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## Edgar Fouché presentation on Area 51, Part I

From: [campbell@ufomind.com](mailto:campbell@ufomind.com) (Glenn Campbell, Las Vegas)

Date: Wed, 26 Aug 1998 16:33:31 -0800

Below are notes for a presentation given by Edgar Fouché. Fouché is author of the new novel Alien Rapture. He says he has worked at Area-51 and has collected UFO stories from pilots and other former government workers.

Catalog entry for Alien Rapture: <http://www.ufomind.com/catalog/r/rapture/>

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Presentation for UFO Congress

8 August 1998

Laughlin, Nevada

by

Edgar Rothschild Fouché

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Fouche Media Associates

at Web: [Fouchemedia.com](http://Fouchemedia.com)

*Author's Note:*

*The draft of Alien Rapture was originally called "The Abductors" and was copyrighted in early 1994. The MJ-12 documents presented in the book were copyrighted also. The point is that these documents talk about a removable lens the aliens used for eye-wear.*

*Not until several years later did the Autopsy film and Colonel Corso talk about these lenses. The new MJ-12 documents that I obtained prior to the film and Corso's book also speak of a central 'Geo' organ in the aliens. Although not mentioned by Corso or pointed out in the Autopsy film, it can be clearly seen as they perform the autopsy.*

*From my sources, I firmly believe this about the autopsy. It was made by the military in Lancaster, Texas. And an attempt was made to create the original Roswell autopsy film again with several changes. The best lie is the one that is closest to the Truth. The best way to debunk the Roswell crash is to make a 6-fingered alien when all other information points to a 4-fingered alien. It worked! Hardly any serious researcher now believes the autopsy film is based on reality.*

*Ed Fouché*

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*\* \* SLIDES: {1/Alien Head} until I start, then {2/Presented by slide}*

GOOD AFTERNOON:

My mother once told me that I was going to Hell if I didn't change my ways. Judging from the heat outside, I'd say I'm not too far from there.

*\* \* SLIDES: {3/AF Thunderbird Aircraft}, {4/Flags at Randolph AFB}*

My name is Edgar Rothschild Fouché.

*\* \* SLIDE 5: MJ-12 Cover*

I'm here to speak about 'Secret Government' technology and reverse ams I worked. That I was in a position to gather the information, I am presenting.

My first job was as a machinist, making bombs for the USAF at R.G. Le Tourneau Industries in Longview, Texas. For the next 25 years, I would be involved with the Department of Defense in one way or another.

After being drafted into the Vietnam conflict, I initially went through a year of electronics, communications, intelligence, and crypto-logical schools.

During the years 1967-1974, I was stationed-or-worked at many Tactical Air Command, Air Training Command, and Pacific Air Command Air Forces bases. During the Vietnam conflict, I assigned to special projects at Kadena AFB, Okinawa; Udorn AFB, Thailand; Ben Hoi AFB, Vietnam, and spent anywhere from a day to a month at many other Southeast Asian military bases.

With my training and experiences with intelligence equipment, special electronics, "black" programs, and crypto-logical areas, I received other government opportunities. I filled positions as Major Command Liaison, Headquarters manager, and DoD factory representative for TAC, SAC, ATC, and PACAF following the Vietnam war. Later in my career, as a manager of defense contractors I dealt with classified "black" programs developing state-of-the-art electronics, avionics, and Automatic Test Equipment.

*\*\* SLIDES: {12/Shop F-16 Radar}, {13/Test Equipment shop}, {14/repair of LANTIRN unit}*

I was considered an Air Force expert with classified electronics countermeasures test equipment, crypto-logical equipment owned by the National Security Agency, and Automatic Test Equipment. I worked with many of the leading military aircraft and electronics manufacturers in the U.S. I participated as a key member in design, development, production, and Flight Operational Test-and-Evaluation in classified Aircraft development programs and state-of-the-art avionics, including electronic countermeasures, satellite communications, crypto-logical and support equipment.

During my military career, I was "hand picked" (Development Cadre) for many of the Air Force's newest fighter and bomber development programs. I was cadre for:

*\*\*SLIDES: {15/F111, {16/F-15 going up, {17/A-10 bottom, {18/4 F-16s, {19/B-1, show when named*

- the F-111 swing-wing fighter-bomber
- the F-15 Eagle air superiority fighter
- the A-10 Wart-hog close air support fighter and tank killer
- the F-16 Falcon fighter
- and the B-1 Lancer Bomber.

Other research and development programs I worked as far back as the 70s are still classified 'Top-Secret'. I received over 4,000 hours of technical training from the military and government, of which about half was 'classified' training.

*\*\* SLIDE 20: {F-22 Raptor}*

This is a picture of the new Boeing-Lockheed F-22 Raptor ATF or Air Dominance Fighter. My involvement with black programs developing stealth aircraft is classified. I am perhaps the only person who has actually worked at the top-secret Groom Lake Air Base within Area-51 of the Nellis Range and written about it.

*\*\* SLIDE 21: F-117 Stealth Fighter tested at Groom at night with fog engines in work for cover.*

I spent 20 years working directly for the U.S. Air Force and DoD agencies followed by another 8 years as a Defense Contractor Manager. My last position for the Air Force was as a Strategic Air Command Liaison.

*\*\* SLIDE 22: {SR-71 3D Wire Frame}*

As a Defense Contractor-Manager; I performed as an Engineering Program Manager and Site Manager for DOD contractors involved in classified development, logistics support, electronic engineering, and technical data development from 1987-95.

I am now CEO of **Fouché Media Associates** which I run with my beautiful wife, Rebecca. I am also the inventor of **Neurosync MIME** -- a behavior modification software using hypnotic Entrainment and Subliminal Messages.

