the men who helped to build the Manzano base in the years after World War II. He spent his entire career as a hard rock miner for federal agencies, working on underground projects all over the western USA. While excavating the Manzano base, security was extreme.

The miners were blindfolded when they were transported to and from their work site. When they were taken from the area where they were working to another part of the facility they were always blindfolded. The practical result of this procedure was that not even the miners who built the underground base knew its layout.

All they ever saw was the immediate chamber or tunnel section they were currently working on. It was a strictly compartmentalized project in every sense of the word. I suspect that this facility has been expanded over the years.

■ *Los Alamos* is one of the U.S. Department of Energy's national research laboratories, to the west of the state capitol of Santa Fe. I have been informed that the underground work space beneath Los Alamos is even greater in extent than the sprawling surface facility, reaching as much as one mile deep in its farthest reaches.

Two of the main missions of Los Alamos are nuclear and genetic research. Presumably classified projects related to these fields are among the secret activities carried out underground.

■ *White Sands Missile Range*, in south-central New Mexico, is the largest military base in the USA. It was the site of the first test explosion of an atomic bomb in 1945. White Sands was the launch site for test firing of captured Nazi V-2 rockets after the military defeat of the Third Reich.

Today it is still an operational military missile range, and also serves as an alternate space shuttle landing site for NASA. Underground facilities beneath White Sands are reportedly devoted to cutting edge research in lasers and conscious super-computing. The sum of my research strongly indicates a *major* underground component at White Sands. Nothing would surprise me where White Sands is concerned. Nothing whatsoever.

Nevada

■ The notorious *Area 51* of UFO fame and the *Tonopah Test Range/Nevada Test Site/S-4/Nellis Air Force Base* reservations in southern Nevada are all in relatively close proximity to each other.

My research and sources point to major, massive underground facilities in this region. A great deal of ultra-sensitive military R&D takes place here. Much popular lore has arisen around the theme of captured UFOs held in secret by the American military at Area 51.

In my estimation, these stories are probably true. Ryan Wood and other researchers have accumulated a great deal of evidence over the years that indicates that American military agencies are lying and that they do have captured UFOs. Area 51 is reportedly one of the places where this sort of technology is sequestered and studied. It is my informed guess that White Sands Missile Range in New Mexico is another site for the study and R&D of exotic technologies.

Colorado

■ *Cheyenne Mountain*, near Colorado Springs, was the major underground command center for NORAD during the Cold War. It is a very deep, highly secure base.

While Cheyenne Mountain is still in use, most of NORAD's daily operations have now been switched to Peterson Air Force Base in Colorado. This underground base has been featured in many motion pictures and television programs.

■ *The Denver Federal Center*, on the western edge of the Denver metropolitan area is the location of a FEMA underground command center. Many people are concerned about the Denver airport as being the site of an alleged underground base, but for my money the Denver Federal Center installation is more important.

Tennessee

■ *Naval Support Activity Mid-South* is a huge U.S. Navy base, in Millington, Tennessee just 21 miles north of Memphis. It is an enormous facility, covering thousands of acres. I have been told that there is a deep underground facility beneath this base.

Remember that the U.S. Navy operates and maintains Camp David, which is also the site of a major underground facility.

California

■ *China Lake* is a massive U.S. Navy R&D reservation in eastern California that has long been rumored to be the site of a major underground base.

While I can offer no direct proof, short of taking a live video crew underground to take a look around, the bulk of my research comes down on the side of a massive complex beneath the China Lake Naval Weapons Center, along Rte. 395, in the general vicinity of the town of Ridgecrest.

■ Reported massive, very deep underground installations are said to run out of Nevada and into eastern California. So much of the region is controlled by Federal departments and agencies, whether the Pentagon, Department of Interior, Department of Agriculture, Department of Energy, or unknown agencies, as in the case of Area 51, that that entire area of the country is essentially one large Federal Government Multi-Agency Reservation.

Numerous military bases sprawl across the landscape, and then there are National Forests, National Monuments, and other lands under Federal control. This provides the Feds with the opportunity to move almost any necessary personnel and equipment around without attracting undue attention.

Commentary from Shepard Ambellas: The very idea of underground bases has fascinated me ever since I was a kid. In fact, I lived near an area in which I believe a deep underground/undersea base is located.

My general consensus is not based off speculation, rather it is backed by major observation and collaborating encounters of others in the area.

Many close friends and local people in the area including myself had experienced strange phenomenon.

On several occasions I, and others I know, witnessed (what I believe to be) possible secret government “Black Craft” technology (as mentioned by the late Phil Schneider during presentations he gave exposing the New World Order’s covert activities before he was allegedly murdered), such as the TR-3B triangle craft.

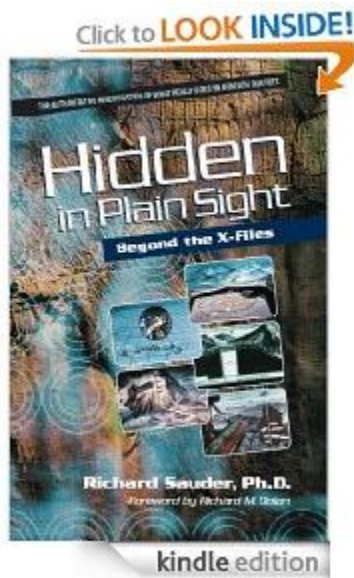
At this time I will not go into detail of an extremely close encounter myself and others had with a massive craft, but I will divulge the location.

Naval Submarine Base Bangor, Washington State in my opinion serves as a massive underground/undersea hub for black bag projects.

An excerpt from [global security.org](http://globalsecurity.org) reads;

In June 2004, SUBASE Bangor merged with Naval Station Bremerton. The new command was named Naval Base Kitsap.

