



The Great Oil Conspiracy

Jerome
Corsi

How the U.S. Government Hid the Nazi
Discovery of Abiotic Oil from the American People

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Introduction

When I grew up in the 1950s during Dwight Eisenhower's presidency, my father bought a two-door Plymouth coup for the family car.

I remember even then being told as a child that the United States was running out of oil, having supplied the Allies in World War II with the oil needed to fight a war on two fronts and defeat simultaneously the Nazis in Germany and Imperial Japan.

What did not make any sense to me at the time was why President Eisenhower wanted to build an interstate highway system of freeways if we were running out of oil?

Clearly, President Eisenhower and the major oil companies had to know something I was not being told.

Then I remember reading in a science magazine at the public library that the Russians had found oil thousands of meters below surface of the earth.

How did all the dinosaurs get that deep within the earth? Besides, how many dinosaurs exactly did it take to make a barrel of oil? For these questions, I found no satisfactory answers.

The purpose of this book is to expose to readers in the United States the Nazi secret of synthetic oil and the suppressed truth that oil is abiotic, not organic in nature.

The goal here is to attack the myth that hydrocarbon fuels are scarce, when the truth is that proven reserves of oil and natural gas worldwide are greater today than ever in human history, despite increased demand from emerging economies in countries such as Brazil, Russia, India, and China known together under the acronym of "BRIC" countries.

Moreover, non-traditional oil production is making great strides as the United States learns to make oil from the nation's abundant shale supply and offshore oil exploration and production has never been more robust. Off every major continent today, oil and natural gas are being discovered at deep-water and deep-earth levels.

Though most Americans have been indoctrinated by the politically correct media to believe we have nearly depleted our continental resources of oil and natural gas, the truth is that the United States on its way to energy independence could take major strides in the next few years to surpassing Saudi Arabia and Russia as the world's leading oil and natural gas producer.

This scope of this book will not permit a thorough debunking of two other politically correct myths advanced by the enemies of hydrocarbon fuels.

Yet, with co-author Craig Smith, we tackled these subjects when collaborating in 2006 in writing

- There is no definitive proof global warming is occurring, or that human activity in consuming hydrocarbon fuels contributes to any statistically significant “greenhouse gas” effect; and
- There is no definitive proof that consuming hydrocarbon fuels is inherently detrimental to the environment, not if adequate precautions are taken in developing and producing energy resources and a determination is made by industry to develop and exploit “clean energy,” including clean coal.

Evidence in these pages will prove Nazi scientists understood the fundamental chemical equations that explain how hydrocarbon fuels are produced without the assistance of any dead and decomposing living organism.

Evidence in these pages will also prove the United States still today has available hydrocarbon fuel resources today, in both traditional and non-conventional reserves now being accessed through technological advances, not only to be energy independent, but also to be once again the world's leading producer of oil and natural gas once again.

Breaking the regulatory grasp government has created over decades and encouraging independent energy industry innovation and entrepreneurship are critical if energy prices in the future are going to remain affordable such that the U.S. economy can resume robust growth.

The United States government and major oil companies have perpetuated the fraud, encouraging the American people to incorrectly understand that oil and natural gas are “fossil fuels” that will soon be depleted worldwide.

The point here is that hydrocarbon fuels properly understood are renewable fuels naturally produced by the earth on a continuing and abundant basis.

Chapter 1

The Nazi Secret Science of Synthetic Oil

As the Allied armies raced to Berlin and World War II drew to a close, the U.S. Army had more than 3,000 separate teams involving 10,000 investigators, including industrialists, engineers, scientists, and technicians, visiting thousands of enemy factories, scientific institutions, business premises, and factories to conduct top secret interviews and cart away trunk loads of captured documents.

“By the last month of the fighting in Germany, as the Allied armies rolled across the Rhine, combat-weary GIs were used to seeing groups of intelligence officers moving about the war zone,” wrote professor of history Arnold Krammer,¹ “They were no longer startled to see small groups of scholarly-looking American officers drive up to bombed-out and newly captured factories and, apparently unmindful of the smoke and sometimes nearby gunfire, systematically investigate the plant.”

The war-weary GIs watched, Krammer noted, as tons of records were “hailed out into the open for eventual crating and shipment” as German scientists were questioned by “soldiers” who wore neither rank nor unit designations on their American uniforms. The investigators were intelligence operatives – industrial scientists and government experts – and the German scientists they sought out had one thing in common – they had produced strategic materials for the Third Reich.

