# Gerb UAP Videos Part 5

## 33 Alien Reproduction Vehicle - the Testimony of Mark McCandlish

![[33-Alien Reproduction Vehicle - the Testimony of Mark McCandlish-thumbnail.jpg]]  
## aliases: ["Video 33: Alien Reproduction Vehicle - The Testimony of Mark McCandlish"]  
  
## tags: #UAPVideos #ReverseEngineering #MarkMcCandlish #ARV #BlackPrograms  
  
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\*\*Video Link:\*\* [YouTube – Alien Reproduction Vehicle - The Testimony of Mark McCandlish](https://chatgpt.com/g/g-67baa97585e08191bb015cca779fd47a-uap-gerb-research-assistant/c/INSERT\_VIDEO\_LINK)   
\*\*Approx. Length:\*\* ~100 minutes  
  
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## 📌 Overview  
  
This video explores \*\*Mark McCandlish's revelations about the Alien Reproduction Vehicle (ARV)\*\*, a reverse-engineered craft allegedly developed using \*\*non-human technology\*\*. Based on testimony from \*\*Brad Sorensen\*\*, McCandlish describes a \*\*classified exhibit at Norton Air Force Base in 1988\*\*, where three ARVs, also known as \*\*“Flux Liners,”\*\* were displayed.  
  
Topics covered:  
  
- \*\*The Norton AFB Exhibit\*\* – Witness accounts of \*\*military-controlled saucer-shaped craft\*\*.  
- \*\*Brad Sorensen’s Testimony\*\* – Details about the \*\*special access event\*\*.  
- \*\*ARV Technology\*\* – Alleged \*\*electrogravitic propulsion and zero-point energy systems\*\*.  
- \*\*Government Cover-Ups & Disclosures\*\* – Connections to \*\*Lockheed Martin, Skunk Works, and secret programs\*\*.  
- \*\*The Fate of Mark McCandlish\*\* – Examining his \*\*sudden and mysterious death in 2021\*\*.  
  
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## 🎥 Timestamps  
  
- \*\*0:00 – Intro\*\*: Who was Mark McCandlish?  
- \*\*3:39 – Mark McCandlish & Brad Sorensen\*\*: The connection.  
- \*\*11:28 – The Alien Reproduction Vehicle (ARV)\*\*: Breakdown of the technology.  
- \*\*19:39 – Brad’s Story\*\*: Firsthand account of the Norton AFB event.  
- \*\*32:06 – McCandlish’s ARV Investigation\*\*: His research into classified aerospace projects.  
- \*\*54:59 – The Fate of Mark McCandlish\*\*: Examining his mysterious passing.  
- \*\*1:00:00 – Conclusion\*\*: What does this testimony mean for UAP disclosure?  
  
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## 📝 Key Takeaways  
  
1. \*\*The ARV program allegedly reverse-engineered non-human technology.\*\*  
 - The \*\*Flux Liner craft\*\* used a \*\*zero-point energy\*\* propulsion system.  
2. \*\*Brad Sorensen’s testimony suggests military-controlled UAP programs.\*\*  
 - He claims to have seen \*\*three functional saucers at a classified Norton AFB exhibit\*\*.  
3. \*\*McCandlish’s drawings and interviews detail advanced propulsion concepts.\*\*  
 - The ARV appears to function using \*\*electromagnetic and gravitational manipulation\*\*.  
4. \*\*Mark McCandlish’s death in 2021 raises questions.\*\*  
 - His passing was ruled a \*\*suicide\*\*, but many suspect \*\*foul play due to his disclosures\*\*.  
  
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## 🔗 Cross-References  
  
- [[Reverse\_Engineering\_and\_Private\_Sector]]  
- [[UFO Crashes and Retrievals]]  
- [[UFOs\_and\_Government\_Secrecy]]  
- [[AARO\_Testimonies]]  
  
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## ❓ Open Questions  
  
- Did the U.S. military successfully \*\*reverse-engineer UAP propulsion systems\*\*?  
- Why was Mark McCandlish allowed to discuss this for decades but later silenced?  
- What connections exist between \*\*Lockheed Skunk Works, ARVs, and other black projects\*\*?  
  
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## 🔮 Next Steps & Research  
  
- Investigate \*\*the Norton AFB event and related classified programs\*\*.  
- Compare ARV propulsion concepts with \*\*recent UAP research\*\*.  
- Explore \*\*government contractor involvement in secret aerospace projects\*\*.  
  