The U.S. Naval Submarine Base (SUBASE), Bangor is located on the east shore of Hood Canal. The pier facilities of the base are located along two nmi of waterfront. The primary berthing facilities at SUBASE Bangor consist of four separate pier complexes: “KB” Docks, Delta Pier, Marginal Pier, and Explosive’s Handling Wharf. Trident submarines berth at Marginal Pier South and at Delta Pier North and South. They also use the Explosives Handling Wharf and the drydock on Delta Pier. According to harbor authorities, submarines are rarely nested, and when they do, are nested only for a day or two. Pier decks have a nominal height of 20 ft above mean lower low water. Alongside water depths vary from 45 ft at Marginal Wharves North and South, to 60 to 115 ft at the Delta Piers.



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No anchorages exist at SUBASE Bangor. Mooring buoys for barges are available near the KB docks. SUBASE Bangor has a complement of three 2,000 hp YTB tugboats and a twin-screw 1,600 hp commercial tug. Local authorities state that pilots are used for all submarine arrivals at Bangor. Pilots can be picked up at any point in the area from Foul [Weather](#) bluff at the entrance to Hood Canal southward to off Bangor, as requested. If a submarine commanding officer has passed through the Hood Canal Bridge once, a pilot is optional on departures. If tug assistance is required, pilotage is mandatory

Southwesterly winds directly impact Bangor’s dock facilities due to the orientation of Hood Canal. Winds are amplified as they are funneled northeastward through the canal by the orientation of the canal with respect to the adjacent topography. Operations at the Explosives Handling Wharf, Delta Drydock, and the Magnetic Silencing Facility will cease if wind velocities reach 25 kt. Wind alone is not a problem for moored submarines, but it does cause waves to wash over their hulls.

The KB Docks are used by small craft from the Naval Undersea Weapons Engineering Station (NUWES) at Keyport. Bangor harbor pilots state that lines are doubled and dead-man lines and buoys are used to prevent excessive motion of moored vessels during periods of strong southwesterly winds. Most vessels are moored on the inboard side of the piers, but YTT’s (torpedo recovery boats – 135-140 ft long/1,600 tons) moor to the outside of the piers and are exposed to whatever conditions exist in Hood Canal.

The only identified hazard at SUBASE Bangor is a strong southwesterly wind funneling through Hood Canal. Because of their low hull profile, wind does not pose a direct hazard to submarines. It can, however, impact the ability of tugs to work alongside submarines. It would also affect the operations of small craft and YTT’s from NUWES Keyport utilizing the KB Dock complex. Anytime winds approach 50 kt, the Hood Canal Bridge is closed to auto traffic and kept in an open position to reduce wind stress on the bridge structure. The floating bridge was partially destroyed by winds/waves on February 13, 1979 during an extremely strong wind [storm](#).

The southwest berth of Delta Pier and the KB docks experience four to six ft swell during periods of strong (up to 60 kt) winds. As long as access hatches on submarine hulls are closed, the waves do not pose a direct problem to submarines. However, if tugs are alongside a submarine, wave motion may cause the tugs to pitch up and down with potential damage to the submarine hull. To preclude such damage, normal tug operations are suspended in strong wind situations.

I will be doing a massive in depth article on this base and some of the phenomenon in the area as an addition to this exclusive underground base series provided by Dr. Richard Sauder.

I encourage anyone to comment regarding the locations provided in the article (in the comments section).