*\*\* SLIDE 23: {AR Book Cover}*

I wrote Alien Rapture - The Chosen in 1994 and 1995 after my last trip to California, New Mexico, and Nevada.



I undertook this trip to do research for the Alien Rapture, which included a meeting with 5 close friends who had agreed to release confidential information to me and discuss their closely-guarded personal experiences. I also interviewed other contacts who had worked classified programs or flown classified military aircraft to gather information about UFO sightings and contact.

At this point, I was blessed with teaming up with a great man and a great writer -- **Brad Steiger**. I had decided to get out of the defense industry as I felt that fraud, waste, and abuse was rampant -- both on the Government and contractor sides.

I wanted to work for myself as a writer and develop some product ideas that I had. So far, I've been a terrible boss. I've worked myself long hours without many benefits. And the salary is meager compared to what I made as an Engineering Program Manager.

Who were the 5 friends and co-conspirators and a host of other insiders, you ask?

It started when some old friends of mine met in the Spring of 1990 in Las Vegas. There were 5 of us then, all who had remained close following the Vietnam War. I've always been the "networker" for my DoD, Military, and Contractor friends. So I'm the one who set up the meeting.

- I. The first friend -- Jerald -- was a former NSA or National Security Agency TREAT Team member. 'TREAT' stands for Tactical Reconnnaissance Engineering Assessment Team.

He worked for the DOE or Department of Energy as a National Security Investigator. That was his cover. But he really worked for the NSA. His job required him to "watch employees" with 'Top-Secret' and 'Q' clearances at the Nevada Test Site and the Nellis Range (which includes Area 51). Area 51 is where the most classified aerospace testing in the World takes place. You may know the base as Groom Lake Air Base, Watertown, the Ranch, or DreamLand.

He was found dead of a heart attack a year after our last meeting.

- II. The second friend -- Sal -- was a person who had worked directly for the NSA with Electronic Intelligence (ELINT) and became a Defense Contractor after his retirement.

*\* \* SLIDE 24: {SR-71 Spy Plane - black with red stripes}*

- III. The third friend -- Doc -- was a former SR-71 spy plane pilot and a USAF test pilot at Edwards Air Force Base.

- IV. The fourth friend -- Dale -- and I were in the service together during the Vietnam conflict. I've known him since the early 70s. His father worked for over 20 years for the NSA. He is the one who sent me the MJ-12 documents that his father had obtained. I'll discuss the MJ12 documents last.

- V. The fifth friend -- Bud -- was a DoD Contractor and Electronics Engineer. He had worked on top-secret development programs dealing with electronic countermeasures, radar homing and warning, ecm jammers, and infrared receivers. He retired as a Program Manager and later died of a brain tumor within 30 days after his symptoms appeared.

*\* \* SLIDE 25: {TR-1 black glider - over clouds}*

I also received input from 4 other SR-71 pilots, 2 U-2 pilots, a TR-1 pilot, and about 2-dozen bomber and fighter jocks. I got the picture of the **TR-3B** from a person in this latter group.

*\*\* SLIDE 26: {TR-3 flying triangle - side view}*

At the time, I had no intention of writing about programs that I was involved with due to the Secrecy Act and classification documents I had signed. I'd had my fill of working with the government, military, and defense contractors.

However, it bothered each of us that we'd had experiences with unusual phenomena, extremely advanced technology, and witnessed Unidentified Aerial Contact that had not been previously reported.

As we sat at a table in a dark corner of the Silver Dollar Saloon and Casino in Las Vegas discussing our experiences and swapping knowledge, each of the group of five assured me that they had enough confidence in me to believe that I could write the story about their guarded experiences.

We agreed to get together again the next year with the understanding that I would contact each of them to set up the meeting. In the meantime, each member of the group -- including myself -- was to write down as much information as he could remember about unusual phenomena and personal sightings.

Many of the things the group revealed to me were startling. I used this information to piece together the story now titled Alien Rapture- The Chosen.

I'll Share some of these Secrets and Unusual Phenomena with you:

*\*\* SLIDE 27: {SR-71 with gold plasma ball on wingtip}*

The SR-71 was designed as a spy plane for the CIA in the 60s and designated the A-12. The Mach 3+ aircraft first flew in 1962, taking off from Groom AFB in Area-51. Later, once the Air Force operated it as a reconnaissance plane, it was designated the SR-71 BlackBird.

My friend Chuck -- a SR-71 pilot -- related to me an in-flight incident he had in the 1970s. He was returning from a reconnaissance flight and -- while at an altitude of 74,000 feet and at the speed of almost Mach 3 (3 times the speed of sound) -- he noticed something <flickering> in his peripheral vision. Hovering over his left wing tip was a ball of **dense plasma-like light**. It was so bright that when he stared at it for more than a few seconds, his eyes hurt

*\*\* SLIDE 28: {SR-71 red arrow pointed to air inlet spike}*

Chuck tried to use his UHF-HF and VHF communications sets, but to no avail. There was nothing but static. Repeatedly glancing briefly at the ball of light, he watched in amazement as it moved effortlessly about his aircraft

At one point, the light positioned itself a few feet in front of the large spiked cone at the air Intake Inlet. The enormous amount of air rushing into the engines should have sucked in and shredded almost anything in its path. But the light orb was mysteriously unaffected. **[StealthSkater note: the famous "foo fighters" of WWII notoriety??]**

*\*\* SLIDE 29: {SR-71 with gold plasma ball on wingtip again}*

The light, he noted, acted in a curious manner, if something inanimate could act at all. It moved from time-to-time to other parts of the vehicle, staying with him until his approach to Beale AFB in California. He was in sight of the Air Base when the light swung away from his aircraft in a wide arch with eve-increasing speed.