Germany had spent billions in today’s dollars to fund fundamental and applied scientific research that would give the Nazi war machine a strategic advantage developing secret advanced weapons including jet airplanes and rockets capable of delivering bombs. The V-2 rockets hitting London made international headlines. Much less appreciated were the German scientists who cracked the chemical code, unlocking the secrets of how petroleum products are formed. Starting in the early part of the twentieth century, German chemists developed the formulas necessary to produce synthetic oil. While the goal was to make gasoline, diesel fuel, and aviation fuel from Germany’s abundant coal supplies, the equations in what came to be known as the “Fischer-Tropsch” process explained the origin of oil as a naturally occurring phenomenon in which hydrogen and carbon bond, with ramifications far beyond turning coal into liquefied synthetic fuel.

The Fisher-Tropsch Process

“Germany has virtually no petroleum deposits,” observed Anthony N. Stranges of the Department of History at the Texas AM University, noting a resource reality even today. “Prior to the twentieth century this was not a serious problem because Germany possessed abundant coal resources. Coal provided for commercial and home heating; it also fulfilled the needs of industry and the military, particularly the navy.”²

However, in the opening decade of the twentieth century Germany’s fuel requirements began to change. Germany became increasingly dependent upon gasoline and diesel oil engines, and automobiles, trucks, and then airplanes made a plentiful supply of gasoline necessary. The German navy’s ocean-going ships, including Germany’s navy, converted from coal-burning to diesel oil as their energy source. “Petroleum was clearly the fuel of the future,” Stranges noted, and Germany had a problem. Without ample petroleum resources, how was twentieth century Germany going to develop the abundant gasoline and diesel fuel supplies needed to propel a competitive national industrial economy and mount a world-class military operation second to none in Europe?

The solution came in the 1920s when two German chemists, Franz Fischer (1877-1947) and Hans Tropsch (1889-1935) developed a series of equations at the Kaiser Wilhelm Institute for Chemistry that became known as the “Fischer-Tropsch Process,” defining a methodology for producing synthetic gasoline and diesel fuel from coal. During the early 1930s, German industrial giant I.G. Farben received support from the Luftwaffe under Chancellor Adolph Hitler by proving the company could produce a high quality aviation fuel. The army, the Wehrmacht, followed suit by lobbying to develop a domestic synthetic fuels industry. By 1936, I.G. Farben was no longer an independent company, but a government-private enterprise partnership run by the Nazi government.

Without the Fischer-Tropsch process, Hitler and Nazi Germany would have lacked the fuel resources needed to launch World War II. When Hitler attacked Poland on September 1, 1939, Nazi Germany had 14 synthetic fuel plants in full operation and 6 more under construction, producing approximately 95 percent of the aviation fuel used by the Luftwaffe. By 1943, using synthetic oil production defined by the Fischer-Tropsch process, Germany produced almost three million metric tons of gasoline by the hydrogenation of coal. Adding to this diesel fuel, aviation fuel, and various lubricants produced synthetically from coal, Nazi Germany was able to satisfy up to 75 percent of its fuel demand through coal conversion processes made possible by the equations developed in the Fischer-Tropsch process.³

Imperial Japan, also constrained by lacking extensive national petroleum reserves, followed Nazi Germany into synthetic fuel production. In 1936, Japan calculated that the nation had a 400 to 500 year fuel reserve, if coal could be converted to liquid fuel. Japan’s Seven Year Plan of 1937 called for the construction of 87 synthetic fuel plants using the Fischer-Tropsch process by 1944, with the goal of producing 6.3 million barrels annually of each synthetic gasoline and synthetic diesel fuel. While the economic demands of waging war in China and across the Pacific ultimately thwarted Japan’s ambitions to produce synthetic oil, Japan constructed 15 synthetic fuel plants that reached peak production of 717,000 barrels of synthetic fuel in 1944.⁴

Operation Paperclip: U.S. Military Intelligence Grabs Nazi Oil Secrets

While U.S. Army intelligence officers had the first jump at confiscating Nazi scientific documents and interviewing Nazi scientists, by 1948, British Intelligence, Canadian Intelligence and Russian intelligence all joined in, focusing their intelligence efforts to understand how the Nazis had produced synthetic petroleum products so successfully.