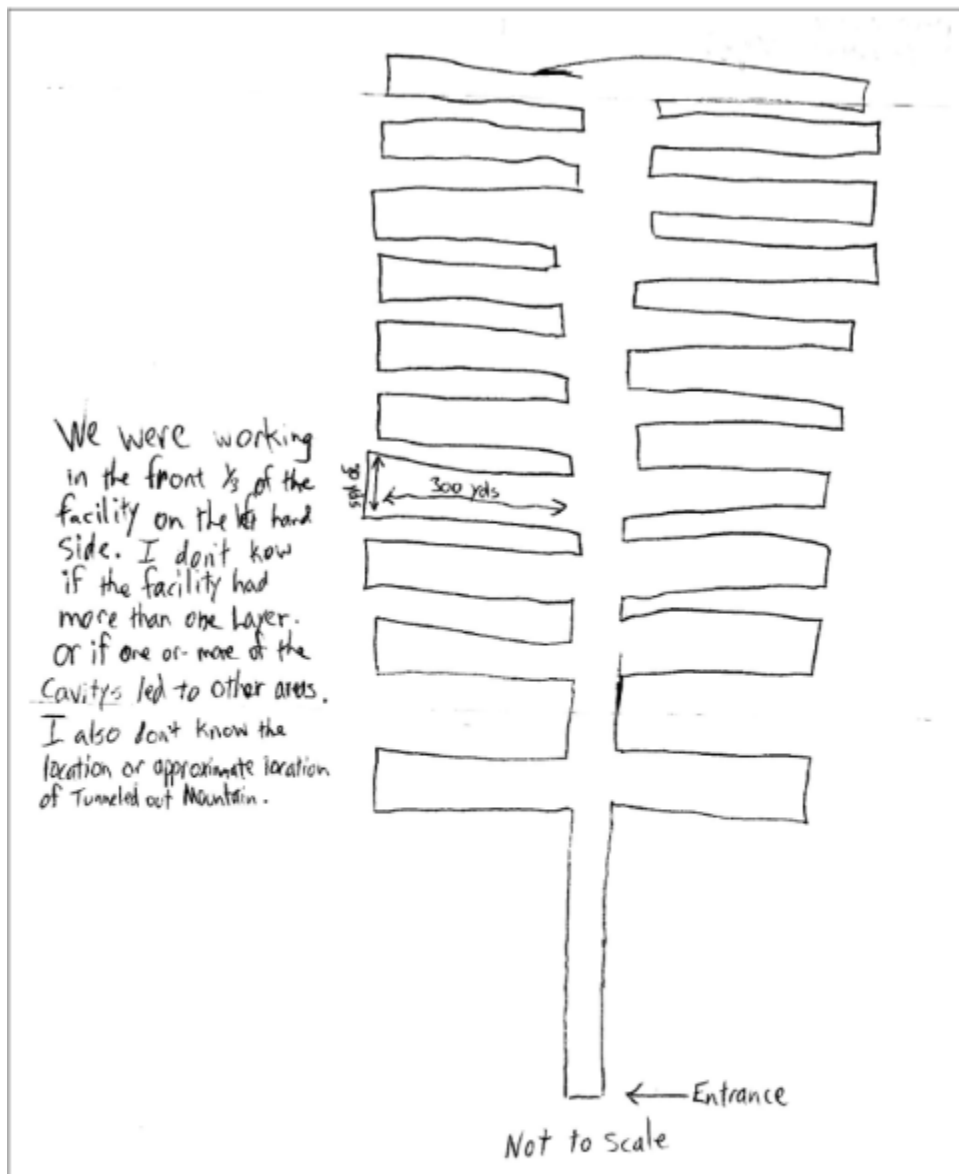


Illustration 2-1. Sketch of secret, Norwegian underground base. Note the huge dimensions – more than 600 yards on the lateral dimension alone. The size of the individual bays is gargantuan. Also, notice that there may possibly be more than one level to this facility. It is impressively large as it is; if there are additional levels or sections then its size is more impressive still. (Source: personal letter from member of American military.)

This list should give you a brief idea of what is under our feet. I am *sure* that there are many more facilities than those I have just discussed above.

Please take due notice that many of these installations are gargantuan. An expert source once described to me an excavated underground space he was familiar with that was inside a mountain: it was approximately 1,000 feet high, 600 feet wide and 1,000 feet long.

He wanted to give me an idea of the state of the art in hard rock, underground excavation. I was impressed, as I suspect you would be too.

We are faced with a global system that is so secretive and so wildly out of control that the vast majority of us have no earthly clue as to what is going on, on this, the planet that we inhabit.

The Elevator to the Sub-basement

During the course of my research I have spoken to several people who allege to have been escorted down into secret or highly secure underground facilities. A long, deep elevator ride is a common feature of their accounts.

Right about here, I imagine you are thinking to yourself: “How deep do the elevators go?”

The short answer is that the documentation in the open literature suggests that the answer would be anywhere from hundreds to thousands of feet, based on the capabilities of high-rise elevators built by companies such as Otis and ThyssenKrupp.

The testimony of the people I have spoken with comports well with that information. I have also run across softer, undocumented information from time to time that suggests that some facilities go even deeper, several or even many miles deep.

I have little interest in doing an exhaustive survey of the elevator literature, but let me provide you just a few brief ideas of the state of the art in that industry.

Keep in mind that an elevator system that is installed in an interior elevator well and goes to the top of a high building could just as easily be installed in a vertical shaft that goes straight down underground. Multiple elevators could be staggered on multiple levels to go down and down, as deeply as you desire. The same technology can be used in either case, whether you are going up, or down.

Otis Elevator Co. announced plans in 2002 to install high speed Skyway elevators in the new 880 foot tall Eureka Tower in Melbourne, Australia, that rise at 1,800 feet per minute.

Otis also planned to install its innovative Gen2 flat belted elevator hoist system on the same project, that utilizes a permanent magnet machine, which is quieter and takes up less space than the traditional elevator machine room.⁸

Another article I encountered referred to a “mile-high, multidirectional elevator being developed for Otis Elevator Co. for use in extremely tall buildings of the future.”⁹ Obviously, if a company can develop a mile-high elevator, it can also develop a mile-deep elevator. Toshiba /G.F.C. Elevator installed two high-speed elevator cars in the Taipei 101 tower that zoom up to the 89th floor observation deck at an ear-popping 3314 feet per minute.¹⁰

That will give you a little idea from the open literature of how fast and how high modern elevators can go – very high and very fast!

As I dug into the elevator literature a little more I happened to read a book by Jason Goodwin about the Otis Elevator Company. The book is entitled, *Otis: Giving Rise to the Modern City*.

I did not know who Mr. Goodwin was until I read his book, but I quickly came to understand that he is an extremely knowledgeable man in the field, having worked for Otis in a variety of important positions for 37 years, and then having formed his own elevator consulting company after his retirement from Otis.

I read the book carefully and I found out a few interesting things for my research:¹¹

1. Elevators can be located in, and I quote verbatim: “...the legs of a deep-sea oil production or oil production platforms, and in many other extraordinary locations.”
2. There are very large platform “lifts for extremely special applications” that may use a variety of lifting technologies, including “screw jacks.”
3. And in a very brief summary at the conclusion of his most informative book, Mr. Goodwin briefly mentions the elevators “that are never mentioned but are needed to service the extensive infrastructures that make the cities run – the power plants, refineries, factories, and *underground facilities* (my emphasis).

Amen brother, *underground facilities* and the elevators that service them. That is what this book is about. Mr. Goodwin doesn’t really elaborate about that topic to any appreciable extent. But to his credit he does indeed mention elevators that service *underground facilities* beneath the nation’s cities.

His mention of the “extremely special applications” that require large platform lifts instantly caused me to reflect on David Adair’s description (elsewhere in this book) of a mammoth, football-field-sized platform elevator supported by huge screws the size of giant sequoia tree trunks that took him underground at Area-51 in Nevada.