Of course, after reading his incident report, his Operations Commander told him not to ever speak about his experience. When Chuck related the story to me, he told me he was absolutely convinced that the ball-of-light was controlled by some form of intelligence. I have about 2-dozen stories from pilots of similar in flight incidents with UFOs and plasma balls.

\* \* *SLIDE 30: {TR-3B triangle schematic diagram with Top-Bottom-Side views}*

## **Have You Ever Heard Stories about Missing Memory?**

Sal worked a program for almost 2 years in a top-secret research facility in California. At the end of the program, he started having flu-like symptoms. After several days of worsening symptoms, he went to the doctor. His company doctor prescribed some medication and sent him home for 2 days of rest. When Sal got up on the third morning to go to work, he couldn't remember where he worked or who he worked for. His brother called his company and asked what he should do.

The person at the company related that my friend had been terminated because his contract had run out. To this day, the only thing Sal knows about that project is from his notes, pay records, and letter of offer when he was hired. The company in question was involved with developing the **TR-3B gravity disruption device called the MFD**. His paranoia now exceeds my ability to describe it.

## **Has Anyone Ever Heard of the super-strong foil-like Material recovered after the Roswell Crash?**

Another friend who worked for General Dynamics in Fort Worth, TX described a program in which he worked with a plasma accelerator in the mid-60s researching gravity warping techniques. He is a physicist by education and work experience. This was his first top-secret Program. He described tenant organizations from NASA to a Jet Propulsion Laboratory facility.

\* \* *SLIDES: {35/black F-111, {36/F-15, {37/F-16, {38/A-10, {39/B-1 (Shown quickly as named)*

I worked with the F-111 swing wing bomber, the F-15 air superiority fighter, the F-16 fighter, the A-10 close air support attack aircraft, and the B-1 stealth bomber. I was involved with these and other classified development programs when they were just a gleam in some pilot trainee's eyes.

\* \* *SLIDE 40: A-10 aircraft with external engine pods and snarling teeth on aircraft nose.*

One night, a longtime friend of mine and I were standing on top of the Fairchild A-10 hanger. It was about 2:00 am and a clear night with millions of stars visible to the naked eye. This was a common clear, cool night. I noticed a group of stars that seemed to be shifting in color. At the time, I could name most of the visible planets and constellations. I pointed out to my friend that the **3 bright stars in triangular formation** were not part of the "Big Dipper".

We watched as the strobing stars shifted from bright blue to a reddish-yellow in color. After a period of about 20 minutes, we could tell that the objects probably weren't stars because they were getting larger. This was somewhat unnerving. It was further unnerving when the space in-between the enlarging lights began blocking out the stars in the background.



We decided it probably was a top-secret Air Force vehicle of some type. Still, however, we weren't sure. The vehicle had gone from half the size of the Big Dipper to twice its size in under a half-hour, and had moved from the West to the East towards the base. About the time we could make out a silhouette or outline of the triangular vehicle, the lights -- or possibly exhausts -- flared brighter and vanished from the sky in an instant. This experience wasn't my first sighting, but it was one of the few where I had a witness.

\* \* *SLIDE 41: Nevada*

In the summer of 1976, I relocated to Nellis Air Force Base north of Las Vegas. I spent the next 3½ years there. I worked primarily with the F-15, electronics countermeasures, and automatic test equipment. I had heard rumors of airbases located in the desert at places called 'Mercury', 'Indian Springs', and others that didn't even have names.

Before the fall of the "Berlin Wall" and the collapse of the USSR, no-one talked about their classified work experience. Nor did we repeat rumors of top-secret technology and aircraft. Most of us who had top-secret clearances never even told our wives what we were doing -- nor where we were going -- when on these type projects. I once spent 6 months in Vietnam while my ex-wife thought I was attending a classified technical school in Colorado.

\* \* *SLIDE 42: Groom Lake:*

The Military -- in a Court of Law -- actually denied the existence of a classified Air Force Base inside the Nellis Range out in the Nevada Desert. Don't you know the plaintiffs -- who had worked at Groom -- and their lawyer were surprised to hear this! But, that's another story.

I was one of the few personnel at Nellis who had a 'Top Secret' clearance with 'Crypto' access. I was certified to work on Mode 4 IFF (an aircraft system which responded to classified, encrypted codes). I was also certified to work on other Crypto equipment which I cannot discuss.

It was due to a combination of coincidences and my technical experience that I was requested to be temporarily assigned to a place which had no name. I was told by my commander that I was to report to an office on the base, and that he didn't have a clue where I was going or what I was going to be working on. And let me tell you, he wasn't too happy to have been left in the dark.

I left one Monday morning long before sunrise. It was 4:30 am when I boarded a dark blue Air Force bus with all of the windows blacked out. There were 28 other people on the bus, not including the 2 security policemen holding M-16 automatic weapons and the bus driver. We were each told when boarding, "*Do Not Speak on this bus unless you are spoken to.*" Not one of us uttered a word, believe me! There is nothing which can inspire compliance like an M-16 sticking in your face, I assure you.

The bus drove through the desert. This much I know from the poor air-conditioning on the bus and the amount of fine dust that came through every crack in the old vehicle for several hours. It was soon obvious where I was

\* \* *SLIDES: {43/SR-71}, {44/TR-1}, {45/F-117}, (Shown quickly as named)*

In the 1950s, the Government started building the super-secret Groom Lake facilities for the CIA's U-2 spy plane. It's located in the North-central part of the Nellis Range and is designated as 'Area 51'. Construction of facilities within the Nellis range continues, even to today. The SR-71, TR-1, F-117, and B-2 were tested at Groom.