Ultimately, under the auspices of “Operation Paperclip,” the Office of Strategic Services, or OSS, the predecessor agency to the CIA, hundreds of Nazi scientists and engineers were secretly brought to the United States. Many Nazi scientists were allowed to enter the United States despite their complicity in some of the Nazi’s most horrific war crimes, including using political prisoners from the Holocaust as their guinea pigs in terrifying “scientific experiments” involving human beings and in employing Jews and other political prisoners as slave labor in Nazi war-machine factories.⁵ Almost all the Nazi scientists brought to the United States, including those who were expert in the chemistry and manufacturing of synthetic fuel, had joined the Nazi party if not because they were true believers, at least to advance their careers.

An examination of the now declassified Operation Paperclip files at the National Archives and Records Administration in Washington, D.C., documents Operation Paperclip brought to the U.S. a total of seven German synthetic fuels scientists, including the two most prominent then alive, Helmut Pichler and Leonard Alberts.

Helmut Pichler

Pichler, born on July 13, 1904 in Vienna, Austria, was 41 years old when World War II ended in Europe. He worked as Franz Fischer’s research assistant at the Kaiser Wilhelm Institute, perhaps Germany’s most prestigious pre-war scientific institution. When interviewed by the Office of the U.S. Military Government at the end of the war in Germany, Pichler had to his credit 50 published scientific articles and 19 patents on a wide range of topics related to the chemistry and manufacturing of synthetic fuels. In his biographical and professional data debriefing with U.S. military intelligence Pichler boasted he was “co-inventor” of the benzene-synthesis process from which synthetic gasoline was produced. At the end of the war, Fischer was approaching 70 years old and Pichler was undoubtedly the most knowledgeable and accomplished synthetic fuels scientist in the world, who was still young enough to travel and continue advancing his professional career.

Pichler’s file contains a letter from none less than Franz Fischer himself, dated June 23, 1947, and written in his capacity as the Director of the Kaiser Wilhelm Institute of Coal Research from 1911 until 1943. Dr. Helmut Pichler joined the ‘Kaiser Wilhelm Institute for Coal Research,’ Mulheim Ruhr, in March 1927,” Fischer wrote. Fischer wrote, “He was first concerned about his thesis.” In March 1929, Pichler completed his doctoral thesis on the subject, “About the Synthesis of Hydrocarbons.” After his graduation, Pichler was Fischer’s assistant until April, 1936, when he was appointed the head of the division for synthetic fuels. Subsequently, Pichler was nominated to become a permanent scientific member of the Kaiser Wilhelm Institute of Coal Research.

In the letter, Fischer credits Pichler with a long list of scientific accomplishments, including developments in the field of the synthesis of gasoline, research in using both iron and cobalt

catalysts in the Fischer-Tropsch synthetic fuel production process, and the conversion of methane to more complex hydrocarbon chains, including benzene and acetylene. "The work of Dr. Pichler has contributed substantially to the technical scale development of the normal-pressure-synthesis of Fischer and Hans Tropsch after Dr. Tropsch left the Institute (in 1926)," Fischer's letter continued. "Fundamentally separate, Dr. Pichler developed the mentioned medium-pressure-synthesis, the high-pressure synthesis of paraffins and the other topics mentioned above." Fischer concluded his letter with an unqualified endorsement: "Dr. Pichler was one of the best co-workers I ever had. His personal qualities are the factors for which not only the scientific, but also the social intercourse with him was very pleasing in the 16 years of our cooperation."

Pichler's signed "Statement Concerning Past Political Affiliations" indicates in 1932, Fischer urged him to become a citizen of Germany. In 1933, he became a member of the Nazi Party. In 1934, at the request of the SA, he gave ten lectures concerning air defense, including how to fight incendiary bombs, although he professed to do so out of fear of reprisals, not for any enthusiasm to be involved for political reasons. "All my thoughts and my sympathies were ever concerned with my scientific work only," he wrote in his signed statement, "I performed this work in the same way before 1933 after 1933 and after 1945." He claimed he wanted to come to the United States to continue his scientific research and to become a U.S. citizen.