As for the mention of elevators in the legs of giant oil production platforms, and in “many other extraordinary locations,” the implications for access to manned undersea bases is clear. The Gulf of Mexico and North Sea are dotted with myriad oil production platforms, with their legs sunk into the seabed.

Any of those platforms could potentially serve as an entry point to the sub-seafloor environment via elevators in their legs, which would permit personnel to travel to the platform and then travel down below the seafloor. I strongly suspect this is the case in some instances.

In his book, *Alien Contact*, Timothy Good mentions a NORAD offshore platform in the Gulf of Mexico that superficially resembles an oil production platform, but is *not* in reality an oil platform. The mission of the strange platform seems to be to serve as a sort of monitoring station to watch the air space of the USA for UFO activity.¹²

Of course, this begs the question as to how many ostensible offshore petroleum production platforms are not really oil rigs at all, but only resemble oil platforms as they perform other functions entirely? How many such cases are there? Only the oil companies and major governments would know the answer to that.

The average person absolutely lacks the means to ascertain those facts. But thanks to Jason Goodwin's book, we know that oil platforms have elevators in their legs. Please note that Mr. Goodwin is not alleging that elevators in oil platform legs can go below the seafloor and access undersea, manned installations.

That is a conclusion that I am drawing from the available evidence. I am not saying that every offshore oil production platform has elevators in its legs that access the sub-seafloor environment. However, it is clear that some platforms certainly could serve in this way as entry points to manned, undersea installations.

^{8.} "From Zero To 300 In 60 Seconds Otis High-Speed Elevator Systems Selected For Landmark 88-story Melbourne Tower," http://www.otis.com/news/newsdetail/0,1368,CLI23_NID11699_RES1,00.html, 2002.

^{9.} "Micro Craft Does Major Business," <http://www.microcraft.com/Inside> Outlook/WN_tenn.htm, 2002.

^{10.} "World's Fastest Elevator," http://www.popularmechanics.com/science/extreme_machines/2004/3/elevator/print.phtml, 2004.

^{11.} Jason Goodwin, *Otis: Giving Rise to the Modern City* (Chicago: Ivan R. Dee, 2001).

^{12.} Timothy Good, *Alien Contact: Top-Secret UFO Files Revealed* (New York: Quill, William Morrow, 1993).

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[**The Intel Hub**](#)

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(The following is Part 1 of an exclusive underground base series brought to you by The Intel Hub with excerpts from the book [Hidden in Plain Sight: Beyond the X-Files](#), written by acclaimed underground base researcher and author, Dr. Richard Sauder.)

[Hidden in Plain Sight: Beyond the X-Files](#)

In the preliminary stages of my research in the early 1990s, I had no informed idea of how deep below the surface underground bases could reach. By chance I had gone to hear a public talk by a man I did not know, on a topic that had nothing whatsoever to do with underground bases.

However, during the talk he unexpectedly made an offhand comment that caused me to think that he knew something about secret underground facilities. A few days later, I telephoned him and asked if I could come by his office to speak with him.

He consented to give me a little of his time, so I went by and asked him some questions, including about a specific location where I believed there was a secret underground base. He verified that there was a base there and told me that it was one mile deep.

At the time, that seemed improbably deep to me. I now understand, however, that it is well within the state of the art of the underground excavation and construction industries to build facilities one mile deep. In fact, facilities can be even deeper than that.

Other information that has since been given to me has raised the question of facilities possibly as deep as 12 to 14 miles. Frankly, I do not know what the technological limits are in the super-secret, black budget realm of compartmentalized programs.

But I can make some fairly well educated deductions based on what I have been told and information gleaned from the open engineering and industrial literature.

At a minimum, my investigation suggests that depths up to three miles are feasible, and that conclusion is based on a careful reading of the open scientific, mining and civil engineering literature.

At one time I considered greater depths than that as unattainable, but no longer. While I don't know the limitations of the technology in the clandestine realm, based on everything I have heard over the years it must surpass the limits found in the open technical literature.

It could be that with classified improvements in material science and mining engineering that bases can be sited many miles beneath the surface of the land or the seafloor. Frankly, I now surmise that we are dealing with a science-fiction-like reality that has been held back from public knowledge.

In that regard, it is clear to me that there are power structures on this planet that closely interface with, and yet remain separate from, the official power establishment of any nation as publicly presented in the mainstream news media.

The sum total of all the many years of reading and research I have done, coupled with the myriad conversations I have had with an extremely eclectic selection of individuals, even raises the question as to whether some control structures and agencies for this planet may possibly extend off-planet.

But even if that is not the case, we are certainly dealing at the least with trillions of dollars of off-the-books money, very advance technology, an incredible infrastructure of secrecy, thousands and thousands of people who are in the know but say little or nothing about what they know, all of which revolves around projects of tremendous scope and complexity, carried out over a long period of time, and about which there is almost zero public knowledge.

Alex Thomas: *“The trillions of dollars off the books, advanced technology, and the infrastructure of secrecy have all been brought about by numerous globalist organizations such as the CFR, the Trilateral Commission, and the Bilderberg Group as well as many other even more secretive groups that are not even known by name. Those involved with underground bases may literally know that they will be immediately killed if they speak out about what they know.”*

I don't know how many secret underground bases there are, but they surely do exist, there is no question of that.

