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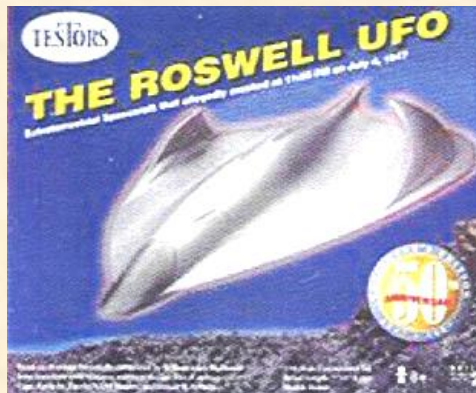
note: because important websites are frequently "here today but gone tomorrow", the following was archived from <http://www.alienufoart.com/RoswellUFO.htm> on November 5, 2003. This is NOT an attempt to divert readers from the aforementioned website. Indeed, the reader should only read this back-up copy if it cannot be found at the original author's site.

Bill McDonald's General Composite of the Roswell Spacecraft

*The "General Composite of the Roswell Aerospace Interplanetary Skiff" is originated and forensically rendered from the testimony of multiple witnesses who were the retired United States Army Counter-Intelligence Corps atom bomb security agents guarding all atom bomb manufacturing, testing and deployment facilities in New Mexico from 1943 to 1951. Further and far more substantial testimony came from **Clarence L. ("Kelly") Johnson** and **Dr. Ben R. Rich** (both of whom were the now deceased founding CEOs of Lockheed Martin's famous "Skunk Works") as provided to Bill McDonald via the inter-mediation of the late **John Andrews**, Special Projects Chief Designer of the Testor Corporation. Kelly mentored Ben and John Andrews.*

*The spacecraft was a single, integrated, machine component; the originating inspiration for all high-altitude, hypersonic, "Waverider," aerosurf, "**Biomorphic**" aircraft and space shuttle configuration concepts. She mimicked the design forms of multiple sea animals including porpoises and stingrays. Her life support system and in-flight ballast was an oxygenated amniotic fluid-like broth with an advanced filtration system in the flight deck. She carried a crew of seven humanoids who interfaced with the vessel's artificial intelligence (AI) cortex directly, physically through the headrests of their individual crash-couches and their surrounding consoles. The organic minds of the flight crew are believed to have functioned as "multiple brain nodes" for distributed processing and navigation. They and the spacecraft functioned as a "combined biological organic/artificial life form and machine system."*

Under contract, all copyrights for the "General Composite of the Roswell Interplanetary Skiff" reverted back to forensic illustrator William Louis ("Bill") McDonald Sr. in July of 2000 from the Testor Corporation. Copyright 1995, William Louis ("Bill") McDonald Sr. (e-mail Bill: Argonaut-greywolf@cox.net)



About The Roswell UFO Model Kit
SPECIAL 50TH ANNIVERSARY COMMEMORATIVE KIT
(Testor's Roswell UFO model kit was based on Bill McDonald's forensic illustrations and numerous witness testimonies.)

What really happened in Roswell New Mexico in 1947?

TOP AIRCRAFT DESIGNER REPORTEDLY CONFIRMED ROSWELL

CNI News Correspondent Michael Lindemann writes:

"This information was acquired by Bill through private conversations with the late **John Andrews** of the Testor Corporation. McDonald -- a private investigator and forensic composite illustrator who has made detailed reconstructions of the Roswell UFO based on eyewitness testimony -- worked closely with Andrews on the design of Testor's Roswell UFO model kit which was released in July 1997 on the 50th anniversary of the Roswell incident. Based on McDonald's original drawings, Andrews developed the Roswell model piece-by-piece, and McDonald in turn created blueprints which resulted in Testor's tooling for the kit. What began as a business relationship evolved into a deep personal friendship.

In time, Andrews shared information that confirmed elements of McDonald's Roswell investigation. Finally, McDonald says, he prevailed upon Andrews to ask then-ailing-from-cancer **Dr. Ben R. Rich** -- late head of Lockheed's "Skunk Works" -- to describe the relationship, if any, between possibly recovered UFO materials at Roswell and advances in aircraft design that occurred starting in the mid-1950s. McDonald resolved to withhold the answers while Andrews remained alive. Testor Special Projects Chief Designer John Andrews died also of cancer on Good Friday, 1999."

Formal announcement from William Louis ("Bill") McDonald, Sr.:

Date: Thu, 29 Jul 1999 14:43:15 -0700

From: "William L. & Lori M. McDonald" <Argonaut-Greywolf@home.com>

Subject: Excerpt from my OneList discussion with Hal Puthoff

Hal was pointing out the obvious. This is precisely what I have been closing my lectures with for the past 4 years. How can anyone miss the comparison that my **Stingray**/Porpoise-like **Chimaera** design has in common with the 3 "**Aurora**" planes: the **F-117 Nighthawk**, the **TR-3A "Black Manta"**, and even the original old **YF-12A/SR-71 Blackbird** spy planes of Kelly Johnson's genius.