The Truman administration was sufficiently enthusiastic to get a synthetic fuel scientist with Pichler's credentials to come to the United States that he was given the benefit of the doubt that his Nazi affiliations were more a matter of necessity than political preference or enthusiasm, despite the major contribution the production of synthetic fuels made to the German war effort. The U.S. government gave Pichler permission to enter the country along with his wife Louise Maria, then 44 years old, and his two daughters, Christa, age 11, and Irma, age 5, as well as his son, Rolf-Helmut, age 10.

Once in the United States, Pichler joined Hydrocarbon Research Inc., where he helped construct a commercial Fischer-Tropsch plant in Brownsville, Texas. In his later years, Pichler was quoted as saying the German scientists and engineers interviewed by U.S. intelligence operatives at the end of World War II did not divulge all they knew. The truth is that up until 1940, German scientists and engineers, with the consent of the Nazi government, had been transferring a considerable amount of accurate Fischer-Tropsch technical information to a consortium of six companies that had been members of the old Standard Oil Company. Beginning in 1938 and 1939, Standard Oil also began purchasing common stock of Hydrocarbon Research, Inc.⁶ The historical record shows Standard Oil of the United States and industrial giant I.G. Farben in Germany had been interested in and cooperating regarding synthetic fuels since the 1920s and 1930s.

Leonhardt Alberts

In contrast to Pichler, Leonhardt Alberts was so enthusiastically a Nazi that it required a U.S. government cover-up to get him clearance to enter the United States after World War II.

Alberts was five years older than Pichler. He was 46 years old at the end of the war with Germany having been born on April 21, 1899, in Oanabrueck, Germany. He was the plant manager and technical director of Ruhchemie, A.G., the Ruhr Chemical Corporation in Oberhausen, Rhineland, from 1929 to 1943. Then, from 1943 through 1946, he was a member of the Board of Directors of synthetic nitrogen and hydrocarbon plants for Victor Works, in Castrop-Rauxel, Germany. At the end of the war, there was no one in Germany more expert at operating and managing synthetic fuel plants than Leonhardt Alberts.

The problem was that Alberts was a candidate for the Nazi party as early as 1933, and he joined formally in 1938; subsequently, he belonged to both the SS and the SA. The Operation Paperclip file even preserved two yellow-page legal pads with the handwritten notes taken by the FBI agent conducting a background search on Alberts. The handwritten notes and the subsequent FBI case file leave no doubt that Alberts was an ardent Nazi, even after the war had concluded and he had received permission from the U.S. government to immigrate to the United States along with his family.

“Mr. H.T. McBride, Projects Supervisor, Bechtel Corporation where Alberts was ultimately hired, related that his associations with Alberts have been entirely disagreeable,” the FBI case file for Alberts noted. “During his stay here, Alberts exhibited an arrogant and domineering attitude in regard to company administrative matters. He was non-cooperative in obeying regulations pertaining to expenses of travel, leave arrangements, and the certification of time off, to name a few. In the opinion of Mr. McBride, Alberts is exceedingly ambitious, and will try every trick and scheme he knows which might work to his sole benefit.” McBride told the FBI he believed Alberts was “a true Nazi.” McBride told the FBI that Alberts was “wholly undesirable for citizenship,” and that he felt admitting Alberts to the United States “would be a definite threat to the security of this country.”

C. W. Frye, personal manager at the Bechtel Corporation, gave the FBI a similar report. Frye said he had “no sympathy” with Alberts’ desire to become citizen of the United States. He characterized Alberts as “non-cooperative and disagreeable almost without exception in business contacts. He is charged that Alberts “has an overbearing demeanor which appears to be self-trained.” Frye advised the FBI that Alberts “has few of the qualities necessary to becoming a good citizen, and he would not recommend him to be a good security risk.”

Major Robert E. Humphries, Quartermaster Corps, U.S. Army, agreed. Humphries told the FBI that Alberts is “poorly regarded” because of “his insufferable and pompous attitude.” Humphries commented that Alberts “certainly never exhibited any remorse or sense of guilt arising out of his past connections in Germany,” and he charged Alberts “was and is a Nazi.” Humphries further advised that while Alberts “would be a dangerous man” to admit into the United States as a permanent resident because Alberts would be given an ample opportunity to learn all details of the synthetic fuel program in this country. At the same time, he was distrustful to allow Alberts to return to Germany as a free man because he believed Alberts would be capable of “dealing with Russia or with any other group which would pay for his technical knowledge.”