In 1987, Lloyd A. Duscha, the then-Deputy Director of Engineering and Construction for the U.S. Army Corps of Engineers, gave a talk at an engineering conference entitled “Underground Facilities for Defense – Experience and Lessons.” In the first paragraph of his talk he stated that:

After World War II, political and economic factors changed the underground construction picture and caused a renewed interest to “think underground.” As a result of this interest, the

Corps of Engineers became involved in the design and construction of some very complex and interesting military projects. [1]

A little further on he said:

Although the conference program indicates the topic to be “Underground Facilities for Defense – Experience and Lessons,” I must deviate a little because several of the most interesting facilities that have been designed and constructed by the Corps are classified. [2]

Subsequently Mr. Duscha went into a discussion of the Corps’ involvement in the 1960s in the construction of the large and elaborate NORAD base buried deep beneath Cheyenne Mountain, in Colorado. And then he said:

As stated earlier, there are other projects of similar scope, which I cannot identify, but which included multiple chambers up to 50 feet wide and 100 feet high using the same excavation procedures mentioned for the NORAD facility. [3]

You will not find a franker public admission of the existence of secret, underground bases than that.

It carries all the more weight coming from Lloyd Duscha, given his high position in the military-industrial complex.

***Shepard:** “I myself have conducted an interview with the owner of a major private underground base & shelter construction firm. What he told Bob Tuskin and myself off air during a commercial break was absolutely mind-blowing.*

He literally admitted that most of his clientele is Illuminati affiliated, including politicians, movie stars, and more. He maintained that client confidentiality was a factor, claiming that half of the business is reinforced homes. Leaving the other 50% up to speculation.

The company has even built 3 massive arks for a doomsday scenario just like you see in the movie 2012. This was [covered by CNN](#).”

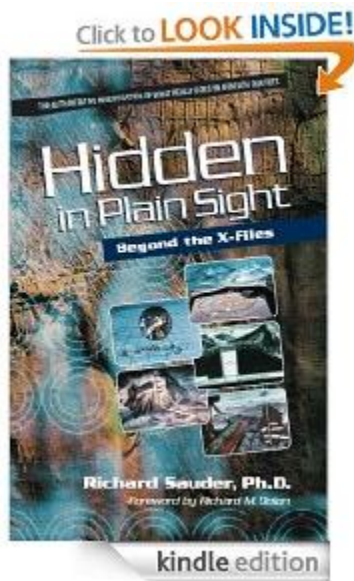
The Project Paperclip, Nazi Connection

It is not accidental that Lloyd Duscha mentioned the U.S. Army Corps of Engineers’ increased interest in underground bases and construction in the post-World War II period.

In the closing stages of WW II, the U.S. military overran the Third Reich and confiscated a treasure trove of Nazi technology, engineering facilities and research laboratories.

The American military also apprehended and detained large numbers of Nazi scientists, engineers and technicians, many of whom were brought to the United States under the auspices of the infamous “Project Paperclip” and integrated into American industry, research institutes and into the military and other official agencies.

- [Read Project Paperclip File 1](#)
- [Read Project Paperclip File 2](#)
- [Read Project Paperclip File 3](#)



The cases of such Project Paperclip notables as Wernher von Braun, and other “ex”-Nazis who were put to work building rockets and missiles for the military and NASA, are well known.

The American political and military establishments were very impressed with Nazi V-2 and buzz bomb missile technology, and brought Von Braun and his team to the USA at war’s end to continue and advance the research and design they had done under Hitler’s Third Reich.

The development of the manned space program, satellite technology, deep space probes, intercontinental nuclear missiles and cruise missiles are all fruits of their work.

But Project Paperclip had another aspect which has received almost no publicity. And that aspect had to do with the [underground facilities](#) that the American military discovered when they entered the remnants of the Third Reich in the concluding stages of open military hostilities between the Allied and Axis powers in the European theater.

I have two declassified Project Paperclip memoranda in my files that specifically request four men with expertise in underground construction, one of whom is Xaver Dorsch.

[Project Paperclip File Xaver Dorsch File](#)

The other men are not known to me, but Xaver Dorsch is. He was the director of the so-called Todt Organization in the closing phase of WW II.

The Todt Organization was originally headed by Fritz Todt, whence the name. Fritz Todt was the designer and creator of the well-known German autobahn system of highways.

The Todt organization served a somewhat analogous function in the Third Reich to that of the U.S. Army Corps of Engineers or the U.S. Navy Seabees in the present American military system.

In other words, it was a civil engineering agency that supported the operations of the German military, though, unlike the case of the U.S. Army Corps of Engineers or the U.S. Navy Seabees in the American system, the Todt Organization was not a formal part of the German military structure.

However, it did play a crucial role in the Nazi war effort and constructed many facilities for use by the German military and industry. Some of the underground structures that it built were impressively large and sophisticated.

In 1942 Fritz Todt was killed in an airplane crash and by war's end control of the agency had effectively passed to Xaver Dorsch. In the closing stages of the war, Hitler specifically tasked Dorsch with developing a series of huge, underground, industrial manufacturing facilities.

Allied bombing raids were shredding German manufacturing and the Nazi command wanted to shift production underground, out of reach of American and British bombs. The collapse of the Third Reich ultimately put an end to those plans.

I remain persuaded, however, that a great deal of what the Allies found when they went into Germany remains classified to the present day, and that includes the full extent of the underground facilities built by the Todt Organization.

Xaver Dorsch was taken prisoner by the American military on 7 May 1945. I have two moderately lengthy documents that he wrote for the Americans, evidently as part of his debriefing by them.⁴ One was produced in 1946, the other in 1949-1950.

The documents deal with the administrative structure and operational activities of the Todt Organization during the war. I strongly suspect that Dorsch supplied a great deal more information to his American captors during that period that has yet publicly to see the light of day.

Xaver Dorsch may even have worked directly for the American military on the construction of secret, underground bases in the USA, just as he had done for the Nazis during the Third Reich.

It is a fact that he was in American military captivity and was requested specifically by Project Paperclip.