\* \* *SLIDES: {46/SR-75}, {47/TR-3B}*

Now the top-secret SR-75, SR-74, and TR-3B are operated there. Many of these aircraft have been misidentified as UFOs.

\* \* *SLIDE 48: Nevada Topographical Map / or satellite*

When we reached Groom, the bus pulled into a hanger and they shut the doors. The security personnel checked me in while other security personnel dispatched the others to their places of work. I was given a pair of heavy glasses to wear which can only be described as looking like welder's goggles. The lenses were thick, and the sides of the goggles were covered to obliterate my peripheral vision.

Once I had these goggles on, I could only see about 30 feet in front of me. Anything beyond that distance became increasingly blurred. If an M1 Abrams Tank barrel had been pointed at me from about 50 feet away, I would not have seen it. It was very disconcerting to have to wear those glasses.

The whole time I was there -- some 10 consecutive days followed by several follow-up visits -- the routine was the same. Leave Nellis before sunrise, and return home to Nellis after dark every day.

Only once did I get a chance to see the whole base. That was when I was flown up from Nellis in a helicopter to Groom for emergency repairs of their crypto test equipment.

For those stationed at Groo, or commuting there daily, the flight schedules are posted for classified flights. Everyone not cleared for that particular program and flight must be off the ramp and inside 30 minutes prior to the scheduled operation.

A couple of thousand personnel are flown into Area-51 daily from McCarrin Air Port in Las Vegas and from Edwards AFB in California on contractor aircraft. Several hundred commute from Tonapah and Central Nevada via the North entrance near Rachel, Nevada. Other commuters use the South entrance via Mercury or Indian Springs which is West of Las Vegas.

All the top -secret aircraft that flew out of Groom were transferred and dispersed to other bases by December 1993. Top-secret Research & Development still takes place there at **Papoose Lake** facilities to the South and at other facilities within the Nellis Range and the Nevada Test Site.

While at Groom, I made contacts and met people from other programs. Over time, a few became friends and we exchanged stories.

On my 3<sup>rd</sup> day on the job at Groom, I had to remove a module from a multi-bay piece of satellite communications equipment which was used to support certain special mission aircraft. I noticed while inside the bay checking out the wiring, it contained a sealed unit about the size of a large briefcase. It had a National Security Agency ID Plate on it.

The nomenclature on the name plate was '**Direct Orbital Code Link**'. I thought this was strange as the unit was part of a digital communications link, used solely to communicate with classified Air Force vehicles. I was unaware at the time of any military orbital missions not related to NASA. Remember, this was in the late 70s. The shuttle didn't fly until 1981.

I disconnected the unit and out of curiosity, I removed the rear access cover. To my amazement, there were some half-dozen large hybrid integrated circuit chips inside. The largest chip had over 500



hair-thin leads attached and was approximately the size of a Zippo lighter. The paper inspection stamp on the chip was dated 1975.

In 1975, the most advanced processor speeds on the most classified projects were equivalent to an IBM 8088 which ran at 4 million cycles per second. This unit had a processor speed of 1 billion cycles per second. It wasn't until more than a dozen years had passed before I saw comparable technology with integrated circuit chips. Then it was at a top-secret avionics development project at ITT.

In the mess hall at Groom, I heard words like **Lorentz forces, pulse detonation, cyclotron radiation, quantum flux transduction field generators, quasi crystal energy lens, and EPR quantum receivers.**

I wrote down everything I saw, heard, and touched in my log every night before going to bed. By the way, the food at the Groom Mess Hall was excellent. But what would you expect? There was no cable, no alcohol, and no women. I guess they figured they'd better do something right.

*[Continued in Part II....]*

Taken from <http://www.ufomind.com/misc/1998/aug/d27-001.shtml> on January 21, 2002

## Edgar Fouché presentation on Area 51, Part II

From: [campbell@ufomind.com](mailto:campbell@ufomind.com) (Glenn Campbell, Las Vegas)

Date: Wed, 26 Aug 1998 19:15:08 -0800

[ Part 2. Continued from <http://www.ufomind.com/misc/1998/aug/d26-001.shtml> ]

Later, while back at the base, my routine went on as normal as did my part time job that summer at the Silver Dollar Salon. My NSA friend Jerald -- who investigated and "watched" those with highly classified jobs at the Nevada Test Site and the Nellis Range -- happened to show up. He was checking up on a guy who had a drinking problem and who worked at the Nevada Test Site where they set off underground atomic explosions.

\* \* *SLIDE 49: {B-52 bomber landing}*

He happened to mention a vehicle that could be boosted into orbit and return and land in the Nevada desert.

It was an unmanned reconnaissance vehicle which took off from a B-52 bomber. It used booster rockets to place it in temporary low earth orbit for the purpose of taking reconnaissance pictures.

I thought he was feeding me a line of bull. Then he said,

\* \* *SLIDES: 50/51/52: Virtual Reality Lab pictures.*

"This vehicle is remotely piloted, and communications are made via the DOCiLe system at Groom." I'm not usually too slow, but it didn't hit me until he repeated, "You know, the Direct Orbital Communications Link -- D.O.C.L." Bingo! the light-bulb went on. I had seen a piece of the DOCiLe equipment at Groom => the NSA unit with the large chips.

These are old pictures of the Virtual Reality Lab at Brooks Air Force Base where the software to remotely fly exotic aircraft was developed.

### **Let Me Get Back to the Development of Alien Rapture - The Chosen.**

After I agreed to write my co-conspirator's story, I talked to several military Judge Advocate General (JAG) lawyers. I told the lawyers that I wanted to write about some of my experiences in the military and had been on many classified projects. I was told that I had to write my-story as fiction. Which I have.