Alberts argued in a signed "Political Bibliography" included in his Operation Paperclip file that he had joined the Nazi party for political expediency only:

As Director of the Ruhrchemie A.G. in 1933, I was naturally pressed to affiliate myself with the N.S.D.A.P. [the Nazi Party]. It was possible for me in contrast to the other Directors of my firm to keep aloof from this membership.

In 1935 I was offered the position on the Board of Directors of the Briunkohle-Benzin A.G. However, after it had been determined that I was not a member of the N.S.D.A.P., this offer was withdrawn. In 1938 I got a similar offer from Krupp. This offer was also withdrawn for the same reason.

After two examples convinced me that without party membership I would not be able to accept offers which would improve my professional position. Therefore, I applied for membership in 1938.

On Nov. 9, 1949, Peyton Ford, the Assistant to the U.S. Attorney General, Department of Justice, wrote to Colonel Daniel E. Ellis, U.S. Air Force, and Director of the Joint Intelligence Objective Agency in the Pentagon, to urge that Alberts' continued presence in the United States represents a risk to internal security. Ford wrote:

Upon consideration of all the information received concerning Alberts this Department is of the opinion that it cannot recommend him to the Immigration and Naturalization Service for permanent admission into the United States. You still note that Alberts served for a time during World War II as a functionary of the Abwehr, the German Intelligence. The statements of several persons who have known Alberts, including Major Robert Humphries, who has been directly concerned with security matters pertaining to the presence of German scientists at Bureau of Mine plants, have grave misgivings of Alberts as a security risk. It would appear that he is a pro-Nazi in his outlook and unscrupulous in his activities and, as Major Humphries has stated, he is capable of dealing with Russia or any other group which would pay for his technical knowledge.

What ensued was a bureaucratic fight between the commercial interests within the government that coveted Alberts' technical skill operating synthetic fuel plants with those in the government charged with policing security risks. Acting Secretary of Commerce Thomas C. Blaisdell weighed in strongly favoring Alberts, to the point of dismissing the security concerns as unimportant.

In a letter to the Attorney General J. Howard McGrath, dated July 14, 1950, in which he stated, "The Fischer-Tropsch process for the production of synthetic fuels, in which Albert is expert, may be a significant item in our national defense," McGrath referenced an endorsement letter written on February 24, 1949, by H.H. Storch, Chief of the Research and Development Branch, Office of Synthetic Liquid Fuels, in the U.S. Department of Interior, Bureau of Mines, to the Department of Commerce, in which Storch referenced the work Alberts had done consulting on Fischer-Tropsch pilot plant work in the Bureau of Mines:

During Mr. Alberts' stay under the direction of the Bureau of Mines, he contributed to the development of a process which originated in Germany at the I.G. Farbenindustrie, and which was being completed by the Bureau of Mines. We found him to be a good, practical

engineer. His character and general behavior were excellent and, so far as we can tell from
~~our observation of him at work, he would make a good citizen of the United States.~~

The Operation Paperclip files show the commercial interests within the government won out and
Alberts was given permission to enter the United States along with his wife, Agnes, his sister and his
sister-in-law.

Post War Synthetic Fuel Plants in the United States

In 1949, the U.S. Bureau of Mines opened a synthetic fuels demonstration plant in Louisiana, Missouri, on 390 acres of a former War Department ammonia plant that was located 75 miles north of St. Louis. Bechtel operated this \$10 million coal hydration plant, with some 400 employees that included the 7 Nazi synthetic fuel scientists Operation Paperclip brought to the United States. From 1950 – 1952, Hydrocarbon Research Inc. built and operated a synthetic fuel plant in Brownsville, Texas. The Bureau of Mines conducted numerous synthetic fuel pilot projects, none of which reached commercial viability.

While the post-war efforts of the U.S. government to develop synthetic fuel plants were successful, the project never took root in a global economy where the production of petroleum “fossil fuels” was both abundant and commercially profitable. Put simply, U.S. oil companies had no reason to develop a more relative expensive synthetic oil when billions of dollars in profits could be made annually bringing to market naturally produced and reasonably priced hydrocarbon fuels, including oil and natural gas products. Put simply, the production of synthetic fuels, while interesting to U.S. oil companies and government officials, was considered too costly to pursue when oil reserves in the United States were still relatively abundant and reasonably cheap to discover, develop, and bring to market.