During the course of my research I spoke with an expert who is personally familiar with some of the Nazi underground constructions in Europe and his observation to me was that they were very well made facilities.

One of the best accounts of such facilities that I have found in the open literature is the anecdotal history related by Colonel Robert S. Allen that details what General Patton's army discovered when it entered Germany in the closing stage of World War II.

Col. Allen revealed that Patton's forces found four large underground bases in the vicinity of the grim Nazi concentration camp near Ohrdruf, Germany; other underground facilities were reported in nearby towns. Col. Allen provided the following description:

The underground installations were amazing. They were literally subterranean towns. There were four in and around Ohrdruf.... None were natural caverns or mines. All were man-made military installations. The horror camp had provided the labor. An interesting feature of the construction was the absence of any spoil. It had been carefully scattered in hills miles away.

Over 50 feet underground, the installations consisted of two and three stories, several miles in length and extending like the spokes of a wheel. The entire hull structure was of massive, reinforced concrete. Purpose of the installations was to house the High Command after it was bombed out of Berlin. The Ohrdruf installations were to have been used by the Signal Communications Section.

One, near the horror camp, was a huge telephone exchange equipped with the latest and finest apparatus. Signal Corps experts estimated their cost at \$10,000,000.

This place also had paneled and carpeted offices, scores of large work and store rooms, tiled bathrooms with both tubs and showers, flush toilets, electrically equipped kitchens, decorated dining rooms and mess halls, giant refrigerators, extensive sleeping quarters, recreation rooms, separate bars for officers and enlisted personnel, a moving-picture theater, and air-conditioning and sewage systems. Begun in 1944, the installations had been completed but never occupied.

[5]

The Regenwurlager in Poland

Another spectacular example of Nazi underground engineering prowess was the subterranean [Regenwurlager](#) complex that still sprawls for many miles deep beneath the countryside of western Poland. Several years ago Paul Stonehill wrote an eye-opening article about this site, replete with color photos, in FATE magazine. [6]

The Regenwurlager was an obvious Nazi analog on the eastern German border region to the well-known Maginot Line that the French had built in their eastern border region, in that it also, like the Maginot Line, was comprised of many miles of underground tunnels and electric train lines connecting bunkers, fortifications and other critical military facilities.

Amazingly, the full extent of the huge complex is not known, even today. It is not known if either the Poles or the Russians have ever fully explored the many miles of tunnels and underground emplacements.

According to Stonehill, the facility has many secret or hidden entrances, and an underground subway system with an electric train on rails that ran through a tunnel approximately 100 to 165 feet below the surface.

On the surface, there were numerous military fortifications and bunkers crammed with weaponry, connected by secret passages to a sprawling labyrinth of tunnels below ground, said to be 30 miles or more in length.

Stonehill reports that Adolf Hitler is alleged to have visited the Regenwurmlager in 1937, riding in on the underground subway train. [7]

It happens that the Regenwurmlager complex of military bunkers and underground tunnels and subway trains was located in territory that was overrun by Soviet troops in the closing stages of World War II, so the American military may never have examined the facility.

However, I consider it very likely that Xaver Dorsch would have had personal knowledge of this facility, and it is quite likely that he extensively briefed his American captors on the large Regenwurmlager system of underground tunnels and bunkers.

This book cannot provide an exhaustive treatment of Nazi underground facilities, but the examples provided suffice to demonstrate that 65 to 75 years ago, Nazi engineers already had a sophisticated capability to construct elaborate, large facilities underground.

The American military understood this clearly at war's end, and urgently wanted to bring Nazi experts to the USA to build underground facilities here also.

By the time you finish this book, you should understand that this mission was accomplished.

While we still do not know the full scope of what the Nazis did underground decades ago, we also still do not know the full extent of what the American military, and other agencies and corporations, have built underground right here in the USA, and elsewhere in the world.

What can be said with certainty is that an extensive program of secret underground construction began in earnest in the years following WW II and that program continues in effect to this day.

In part 2 of this exclusive series we will be discussing known locations of underground bases as well as areas believed to house the bigger, more secretive ones. At the conclusion of this 5 part series we will be conducting a major roundtable discussion on the the topic. Please spread this article and the entire series to your friends and family!

[Silver: The Achilles Heal – Physical Silver is a Stake in the Heart of the Financial Vampires \(Ad\)](#)

Sources

1. Lloyd A. Duscha, "Underground Facilities for Defense – Experience and Lessons," in *Tunneling and Underground Transport: Future Developments in Technology, Economics and Policy*, ed. F.P. Davidson (New York: Elsevier Science Publishing Company, Inc., 1987), pp. 109-113.

2. Ibid.

3. Ibid.

4. Xaver Dorsch, Diplomingenieur, Former Head of the Chief Office of the Organisation Todt, *The Organization Todt in France and Germany*, Steinlager Allendorf, 1 September 1946. Also, Xaver Dorsch, *Organization Todt (Dorsch Project)*, MS # P-037, English Copy, translated by G. Weber, edited by J.B. Robinson, reviewed by Capt. W.F. Ross, Foreign Military Studies Branch, Historical Division, Headquarters United States Army Europe, 1949-1950.

5. Colonel Robert S. Allen, *Lucky Forward: The History of Patton's Third Army* (New York: The Vanguard Press, Inc., 1947).

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8. "From Zero To 300 In 60 Seconds Otis High-Speed Elevator Systems Selected For Landmark 88-story Melbourne Tower," http://www.otis.com/news/newsdetail/0,1368,CLI23_NID11699_RES1,00.html, 2002.