I was told that I couldn't name any real individuals with clearances or covers, or use their working names. Which I haven't. I was also told that I couldn't discuss any secrets of programs that I had been personally assigned to. Which I have not done. Then I was told as long as I did that, I could damn well write anything I wanted to.

Of course, I didn't tell them I was going to write about the Government conspiracy to cover-up **UFO contact** and the **reverse-engineering of alien technology**. Or that I was interviewing pilots who had flown classified air craft.

In the summer of 1992, we met again in Las Vegas. I had compiled my notes from our first meeting, my interviews, and the input that the 5 friends had passed on to me. Each had reached out to their friends and contacts, which uncovered even more information.

We agreed that I was the only one who could get away with writing about our experiences since I no longer worked for the DoD as military or government employee or as a defense contractor. My friends were still connected.

I took one last trip to Nevada in December 1994 without benefit of my friends. I wanted to see a few of my retired military friends to cross check some of my facts. (note: This is when I first met Glenn Campbell in Rachel, Nevada)

Bud -- one of my conspirators -- had informed me that he had a cancerous tumor and was going through some severe depression. He was dead 30 days later. It was a real blow to us. We had lost Jerrold a year before of a heart attack.

Of the remaining 3 friends, Sal has dropped off the face of the Earth. None of his-or-my contacts have been able to locate him for 2 years now. He was extremely paranoid about the 2 deaths and had second thoughts about the book. He said he was going to move and didn't know when-or-IF he would contact me next.

*\* \* SLIDE 53: {black SR-71 with red stripes}*

Let me talk about my friend Doc. He has a theory that "UFOs seem to like fast aircraft".

The SR-71 pilot whom I knew well (Doc) was stationed at Kadena AFB where they were located on the SAC side of the base in 1973.

While flying back across the South China Sea from a reconnaissance mission, the SR-71 pilot encountered a shadow over his cockpit. Doc said his avionics systems went totally hay-wire. He felt the aircraft nose down slightly, which can be dangerous at 2,000 mph miles per hour (or 35 miles-per-minute).

When he looked up, he was so startled that he almost panicked and immediately made an evasive maneuver to the right and down -- which is one of the many maneuvers that they make if a missile is detected approaching.

Doc said the **object** was so big that it totally blocked out the Sun. His estimate was that it was 250-300 feet across. It was oval in shape and appeared to be a bright blue-gray in color. But he wasn't sure as a shimmering **halo of energy** surrounded the vehicle.

About 3 minutes later and some thousands-of-feet lower, the vehicle reappeared on his left wingtip. He tried his UHF radio and all he could pick up was a deep electrical hum. He abandoned his attempts to use his radio as his immediate survival was more important for the moment.

For the next 10 minutes, the large oval vehicle moved from his left wing tip, to the rear of the aircraft, and then to his right wing tip. Doc said he got this sound in his head ("like a swarm of bees in my brain" as he described it). The movement from the left, to the rear, to the right wing tip took about 2 minutes, and then it reversed the movement.

On the UFO's last swing to the rear of his SR-71, his aircraft started buffeting wildly (which is terrifying at Mach 3). Then it stopped after about 15 seconds ... and he never saw it again.

When Doc returned from the mission he immediately went to his debriefing. The minute he mentioned the incident with the unidentified aerospace vehicle to his commander, he was pulled away from the debriefing and taken to his commander's office. His commander -- a colonel -- filled out an incident report in detail and then told my friend not to mention the incident to anyone. Else he would be subject to severe and speedy penalty under military regulations.

Doc told me that he didn't know one SR-71 pilot or astronaut who hadn't had a close encounter or a UFO sighting. He felt that not one of them would ever go on record with their experiences because of fear of retaliation from the Department of Defense and loss of their retirement pay and benefits for breaking the Secret Act.

During the nine years after this in-flight incident, Doc related that a few of his trusted friends related similar incidents with the same type vehicles or glowing orbs of dense light dancing around their aircraft.

Then Doc told me another story.

His friend Dave -- another SR-71 blackbird pilot -- while drunk on "sake" in Japan told him in whispers that he didn't use to drink until he made a reconnaissance flight over the Eastern border of Russia six months before.

When Dave returned, he was delirious and semi-conscious. His crew had to pull him out of the cockpit. The flight surgeon attributed his symptoms to loss of oxygen. He didn't share his nightmares with the Air Force doctors for fear that the flight Surgeon would ground him and he would lose his



flying status. But under the influence of alcohol in a quiet bar with a trusted fellow SR-71 blackbird pilot and friend, Dave opened up.

He tearfully related in an emotional story that he had nightmares every night -- that something had gotten to him during his flight over Russia. What made matters worse for him was that he had absolutely **no memory** of the flight from the time he lifted off from the Air Base until the day after he returned and found himself in the Naval Regional Hospital in Okinawa. I managed to track down Dave -- who lives in Southern California -- and he confirmed off-the- record that the incident as related to me was true. Dave said that he was actually happy that someone was writing about stories of contact and sightings by military pilots. He also said he was sure he had had some type contact with the UFO.

\* \* *SLIDE 54: {F-15 over Arizona}*

One day while still at Nellis, we were informed that there was an F-15 that had crashed on the Nellis Range, which is where Area-51 is located. The F-15 crash happened in 1977. A Lieutenant Colonel and Doc Walters (the hospital Commander) actually flew into the side of a mountain while doing a routine, functional check flight.

I've written about this incident in Alien Rapture - The Chosen.

A sergeant who worked for me recovered the F-15 Heads-Up display film canister while assigned to the Accident Investigation Team.