By the 1960s, the U.S. government interest in synthetic fuels was largely academic. The taxpayer-funded Fischer-Tropsch program, the work the U.S. Bureau of Mines undertook in the postwar period was transferred in the 1960s to the Office of Coal Research in the Interior Department and then in the 1970s to the Energy Research and Development Administration. In 1977, Congress created the surviving government administrative agency, the U.S. Energy Department, and the public policy emphasis shifted to the “fossil fuel” program. On June 30, 1980, the Energy Security Act was signed into law, creating the United States Synthetic Fuels Corporation to provide financial assistance to the private sector to stimulate production of synthetic fuels, but only one plant was actually ever built.⁷

As a result of the public policy emphasis on utilizing abundant “fossil fuel” resources, the secret Nazi petroleum secrets languished. Hundreds of thousands of pages of confiscated German scientific papers on the Fischer-Tropsch process remained classified until the late 1970s. In October 1975, the Texas A&M University’s Center for Energy and Mineral Resources initiated a project to locate, retrieve, abstract, and index the German World War II industrial records with the objective to make available the information about the Fischer-Tropsch processes Nazi Germany had used to produce synthetic fuel. By 1977, the 12 full- and part-time members of the project staff brought Texas A&M 310,000 pages of documents, consisting primarily of the 305 Technical Oil Mission microfilm reels and 25 microfilm reels collected by Air Force Intelligence at the end of World War II.

But, even today, countless thousands of pages of Fischer-Tropsch scientific studies confiscated from Germany at the end of World War II lie deteriorating, never translated, in aging and neglected paper and microfilm archives. Remarkably, despite the efforts of Texas A&M and the National Archives, the process of locating confiscated Nazi synthetic petroleum documents for scientific study remains difficult, if not virtually impossible. When found, most of the documents remain as they were when first confiscated in 1945 – never as much as summarized or abstracted in English, let alone translated in full. On Sept. 20, 1977, the German Document Retrieval Project concluded the following

“Knowledge in these [German] documents [on synthetic fuels] has for all practical purposes not been available to industry, government, educational institutions or the public at large.”⁸

Over time, the synthetic liquid fuels and the Fischer-Tropsch process got relegated to the point where the concept became equivalent with liquefying coal. Why bother liquefying coal when the U.S. still had abundant oil and natural gas reserves available domestically or on international markets at a relatively reasonable price? Even in oil crises, such as the 1975 OPEC oil embargo under President Jimmy Carter, few serious politicians or scientists thought seriously about reviving interest in the Fischer-Tropsch process to supplement politically restricted supplies of oil and natural gas with synthetic liquid fuel.

Today, few Americans know anything about the World War II achievements of the Nazis in developing synthetic fuel. How different this is from the enthusiasm of the U.S. military's Technical Oil Mission that at the end of World War II had defined as targets of opportunity all Nazi synthetic fuel plants, including refineries, synthetic fuel plants and chemical plants, all research laboratories including the Kaiser Wilhelm Institute, and corporate headquarters, including I.G. Farben.

Decades after the end of World War II, U.S. petro-scientists and petro-geologists remain locked in the vision that the only productive petroleum science and geology derive from an understanding that oil and natural gas are biologically produced “fossil fuels.” Rather than study the Fischer-Tropsch equations to unravel the code of how hydrocarbons are produced, U.S. petro-scientists and petro-geologists remain happy today to designate the Nazi documents to obscurity because they consider synthetic oil production basically a waste of time.

Today Nazi synthetic oil secrets remain hidden from the public view because that's exactly the way U.S. oil companies and the U.S. government want it. The true secret of Nazi synthetic oil had nothing to do with liquefying coal. Perhaps this was central to the undisclosed knowledge Helmut Pichler had in mind when he said the former Nazi scientists never completely revealed to their U.S. scientific counterparts every secret their explorations of synthetic fuels unveiled. Committed Nazis such as Leonhard Albert might have been quietly pleased when American scientists saw nothing more in the Fischer-Tropsch process than how to make gasoline and diesel fuel out of coal.