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## 🏷️ Tags  
  
#UAPVideos #Disclosure #MarkMcCandlish #ARV #GovernmentSecrecy #ReverseEngineering  
  
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\*\*References & Links\*\*  
  
- \*\*Blueprint for a UFO (Mark McCandlish’s Sketches):\*\* [YouTube](https://www.youtube.com/watch?v=ua0MMXJl3FM)  
- \*\*McCandlish at the National Press Club (2001):\*\* [YouTube](https://www.youtube.com/watch?v=4DrcG7VGgQU&t=4408s)  
- \*\*Zero Point Documentary (2014):\*\* [YouTube](https://www.youtube.com/watch?v=afLsRsd5roY)  
- \*\*McCandlish’s Death Investigation:\*\* [Giza Death Star](https://gizadeathstar.com/2021/05/the-sad-and-mysterious-death-of-ufologist-mark-mccandlish/)  
- \*\*Gary McKinnon’s UFO Hacking Incident:\*\* [Archived Wired Article](https://web.archive.org/web/20160306030249/https://www.wired.com/2006/06/ufo-hacker-tells-what-he-found/)  
- \*\*FOUCHE’s TR-3B Black Triangle Research:\*\* [Alienscientist.com](https://alienscientist.com/fouche.html)  
- \*\*NASA X-43 Hypersonic Research:\*\* [Aviex](https://aviex.goflexair.com/blog/fastest-planes-in-the-world#:~:text=The%20NASA%20X%2D43%20holds,of%20air%2Dbreathing%20scramjet%20engines.)  
  
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## Transcript  
00;00;00;00 - 00;00;28;03  
Unknown  
So that's the interesting thing. There's two nomenclatures that we need to define in what your whistleblowers told you goes into his report there's UAP and that's gray. We just don't know at this moment. But alien reproduction vehicle I can tell you is very, very clearly a reference to a vehicle that has been constructed from non-human technology that is being operated, presumably by either private aerospace or the United States government.  
  
00;00;28;06 - 00;00;53;06  
Unknown  
A male staff member in Congressman Brown's office not only confirmed the exhibit, but the fact that there were three discs at that exhibit. These discs were hovering off the floor without any visible means of support. They were referred to as alien reproduction vehicles, also nicknamed the flux liner because they used high voltage electricity. This, this general got up and he was describing these vehicles.  
  
00;00;53;06 - 00;01;19;15  
Unknown  
He described them as, alien reproduction vehicles, RV for short. They also had a nickname for the aircraft they called a flux. Low fluxes, electrical term for a high electrical charge, high electrical charge line, or a flux line. Brat said that in this exhibit and Norton Air Force Base, that a three star general said that these vehicles were capable of doing light speed or better.  
  
00;01;19;18 - 00;01;50;16  
Unknown  
In his groundbreaking article released in October of 2024. Accomplished journalist Michael Shellenberger brought a new UAP whistleblowers testimony to the public cite Geist. This whistleblower uncovered the shadowy, Immaculate Constellation, an unacknowledged special access program that consolidates observations of UAP by both task and UN task collection platforms. The most groundbreaking aspect of this article, to me, was a single sentence mention of a term made famous by aerospace illustrator Mark McCandless.  
  
00;01;50;19 - 00;02;30;07  
Unknown  
Quote. The report concludes that the existence of Immaculate Constellation demonstrates the extant capability to detect, quarantine and transfer for UAP and RV alien reproduction vehicle collection incidents before they are observed and circulated within the military Intelligence enterprise. End quote. Many are familiar with the famous alien reproduction vehicles, also known as flux liners described by McCandless, as relayed by Brad Sorensen, who allegedly witnessed these three saucer shaped craft reverse engineered from non-human intelligence technology at a classified airshow near Norton Air Force Base in 1988.  
  
00;02;30;10 - 00;03;01;05  
Unknown  
But what is the full story behind RV? What is the origin of this term, and what stories can we explore to try and support or discredit Shellenberger? Whistleblower. Why the conspiracies around Mark McCandless in his 2014 documentary Filmmaker James Allen's Mysterious Deaths. What can we learn from a truly consequential longform interview? Primary witness Brad Sorenson gave in 1990, which I believe is the only time he ever spoke about the airshow outside of conversations with McCandless.  
  
00;03;01;07 - 00;03;31;09  
Unknown  
And why did Brad Sorenson tell me that I was next if I investigated this story further? Hey, guys, it's UAP Gerb. And thank you so very much for joining me. As we investigate and take a deep dive into the subject of alien reproduction vehicles, as relayed by Mark McCandless. The concept of successfully reverse engineered UFO has perplexed me for many years, and with the direct naming of RV in the Immaculate Constellation article, I believe it is a perfect time to finally dive into this subject.  
  
00;03;31;13 - 00;03;43;27  
Unknown  
Let us analyze the testimony of the now infamous Mark McCandless and explore all avenues of the Alien Reproduction Vehicle.  
  