He told me a guy in a dark jump suit -- who was out of Washington, DC -- personally took it from him. Which was unusual since everything else was picked up and logged and taken back to the assigned hanger for analysis. A prototype video camera was also on the aircraft. It was recovered as was the flight data recorder and also handed over to the guy from Washington.

One night a couple of weeks after the crash, my NSA friend Jerald related to me at the Silver Dollar Saloon that the Lieutenant Colonel had radioed the Nellis Tower that he had an extremely large 'thing' over his aircraft -- right on top of him -- and that he was experiencing loss of flight systems. His communications went dead, and a few seconds later the aircraft exploded into the side of a mountaintop.

Jerald -- who was the most "connected" person I ever knew -- told me that the viewing of the video showed that some type of oval vehicle of tremendous size was so close to the F-15 that the camera was out-of-focus.

When Doc and the Lieutenant Colonel ejected, the UFO was still above them and their bodies were torn to shreds. Officially, it was determined -- as is always the case -- that "pilot error" caused the perfectly functional aircraft -- in clear airspace with maximum visibility -- to crash.

These are some of the types of stories that we shared. And many of these stories and my experiences are detailed in Alien Rapture- The Chosen.

*SLIDE 55: {Area-51 Groom Lake Air Base}*

Nevada calls itself the "Silver State", the "Battle-born State", and the "Sagebrush State". A more appropriate motto would be the "Conspiracy State".

Of the 111,000 square miles of land in Nevada, over 80 percent is controlled by the Federal Government -- the highest percentage of any state in the Union. If it were not for the gaming industry,

the Federal Government would be the largest employer in the state with 18,000 federal and military personnel and another 20,000 government contractors and suppliers. The Nevada Test Site, Nellis Air Force Base and Range, Fallon Naval Air Station, the Tonopah Range, and the aerospace industry eat up a lot of U.S. tax dollars.

*SLIDE 56: Satellite photo of Groom Air Base / Area 51*

The Nevada Test Site and the Nellis Range have lots of secrets yet to be revealed, including a super secret laboratory named **DARC** -- the Defense Advanced Research Center. It is located inside the Nellis Range, some 10 stories built underground, and was built in the mid 80s with SDI money. It is next to a mountain near Papoose Lake south of Groom Lake. The **TR-3Bs** were stored in a hanger built into a side of a mountain near DARC. The Nellis Range covers more than 3.5 million acres. One operational TR-3B is now stationed in Scotland, another in Diego Garcia, and the other TR-3B is at Papoose. To my knowledge, there are only 3 of the 600-foot **operational** models. I believe there were only 2-or-3 200-foot **prototypes** built.

EG&G provides classified research, development, and services for the military and government. EG&G company supplies technical and scientific support for nuclear testing and energy research & development programs. In addition, EG&G provided large diameter drilling, mining, and excavation for underground and mountainside facilities. EG&G built these hidden bunkers, mountain hangers, and vast underground facilities at Groom, Papoose, and Mercury for the Government.

These facilities and observations posts are well-camouflaged inside the Nevada Test Site and the Nellis Range.

Starting in 1971 and continuing through 1975, a massive amount of excavation took place at the Groom and Papoose facilities. Most of the subsequent construction has also taken place underground.

In 1972, EG&G was granted an indefinite contract called "**Project Redlight**" to support the DOE and the military. This contract gave them responsibility to assist in the recovery of nuclear materials in cases of mishaps, and to provide aerial and ground security for highly classified government and military sites. My sources say that the DOE and NSA are primarily responsible to the **MJ-12** committee for reacting to sightings of UFOs and recovering artifacts in case of a crash.

**So What's Going On Today, you ask? Let's talk about the newest secrets and rumors ...**

*\*\* SLIDES: {57/Hillary Platform}, {58/Avro Saucer}, {{59/Northrop Wing}.*

The **Hillary platform** and the **Avro saucer** and the **Northrop Wings** were aerospace vehicles, where advance technology was developed and tested. Each emulated some characteristic of UFOs as described by the late Dr. Paul Hill. Hill was a NASA UFO investigator who talks about the UFOs technology in his book Unconventional Flying Objects.

Lockheed's Advanced Developmental Projects Division -- known as the "Skunk Works" -- developed the A-12 for the CIA and a later version called the SR-71 for the USAF in the early 60s. 30 years later, the SR-71 was still breaking world speed records.

*\*\*SLIDE 60: {SR-71 spy plane}*

The sleek, matte-black, stiletto shaped spy plane SR-71 broke the world air speed record from LA to Washington DC on it's retirement flight in 1990. 2,000 miles in 1 hour, 4 minutes.

\* \* *SLIDE 61: Satellite of the Groom facility*

Area-51 - the Groom Air Base facilities -- has a 6-mile long runway, the longest in the U.S. The Department of Defense and CIA's most exotic aerospace vehicles are tested and modified at the Groom Lake facilities.

Why a 6-mile long runway? You need a runway this long if the minimum -- or stall -- speed of an aircraft is a very high speed. Aircraft without wings -- like wedge-shaped lifting bodies or those with 75 degree swept back wings -- have a very high stall speed. So they take off very fast and land even faster. It's a place where curious outsiders circulate rumors about *aliens* and *extraterrestrial* technology being utilized to accelerate the various programs at Area-51.

My sources estimate that up to 35% of the SDI funding was siphoned off to provide primary expenditures for the Air Force's most secret "black" program which started in 1982. It is called the **SR-75 Aurora**. Aurora is the codename of the ongoing project to build and test advanced aerospace vehicles.

As early as 1992, the Air Force had already made contingency plans to move all of its aircraft out of Groom Air Base. The public eye was on the base, and they didn't like it one damn bit. Everything like the SR-75 were removed by early 1992 to other bases in Utah, Colorado, Alaska, Greenland, Scotland, Diego Garcia, and another remote island in the Pacific.