What truly the German synthetic fuel scientists cracked was the code God built into the heart of chemistry to form hydrocarbons in the first place. Beyond the formulas to make gasoline and diesel fuel out of coal, what the equations of the Fischer-Tropsch process postulated was that hydrocarbons form naturally in the mantle of the earth on an on-going basis that continues even today. Studied beyond their narrow applications, the Fischer-Tropsch equations reveal the formulas through which compounds including hydrogen and compounds including carbon, in the presence of a catalyst such as iron ore or cobalt, could be made to form various hydrocarbon chains under conditions of extreme heat and pressure. Applying this knowledge to making gasoline and diesel fuel from coal served the Nazi war machine purposes in a country largely lacking readily available hydrocarbon resources close to the surface of the earth. Revisiting the Fischer-Tropsch equations in trying to unravel the secrets of how oil and natural gas are formed in the first place, presents a direct challenge to the fossil fuel theory of the origin of oil, once the Fischer-Tropsch equations are understood in the context of fundamental scientific research, not just applied scientific research.

Russia and deep-earth oil

The truth is that only Soviet Russia under the insistence of dictator Joseph Stalin truly benefited from the confiscated intelligence of Nazi World War II petroleum secrets.

On November 3, 1944, well before the end of the war, President Roosevelt issued a directive calling for a government study to determine whether or not all the bombing we had done in the war had served any purpose.⁹ What precisely did dropping over 2.7 million tons of bombs on Europe accomplish?

The resulting *United States Strategic Bombing Study* produced some surprising results. The bombing attack on the German airplane industry culminated in the last week of February 1944, when 3,636 tons of bombs were dropped on airframe plants. In that week and the days following, every known aircraft factory in Germany was hit. But, surprisingly, in 1944 the Nazis accepted a total of 39,807 aircraft of all kinds, when the number accepted in 1942 before the bombing attacks began had only been 15,599. The German aircraft production had actually increased despite the massive bombing of Nazi aircraft plants.

Why? The bombing destroyed the buildings, but the machines “showed remarkable durability.” The Germans reorganized the management of the aircraft plants and subdivided production into many small units that were immune to massive bombing raids. As the aircraft manufacturing plants were being destroyed, the Germans adapted, learning how to recover the machinery and disperse the manufacturing. The result was clear – bombing the plants had not slowed down the Nazis ability to make new airplanes.

The allied bombing of German oil and chemical production plants told a different story. By the end of the war, the Germans could produce Messerschmitts, but they had no airplane fuel with which to fly them. The output of aviation gasoline from synthetic plants fell from 316,000 tons per month when the air attacks began in 1943 to 5,000 tons in September 1944 when every major plant had been hit. Without fuel, the Nazi war machine came to a grinding halt.

Once the war was over, Stalin determined that the Soviet Union would never be vulnerable because of dependence on foreign oil. He resolved that Russia would become oil self-sufficient, as part of his plans for expanding communism and Soviet domination worldwide. U.S. petro-scientists looking for oil as “fossil fuel” formed in sedimentary rock structures found relatively close to the surface of the earth concluded that Russia, like Germany, lacked petroleum reserves. Stalin willed a different result by ordering his petro-scientists to study the Fisher-Tropsch process, anxious to learn what the Germans understood about the origin of oil that U.S. scientists failed to understand.

Beginning in 1940, Stalin commissioned a scientific examination into every aspect of petroleum, including how it is created, why reserves are formed, how the oil can best be discovered and extracted. Between 1940 and 1995, Russian scientists published some 347 scientific publications on the Fisher-Tropsch process, on the way to obtaining some 170 Fisher-Tropsch patents.¹⁰ By 1951, Professor Nikolai Kudryavtsev articulated what today has become known as the *Russian-Ukrainian Theory of Deep, Abiotic Petroleum Origins*. Essentially, the theory rejected the contention that oil was formed from the remains of ancient plant and animal life that died millions of years ago.

According to Professor Kudryavtsev, oil had nothing to do with living organisms rotting in petroleum. The Soviet scientist ridiculed the idea that an ancient primeval morass of plant and animal remains was covered by subsequent millions of years of sedimentary deposits, only to be compressed by the millions of more years of heat and pressure. The Soviet theory as advanced by Kudryavtsev and dozens of Russian scientists who followed him was that the origin of oil was “a-biotic.” In other words, oil did not come from the once-alive “biotic” material of ancient plants and animals. Instead, the Soviet scientists concluded the Fisher-Tropsch equations explained the chemical processes by which hydrocarbons were produced as a natural product of the earth itself, manufactured at deep levels where there were no plants or animals. Abundant oil could be found, the Soviet Russians concluded, only if oil wells were drilled deep enough.