00;03;43;29 - 00;04;20;03  
Unknown  
My name is Mark McCandless, and for the better part of last 30 years, I've been a conceptual artist, illustrator, and designer, working predominantly for the aerospace and defense industries. About 1988, I came in with some information that indicated that the United States government was in possession of and operating, a kind of anti-gravity technology. Through a, a system, an aircraft that was referred to as the flux liner or as the, Alien Reproduction Vehicle.  
  
00;04;20;05 - 00;04;53;10  
Unknown  
The late Mark McCandless served as a highly decorated aerospace and aeronautical illustrator who devoted his talents to detailing sketches of advanced military and corporate projects. Mark's client list was astounding, including the U.S. Air Force, Rockwell International, Boeing, Lockheed Martin, as well as respected publications such as Aviation Week and Popular Science. Viewers of my channel may remember Mach for his appearance on Steven Greer's 2001 National Press Club panel, where he discussed the line art design of the Alien Reproduction Vehicle, a.k.a. Flux Liner.  
  
00;04;53;15 - 00;05;18;05  
Unknown  
But few understand the full story and depth to which McCandless explored these anomalous vehicles, a depth which very well may have seen Mark meet his demise. In the fall of 1988, McCandless planned to attend an airshow at Norton Air Force Base to network with military and government officials, as well as view new and innovative military aircraft. With his good friend and fellow designer and inventor Brad Sorenson.  
  
00;05;18;07 - 00;05;43;13  
Unknown  
A short time before the show, on November 12th, 1988. Mark regrettably dropped out to finish some lucrative design work for popular science, and left Brad to attend the airshow with a client of his. About a week after the show, Mark called his strangely absent friend. Brad sounded off on the phone. Absent was his often animated personality. Brad told Mark he had seen something he probably shouldn't have.  
  
00;05;43;15 - 00;06;02;26  
Unknown  
How did you like the air show? He just just seemed completely different. When I talked to him on the phone, he sounded, almost depressed. I mean, it was kind of a strange sort of reaction. We said, Well, I don't know. I said, I think I saw something I wasn't supposed to see, and I said, how is that possible?  
  
00;06;02;26 - 00;06;26;21  
Unknown  
Everything that's at the airshow was sent there and flown there with the intent of putting it on a static display, especially for the public. So how could you possibly see something that wasn't intended to be seen? He says, well, he says, I got in to see a display that was exclusive. Here is what Brad told Mark. Brad ultimately attended the airshow with one of his clients.  
  
00;06;26;21 - 00;07;08;13  
Unknown  
Described as a tall white man with glasses, an Italian sounding name, wealthy, and a former secretary of defense or undersecretary of defense. Right around the time of the USAF Thunderbirds fly by at the airshow. This individual issued Brad away from the main crowd. Mark initially assumed Brad and the man arrived to a hangar with four connected huts in the middle for this exhibit, but Brad would later disclose he, his client amongst military personnel and dignitaries, boarded a military version of the Boeing 727 and flew north of Norton to Palmdale Air Force Plant 42, both military civilian, that got on a military version of the Boeing 727, and they flew from Norton Air Force Base  
  
00;07;08;13 - 00;07;35;19  
Unknown  
up to Air Force Plant 42, which is in Palmdale. A lot of people just consider it the Palmdale Airport. It was actually a facility that was, built, from what I understand, by Lockheed back in the 1960s. And the hangar that is now serving as a skunkworks hangar was the original construction site for the El 1011, Lockheed strike, a TriStar, airliner.  
  
00;07;35;24 - 00;08;04;11  
Unknown  
Now, remember Palmdale, USAF plant 42, as we will discuss this facility later. Among the personnel sent on the 727, according to Brad, were the late California Senator Alan Cranston and Congressman George E Brown, Jr, who was at the time serving as the chairman of the Congressional Committee of Space Science and Advanced Technology. Possibly our most key individual here is Brad's client, the tall Italian man who passed Brad office, his aide, to board the flight to the special exhibit.  
  
00;08;04;18 - 00;08;32;06  
Unknown  
Brad seemingly never gave this man's name or to protect Brad. McCandless never publicly confirmed this, but with high confidence. Mark reason this individual was Frank Carlucci, the 16th US Secretary of Defense, succeeded by Dick Cheney. Let's analyze Carlucci a little more. From 1992 to 2003, Carlucci served as chairman of the Carlyle Group, a private equity and asset management corporation with over $400 billion in assets.  
  
00;08;32;13 - 00;09;14;26  
Unknown  
I highly suspect is deeply involved with UAP programs. Since its founding in 1987 under David Rubenstein, The Carlyle Group attracted myriad senior statesmen for advisors and board members, including Carlucci, George H.W. Bush, Secretary of State James Baker, and former UK Prime Minister John Major. The Carlyle Group served as pioneer investors in defense and national security, such as acquiring the electronics division of General Dynamics, investing in Northrop Grumman, and from 1999 to 2001 owned e.g., the same company deeply entwined in UFO lore, from the testimony of Bob Lazar to serving as the parking lot hosting the Wilson Davis meeting.  
  