Glenn Campbell -- more than anyone -- of UFOmind.com and the 'Area 51 Research Council' and "Desert Rat" news sheet spooked them. Short take-off and landing vehicles -- especially the bat-wing **TR-3A** and the triangle **TR-3B** -- were relocated to Papoose in the southern part of what used to be called Area S4. If I indicate otherwise, it's because all of my research and contacts took place prior to 1994. I take off my hat to Glenn -- a true patriot who had the guts to stand up to the Government.

\* \* *SLIDE 62: {SR-75 side view}*

For the last few years, high-tech buffs speculated that at least one new and exotic aerospace vehicle existed. The SR-75 -- the first operational Aurora Program vehicle -- went operational after 2 years of flight-testing and modifications in 1989.

The top-secret SR-75 is a hypersonic strategic reconnaissance (or SR) spy plane and is called the '**Penetrator**'. It is also a "mothership", which I will explain shortly. Hypersonic speeds start at approximately Mach 5.

The SR-75 replaced the SR-71 spy plane, which was retired in 1990 by the Air Force who said, "There is no replacement. All we really need is our spy satellites to do the job." Ha!

\* \* *SLIDE 63: SR-75 view with specification data at bottom*

The new SR-75 is capable of positioning anywhere in the World in less than 3 hours. It carries multi-spectral sensors such as optical, radar, infrared, and laser. It collects images, electronic intelligence, signals intelligence, and illuminates targets.

The top-secret SR-75 far exceeds the classified military speed and altitude records set by the old SR-71, which could fly at a still-classified Mach 3.3 and reach a ceiling exceeding 85,000 feet.



The SR-75 attained altitudes of over 120,000 feet and speeds exceeding Mach-5 (or 5 times the speed -of-sound). That's over 3300 mph! From take-off to landing, the stealthy '75' can make the round trip from central Nevada to Northeast Russia and back in under 3 hours.

It's 162 feet long and has a wing span of 98 feet. The belly of the vehicle stands 10 feet off the ground. It carries a crew of three -- a pilot, a reconnaissance officer, and a launch control officer who doubles as the electronics warfare officer.

Two methane and LOX-fueled, high bypass turbo-ramjet (combined cycle) engines are housed under each wing. The bays run some 40 feet under the wings, terminating at the trailing edge of the wing. The explosive **Pulsed Detonation Wave** engines that push the huge SR-75 to speeds above Mach 5 are now reported to be pushing Mach 7 -- or 4500 mph -- with the latest engine modifications.

Although this plane has been sighted on numerous occasions, has been picked up on military radar, and the pulse detonation wave contrail it leaves behind it has been seen, the Air Force vehemently denies its existence.

*\* \* SLIDE 64: { Radar operator }*

The 2 large engine bay inlets located under each wing of the awesome black SR-75 mothership, hang down 7 feet from the underside of the wing, and are 12 feet wide. You could drive a Volkswagen Beetle into one of the engine exhausts.

The SR-71, SR-75, and the daughter ship SR-74 were all built by the Lockheed Advanced Development Company, commonly known as the Lockheed "Skunk Works."

The SR-74 **Scramp** is the daughter ship and rides piggyback on the huge SR-75 until take off. Scramp is from scramjet and rocket propulsion. Scramjet means a supersonic combustion ramjet.

Jerald witnessed the flight of the big, black Air Force SR-75 carrying the little unmanned SR-74 while inside Area-51. It was sitting piggy-back on its upper raised platform on top of the SR-75 Penetrator.

I heard talk about the SR-75 as far back as the late-70s while at Groom. And I have 2 additional friends who have seen it at Groom.

Remember, the SR-74 Scramp can't take off from the ground. It can only launch from the SR-75 mother ship at an altitude above 100,000 feet. And then it can attain orbital altitudes of well over 800,000 feet (or 151 miles)!

The Air Force uses the Scramp to launch small, highly-classified, ferret satellites for the National Security Agency. It can launch at least 2 1000-pound satellites measuring 6 feet by 5 feet. The Scramp is roughly the equivalent size and weight of a F-16 fighter. It can easily attain speeds of Mach 15 or a little less than 10,000 mph.

*\* \* SLIDE 65: NASA Shuttle on gantry*

The NASA Space Shuttle is an antique by comparison. The joke is on the taxpayers. If you think these rumors are far-fetched, look at the YB-49 and XB-70 flown in 1948 and 1964 respectively. Now look at the SR-75 which has been spotted numerous times. You say the Government can't keep a secret. You're wrong if you think they can't.

\* \* *SLIDES: {66/YB-49 wing}, {67/XB-70}, {68/SR-75 front view}*

There are new rumors that we've placed 2 new vehicles in permanent orbit. One of these is the Space Orbital Nuclear - Service Intercept Vehicle (SON-SIV). It is code named '**Locust**'. The SR-74 and the TR-3B can deliver Spares Replacement Units (or SRUs), service fuels, fluids, and chemicals to the SON-SIV.

Then the robotic SON-SIV uses these deliverables to service, calibrate, repair & replace parts on the newer NSA, CIA, and NRO satellites which are built to be maintained in space.

\* \* *SLIDE 69: {TR-3B Operational Version}*

### **Finally, I've saved the best for last. The operational model of the TR-3B**

A friend said that he would never forget the sight of the alien looking TR-3B based at Papoose. The pitch black, triangular-shaped TR-3B was rarely mentioned -- and then, only in hushed whispers -- at the Groom Lake facility where the Government will go to any lengths to protect this technology. The **plasma** -- mercury-based -- is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin and accelerated to 50,000 rpm to create a superconductive plasma with the resulting gravity disruption.