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<http://theintelhub.com/2012/04/10/nazi-engineers-secret-u-s-military-bases-and-elevators-to-the-subterranean-and-submarine-depths-part-1/>

Page NO. 3
 SUBJECT: Termination of Procurement Phase of Project Paperclip
 ID 400.112 Research

3. T-4, Air Materiel Command, has established a requirement for four (4) German technicians to act as consultants on the Underground Plant Program. The following four technicians presently working on this project for USAFE, A-2, have been recommended by that Command:

Xaver Dorsch Helmut Ewald
 Oscar Gabel Walter Schrieber

The contract with an industrial firm to prepare a study on this project has not been approved by the Secretary of War and therefore, the action to bring the technicians to the United States is pending. The above list of scientists is subject to review by the contractor and may be changed to meet his requirements for consultants in specialized fields encountered in the underground construction study. Replacement selections will be made from the list of forty (40) engineers forwarded by USAFE to C/AS-2.

4. Since it is virtually impossible under the research program to foresee all scientific personnel requirements as of any specific date; and since only those scientists are requested by the AAF whose services are essential to the national defense, it is hoped that this Headquarters may from time to time continue to request, and obtain, scientists whose services are urgently needed.

FOR THE COMMANDING GENERAL, AAF:

GEO. F. SCHULGEN
 Brigadier General, U.S.A.
 Chief, Air Intelligence Requirements Div.
 Office of Ass't. Chief of Air Staff-2

OFFICE SYMBOL	1. APBIM-CO	2. AFBDI	3. AFACB	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS	Col Taylor	Geo. F. Schulgen	Col Taylor		
	Capt Macken	Brig. Gen. USA			

Illustration 1-1c: Page three of a three page declassified Project Paperclip memorandum, dated 16 June 1947. On this page, under section three, the Air Materiel Command expresses a "requirement" for four German technicians to consult on its planned "Underground Plant Program". Xaver Dorsch is the first name listed. Source: Project Paperclip file, NASA Historical Archives, Washington, D.C.

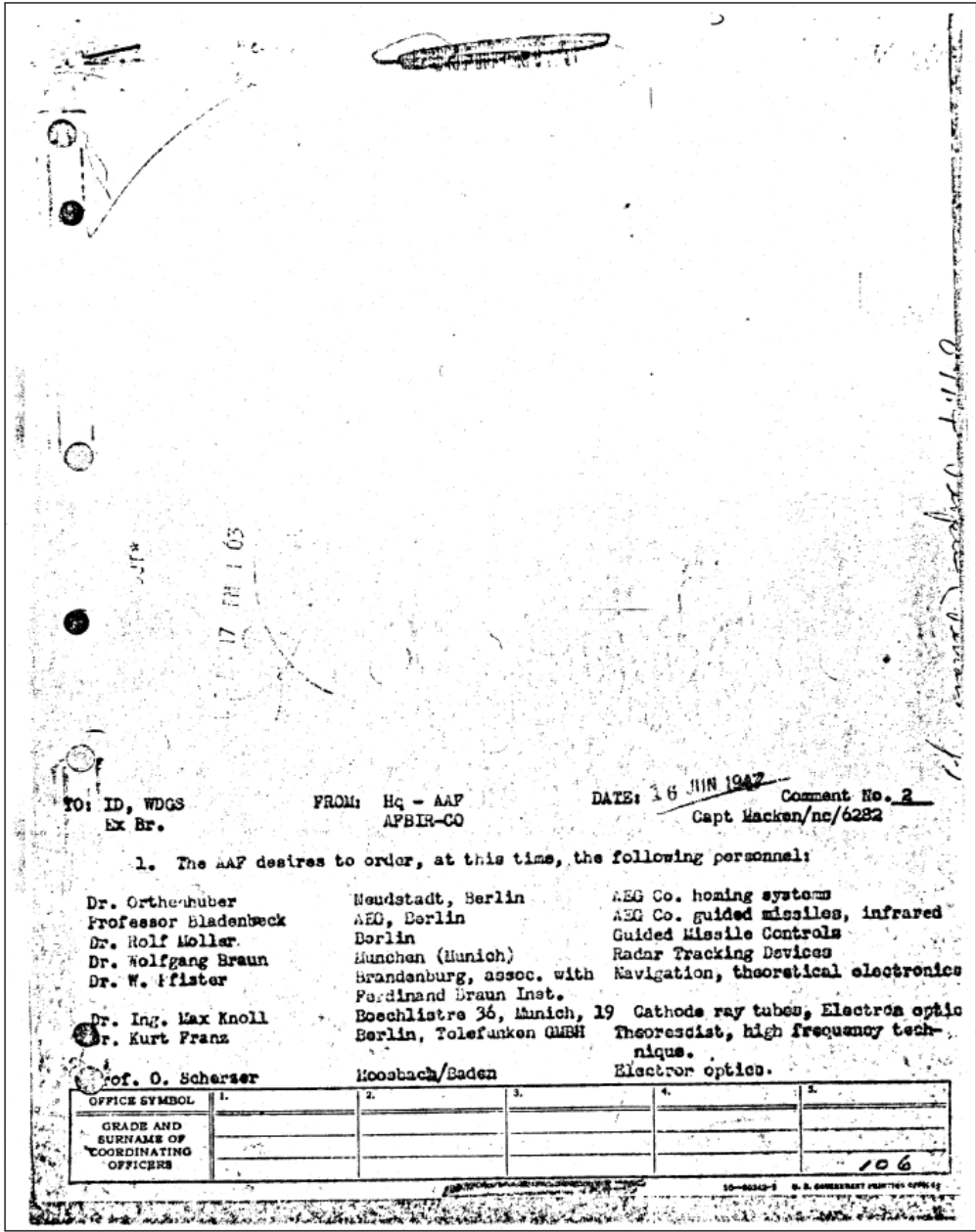


Illustration 1-1a: Page one of a three-page declassified Project Paperclip memorandum, dated 16 June 1947. The memo was issued by Army Air Force Headquarters and explicitly asks for a list of German scientists and engineers, by name, in some cases along with their areas and fields of expertise and their addresses. Source: Project Paperclip file, NASA Historical Archives, Washington, D.C.