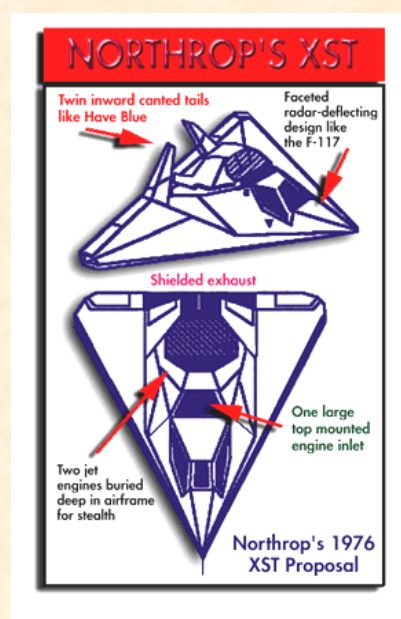
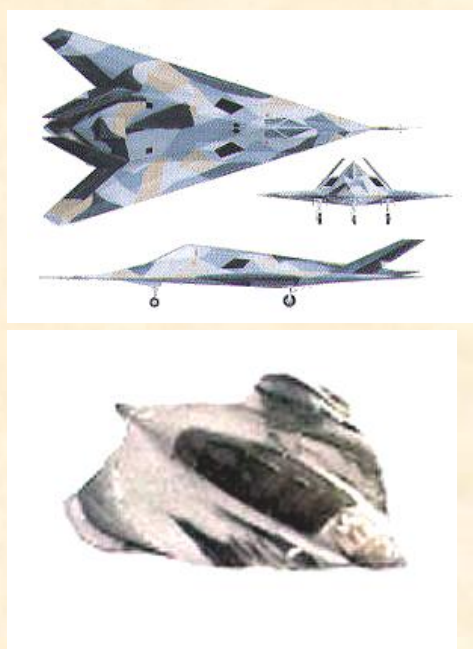
Well Hal, you asked for it!

Now that legendary Lockheed engineer and chief model kit designer for the Testor Corporation John Andrews is dead, I can announce that he personally confirmed the **design connection between** the **Roswell Spacecraft** and the Lockheed Martin Unmanned Combat Air Vehicles (UCAVs), spyplanes, Joint Strike Fighters, and Space Shuttles. Andrews was a close personal friend of "Skunk Works" CEO Ben Rich -- the hand-picked successor of Skunk Works founder Kelly Johnson and the man famous for the F-117 Nighthawk "Stealth" fighter, its "half-pint" prototype the "HAVE BLUE", and the top-secret F-19 Stealth Interceptor. Before Rich died of cancer, Andrews took my questions to him.

Dr. Ben R. Rich confirmed:

1. There are 2 types of UFOs -- the ones we build and ones '*they*' build. We learned from both crash retrievals and actual "hand-me-downs." The Government knew and until 1969 took an active hand in the administration of that information. After a 1969 Nixon "purge", administration was handled by an international board of directors in the private sector.

2. " 'An' item" -- as opposed to " 'The' item" -- was recovered near the World's only combat operational atom bomb base (**Roswell AAF**) in 1947. Hull design, aerodynamic measurements, and propulsion info was passed directly to **Jack Northrop** and **Kelly Johnson** beginning in 1950 with a major block of data being passed on from "**The Working Group**" at **Wright Patterson AFB's Foreign Technologies Division** in 1952. " 'The' item" refers to the top-secret designation of Kelly's original variant of the U-2 (TR-1) spy plane in Congressional and Pentagon budgets in the 1950s.
3. Nearly all "**biomorphic**" aerospace designs were inspired by the **Roswell spacecraft** from Kelly's SR-71 Blackbird onward to today's drones, UCAVs, and aerospace craft.
4. The inward canted vertical stabilizers of the **F-19**, the **HAVE BLUE**, many drones, some UCAVs, and the **SR-71** matched the 30-degree inward cant of the **Roswell spacecraft's** shark fin-shaped pair of vertical stabilizers or "winglets". The same goes for the wing camber to fuselage "blend" of the airframe designs.



Have Blue and XST compared to alleged Roswell craft

5. The outward cants of the **F-22 Raptor**, the **F-117**, the McDonnell Douglas **YF-23**, and the **TACIT BLUE** stealth concept prototypes perform similar aerodynamic functions for stability in high performance flight.
6. Rich observed that the impression Kelly Johnson's contacts had [of 'them'] was negative. And Kelly implied in rare conversations on the subject that "*Factions*" from "*Out There*" were a threat more than they were a blessing, and that the cost of having 'them' around was "unimaginable" and "unbelievable".
7. It was Ben Rich's opinion that the public should not be told. He believed they could not handle the truth -- ever. Only in the last months of his decline did he begin to feel that the "international corporate board of directors" dealing with the "Subject" could represent a bigger problem to citizens' personal freedoms under the United States Constitution than the presence of *off-world visitors* themselves.

Andrews passed this information on to me in stages from 1994 until my last phone conversation with him around the Christmas holidays of 1998. Read the actual letter from John Andrews and reply from Ben Rich at [doc](#) [pdf](#) [URL-doc](#) [URL-pdf](#)

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It should also be known that Dr. Ben R. Rich attended a public aerospace designers and engineers conference in 1993 before his illness overwhelmed him in which he stated -- in the presence of MUFON Orange County Section Director **Jan Harzan** and many others that -- "We" (i.e., the U.S. aerospace community/military industrial complex) had in it's possession the technology to *"take us to the stars"*.

It has come to Bill McDonald's attention that Dr. Ben R. Rich, Dr. Clarence L. ("Kelly") Johnson (Prior to his death in 1990), Air Force scientist **Dr. Robert I. Sarbacher**, and John Andrews corresponded regularly on these subjects from 1985 through possibly 1993. Bill personally has in his possession a xerox of a hand written letter Ben Rich wrote to John Andrews which also refers to Dr. Sarbacher from 1986 confirming this line of inquiry

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