The MFD generates a **magnetic vortex field**, which disrupts or neutralizes the effects of gravity on mass within proximity by 89 percent. Do not misunderstand. This is not anti-gravity! Anti-gravity provides a repulsive force that can be used for propulsion.

The MFD creates a disruption of the Earth's gravitational field upon the mass within the circular accelerator.

The mass of the circular accelerator and all mass within the accelerator -- such as the crew capsule, avionics, MFD systems, fuels, crew environmental systems, and the nuclear reactor -- are reduced by 89%. This causes the effect of making the vehicle extremely light and able to outperform and outmaneuver any craft yet constructed. Except, of course, those UFOs that we did not build.

The TR-3B is a high-altitude, stealth, reconnaissance platform with an indefinite loiter time. Once you get it up there at speed, it doesn't take much propulsion to maintain altitude.

At Groom Lake, there have been whispered rumors of a **new element** that acts as a catalyst to the plasma. **[StealthSkater note: Bob Lazar's Element-115?? See the "Lazar" page at => [doc](#) [pdf](#) [URL](#) ]**

With the vehicle mass reduced by 89%, the craft can travel at Mach 9, vertically or horizontally. My sources say the performance is limited only the stresses that the human pilots can endure. Which is a lot, really, considering along with the 89% reduction in mass, the g-forces are also reduced by 89%. The crew of the TR-3B should be able to comfortably take up to 40 Gs.

The TR-3Bs propulsion is provided by 3 multi-mode thrusters mounted at each bottom corner of the triangular platform. The TR-3 is a sub-Mach 9 vehicle until it reaches altitudes above 120,000 feet. Then only God knows how fast it can go!

The 3 multi-mode rocket engines mounted under each corner of the craft use hydrogen or methane with oxygen as a propellant.

In a liquid oxygen/hydrogen rocket system, 85% of the propellant mass is oxygen. The nuclear thermal rocket engine uses a hydrogen propellant augmented with oxygen for additional thrust. The reactor heats the liquid hydrogen and injects liquid oxygen in the supersonic nozzle so that the hydrogen burns concurrently in the liquid oxygen afterburner.

\* \* *SLIDE 73: {TR-3B Operational Version}*

The multi-mode propulsion system can operate

- in the atmosphere, with thrust provided by the nuclear reactor
- in the upper atmosphere, with hydrogen propulsion, and
- in orbit, with the combined hydrogen/oxygen propulsion.

What you have to remember is that the 3 rocket engines only have to propel **11 percent** of the mass of the top-secret TR-3B. The engines are reportedly built by Rockwell.

\* \* *SLIDE 74: C-130 special Ops plane - front view*

The original picture of the TR-3B was taken with a digital camera that was carried onto a black, "special-operations C-130. An Air Force Special Operations sergeant took the picture while the C-130 was flying mission support for the TR-3B.

The current picture -- a computer graphic representation -- was created from the sergeant's digital picture using 3D Studio. This picture hangs on the wall in the black vault at the Aurora Program Office. I'm not at liberty to say where I got these other pictures of the TR-3B.

\* \* *SLIDE 75: {TR-3B Original}*

From the evolution of exotic materials, advanced avionics, and newer propulsion engines, the stealth aircraft were born. Leaps in technology have been obtained with reverse engineering of *alien artifacts* as described in the newly released MJ-12 Revised Charter, signed during the Regan administration.

According to Jerald's account, the technology developed at Papoose far exceeded any known within the world scientific community. Technology that we can assuredly assume was developed from **reverse-engineering** of recovered *alien* artifacts.

The control of all *alien* artifacts -- the research, the revers- engineering, and analysis of the Extraterrestrial Biological Entities (EBEs) -- has been transferred to the super-secret laboratory called the Defense Advanced Research Center or **DARC**.

\* \* *SLIDE 76: TR-3B 600 feet wide Operational Model*

Many sightings of triangular UFOs are not *alien* vehicles but the top-secret TR-3B. The NSA, NRO, CIA, and USAF have been playing a shell game with aircraft nomenclature.

Creating the TR-3, modified to the TR-3A, the TR-3B, and the Tier 2, 3, and 4 with suffixes like Plus or Minus added on to confuse further the fact that each of these designators is a different aircraft and not the same aerospace vehicle.



A TR-3B is as different from a TR-3A as a banana is from a grape. Some of these vehicles are manned, and others are unmanned.

\* \* *SLIDE 77: Strange picture of aircraft with pilot's head in open.*

Before Jerald died, we had a long conversation. He was sure he had documentation that would prove the existence of the MJ-12 Committee and our using crashed *alien* vehicles to reverse-engineer their technology.

I also believe that the recently-deceased Colonel Corso -- who discloses the Government's involvement with *alien* technology -- was a honest and honorable man.

\* \* *SLIDE 78: Earth pictured with TR-3B and wormhole*

Now, with the remaining time I have, I'm going to run through some of the new MJ-12 documents that I received via my friend Dale who I've known-and-trusted for almost 30 years.

His father -- who worked high up in the NSA for over 20 years -- acquired these documents. I believe these documents are real. Many of the names and Dates were 'blanked out' when I received them. The complete documents are attached to Brad Steiger's and my book Alien Rapture - The Chosen.

It is written as a fiction story with characters on a quest to uncover the truth -- much like the one my 5 friends and I started out on.

I've just barely scratched the surface of the details and facts presented in Alien Rapture.

Thank you all who have taken the time to read this posting of my presentation.

-- Ed Fouché

**Alien Rapture:** <http://www.ufomind.com/catalog/r/rapture/>

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