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FILE NO: ID 400.112 Research SUBJECT: Termination of Procurement Phase of Project Paperclip

Gottfried Wehner Gauting nr. Munich Gas Discharges.
Hans Bocke Hindenburg Str 2643
Hersching, Schloss Reid Theoretical physics
High Frequency techniques
Guided Missiles

Dr. W. Zessel U. of Heidelberg Theoretical physics.
Electrostatics of ion
fields.

Oskar Heil Lake Constance
Walter Dornberger
Eugen Link Zeiss-Optos, Oberkochen
Walter Brucklacher near Heidenheim

Dr. Lammschen
Ludolf Hilsch
P. von Bandel
W. O. Schumann
O. Heil
Kerner Klinge
H. Bruckmann
Dr. H. J. Aufkamp
Helmut Weickmann
Paul Hess
Dr. Osmatipich
Dr. Firdelsen
Dr. Rudolf Scharbag
Dr. Max Bism
Dr. Hans Israel-Kohler

2. The following personnel have already been ordered by this Headquarters, and
their services are still desired:

Richard Kiesel	Dr. W. Tollman	Dipl. Ing. Willy Krautter
Dr. Ing. Rudolf Oldenbourg	Josef Zimmer	Edward Pestel
Dr. W. Ritz	Dr. Helmut Sieg	Dr. Ing. Max Schilhanal
Dr. Eugen Saenger	Max F. Berek	Dipl. Ing. Erwin Reise
Dipl. Ing. Hermann Schneider	Hubert Herwin	Dr. Wilhelm Zumbusch
Dipl. Ing. Alfred Windmuller	Hans Rnef	Dr. Hans Heinz Gschirnt
August Amann	Dr. Altwicker, Hubert	Siegfried Reiger
Hans Koepke	Georg Joss	Walter Trapp
Emil Salomon	Richard Kiefer	Gustav Fickel
Rudolf Penndorf	Erwin Schopper	Sudenhausen, Hans Jürgen
Heinz Lettan		

OFFICE SYMBOL	1.	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

Illustration 1-1b: Page two of a three page declassified Project Paperclip memorandum, dated 16 June 1947. One of the names listed here is Dr. Eugen Saenger, the father of so-called boost-glide rocketry, the forerunner of the space plane technology that we today know as the space shuttle. Note as well, the name of Walter Dornberger, the SS general who was in charge of the Nazi missile program at Peenemünde, and who was Wernher von Braun's commanding officer. Dornberger did come to the USA and worked for Bell helicopter in New York. Source: Project Paperclip file, NASA Historical Archives, Washington, D.C..

ccf-wash

5/6

HEADQUARTERS
AIR MATERIEL COMMAND

TSRAD-2A/CBE/amp
WRIGHT FIELD, DAYTON, OHIO

REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL, AIR MATERIEL
COMMAND, ATTENTION
FOLLOWING OFFICE SYMBOL:

TSRAD-2A

SUBJECT: Request for German Scientists

TO: Commanding General
Army Air Forces
Washington 25, D.C.

ATTN: AC/AS-2
ATBIR-00, Capt Macken

1. Reference is made to telephone conversation between Colonel McCoy and Captain Macken.

2. The following is a list of names of German and Austrian scientists who have previously been requested by this Command for inclusion in Project Paperclip and who are still desired:

Richard Kieselt	Hans Rief
Dr. Ing. Rudolf Oldenbourg	Dr. Altwicker, Hubert
Dr. W. Ritz	Georg. Joos
Dr. Eugen Saenger	Richard Kiefner
Dipl. Ing. Hermann Schneider	Dipl. Ing. Willy Krautter
Dipl. Ing. Alfred Windmuller	Kiward Pestel
August Amann	Dr. Ing. Max Schilhanal
Hans Koepke	Dipl. Ing. Erwin Weiss
Emil Salmon	Dr. Wilhelm Zambusch
Dr. W. Tollmein	Dr. Hans Heinz Zechirnt
Josef Zimmer	Siegfried Raiger
Dr. Helmuth Sieg	Walter Trapp
Max F. Berek	Gustav Fickel
Hubert Nerwin	Dudenhausen, Hans Jurgen

3. Following are names of scientists not previously requested who are desired by this Command for exploitation under Project Paperclip:

Dr. Orthenhuber	Neudstadt, Berlin	AEG Co. homing systems
Professor Bladenbeck	AEG, Berlin	AEG Co. guided missiles
		infrared homing
Dr. Rolf Moller	Berlin	Guided Missile Controls
Dr. Wolfgang Braun	Munchen (Munich)	Radar Tracking Devices
Dr. W. Pfister	Brandenburg, assoc. with	Navigation, theoretical
	Ferdinand Braun Inst.	electronics

Illustration 1-2a: Page one of an undated, two page declassified Project Paperclip memorandum, circa 1947. This memorandum also requests Dr. Eugen Saenger, on whose early work the space shuttle concept is based. The first orbital shuttle flight was in 1981, and the first atmospheric testing was in 1977. Source: Project Paperclip file, NASA Historical Archives, Washington, D.C..

Entrance to U.S. underground City and roadway system

from Awakened Warrior of Truth [PLUS](#)4 days ago NOT YET RATED

Interview with truck driver who is entering underground U.S. City and roadway system that stretches for thousands of miles beneath the U.S. The driver says he dropped off from ozarks base to the state of Maine about 1400-1500 miles.

<http://vimeo.com/60660614>

