Today, contrary to the predictions of U.S. petro-scientists at the end of World War II, Russia rivals Saudi Arabia as the world’s leading producer of crude oil.

Just to be clear, please understand that the argument here is that all oil produced by the earth is abiogenic. Please do not misunderstand to think the argument is that oil traditionally found in sedimentary rock is organic in origin, while only oil found at deep levels within the earth or under water is abiogenic. Granted, synthetic fuels can be formed from a wide variety of organic substances ranging from corn and sugar cane, to animal parts, and even sewage. Generally, the synthetic processes used to transform organic material into synthetic fuel involve well-understood chemical transformations very similar to the fermentation and bacteriological processes that transform organic materials into various alcoholic beverages. The argument here is that oil found near the surface of the earth in sedimentary rock structures was formed at deep-earth levels and pooled through cracks in the earth’s bedrock sub-structure into more porous sedimentary rock levels where the oil pooled.

The point is that fuels produced from organic material typically are synthetic in nature, demanding human action to be formed. Hydrocarbon fuels produced naturally by the earth are never “fossil fuels” produced through biogenic materials or organic methodologies; hydrocarbon fluids produced naturally by the earth are always abiogenic in nature. Just as fossils are never the ancient flora or fauna themselves, truthfully there are no “fossil fuels” created by nature, regardless what petro-geologists tell college students in university classrooms.

In nature, hydrogen and carbon do not require the intervention of any dead and ancient decomposed flora or fauna, no plankton or algae, and no micro-biogenic material to get together. Instead, all that is needed is the action German chemists defined, beginning with Franz Fischer in the 1920s and ending with the Fischer-Tropsch synthetic fuel plants operated by the Nazis during World War II.

¹ Arnold Krammer, Professor of History at Texas AM University, “Technology Transfer as War Booty: The U.S. Technical Oil Mission to Europe, 1945,” *The Society for the History of Technology* 1981, published in *Technology and Culture*, Vol. 22, No. 1 (January 1981), pp 68-103, also available at <http://www.jstor.org/discover/10.2307/3104293?uid=3739808uid=2129uid=2uid=70uid=4uid=3739256sid=47698781695217>.

² Anthony N. Stranges, Department of History, Texas AM University, College Station, Texas 77843-4236, prepared for presentation at the AIChE 2003 Spring National Meeting, New Orleans, LA, March 30-April 3, 2001, unpublished.

³ ~~“The German Document Retrieval Project,” Center for Energy Mineral Resources,” Texas A&M University, Sept. 20, 1977.~~

⁴ Paul Schubert, Steve LeViness, and Kym Arcuri, Syntroleum Corporation, Tulsa, OK, and Anthony Stranges, Texas A&M University, “Fischer-Tropsch Process and Product Development During World War II,” April 2, 2011, unpublished paper, at Fisher-Tropsch.org, under “rimar Documents/Presentations.”

⁵ See: Linda Hunt, *Secret Agenda: The United States Government, Nazi Scientists, and Project Paperclip, 1945 to 1990* (New York: St. Martin’s Press, 1991); and Tom Bower, *The Paperclip Conspiracy: The Hunt for the Nazi Scientists* (Boston: Little, Brown and Company, 1987).

⁶ Burton H. Davis, Center for Applied Energy Research, University of Kentucky, 2540 Research Park Drive, Lexington, KY, 4-511, “n Overview of Fischer-Tropsch Synthesis at the U.S. Bureau of Mines, prepared for presentation at the AIChE 2003 Spring National Meeting, New Orleans, LA, March 30-April 3, 2001, unpublished.

⁷ Ibid.

⁸ “he German Document Retrieval Project,” loc.cit, supra at note #3.

⁹ The United States Strategic Bombing Survey. The European War report was the first completely published by the Government Printing Office on September 30, 1945. This report as originally issued can be read on the Internet at the following URL: <http://www.anesi.com/ussbs02.htm#page1>.

¹⁰ V.I. Anikeev, Y. Yermakova, B.L. Moroz, Boreskov Institute of Catalysis, Novosibirsk, Russia, “he State of Studies of the Fischer-Tropsch Process in Russia,” unpublish paper supported by Syntroleum Corporation, Tulsa, Oklahoma.

Chapter 2

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