00;09;15;01 - 00;09;49;22  
Unknown  
I would also like to draw your attention to Ronald Moultrie, former undersecretary of defense for intelligence and security in the Biden administration, along with his good friend, Doctor Sean Kirkpatrick. Moultrie served to spread disinformation by denying the existence of UAP at the 2022 UAP hearings, Moultrie sometimes referred to as a gatekeeper of UAP programs, has some very strange ties to the Carlyle Group, such as serving as a board member in IE capital, a Carlyle Investment Group, and serving on the board of directors for the Better Angels, funded by Carlyle's founder David Rubenstein.  
  
00;09;49;25 - 00;10;11;06  
Unknown  
Carlyle Group is not the topic of our video today, but the ties here to Carlucci, alongside his probable involvement in a classified air show demonstrating RV is of extreme interest. Walking into the Palmdale hangar exhibit, Brad was told by his client, likely Carlucci, to keep his mouth shut and to not speak to anybody due to unexpected things at the show.  
  
00;10;11;08 - 00;10;39;27  
Unknown  
The exhibit featured numerous high tech aircraft, including the losing model from the B-2 stealth bomber competition and advanced hovercraft that employed hidden thrust mechanisms. The show also had the infamous Lockheed Pulsar, aka the Aurora craft. The Aurora, sometimes referred to as Astra, has often historically been associated with a triangular shaped, possibly reverse engineered craft, but in 1988 Brad relayed a much more grounded yet highly advanced design.  
  
00;10;39;29 - 00;11;11;15  
Unknown  
The Lockheed Aurora was described as a large, flattened out football, all black and covered in tiles. Not too dissimilar to the Space Shuttle. Aurora featured a synthetic vision system utilizing infrared seeker heads. There was at the exhibit, however, a secondary model featuring a canopy cockpit and two vertical stabilizers. Brad described this craft as employing two unusual propulsion systems engines in the fuselage and external pulse detonation engines, allowing the craft to fly 10 to 15,000mph.  
  
00;11;11;22 - 00;11;32;04  
Unknown  
Mark would later state Tom Keeton, from Lockheed Martin Calabasas division confirmed the existence of the Aurora to him. Brad then described a massive black curtain separating the hangar into two distinct areas. Brad made his way to the second half of the exhibit.  
  
00;11;32;06 - 00;11;53;23  
Unknown  
And so this was, you know, so he got scared. Security. Stop talking. And so I said, you know, let's let's have lunch. And he was nervous about talking about on the phone. So I go over there and start talking. And as he's describing this stuff, he's describing the different features that he had seen. And, well, how do you know that if you could just look at the outside of the vehicle, how do you know all of the inner workings of screens as well?  
  
00;11;54;00 - 00;12;08;01  
Unknown  
They had taken some of the panels off the outside so you could see the inside of, you know, what could possibly. And he said it was remarkably simple. There wasn't that much to it. And I said that you were able to figure out how it worked works that he said, well, no, they had a they had an easel.  
  
00;12;08;01 - 00;12;30;07  
Unknown  
Next to it was a drawing cutaway drawing that, that showed some of the internal components how they were arranged was oriented to one another. And then they had a little, TV monitor with, you know, tape layer below it. It was showing us, you know, a continuous loop of this thing, you know, sitting, you know, or hovering over, like a dry lakebed out in the desert somewhere.  
  
00;12;30;07 - 00;12;54;05  
Unknown  
And and as as you watch the tape, this thing would make, from boy, from a hovering position, make these three little sort of hops going to the side. And then as the camera followed it, just like straight up, it disappeared outside you down to nothing. It's just a matter of the second half or so. When meeting Mark for lunch the following week, Brad would sketch and discuss what he observed at this special exhibit.  
  
00;12;54;07 - 00;13;25;26  
Unknown  
The exhibit was populated solely by top military brass and influential politicians, and was guarded by men in berets with M-16 rifles. Displayed were three flying saucers hovering off the ground, ranging in diameter from 20 to 24ft to 120 to 130ft, but identical in scale. Brad described the craft to Mark as looking like they belonged in the 1950s, appearing like a jello mold on the bottom with sloping sides, a dome on top, and a door that looked at home on a submarine.  
  
00;13;25;29 - 00;13;49;14  
Unknown  
A three star general began to describe the vehicles to the attendees. The three saucers were called alien reproduction vehicles, nicknamed flux liners. Each of the three craft had panels removed for attendees to view. The craft's interior, and alongside the speaker's podium sat an easel showing craft blueprints, as well as a video player showing film demonstrating the arv's capabilities.  
  
00;13;49;16 - 00;14;14;20  
Unknown  
As Mark described, the film showed the RV hovering over a dry lakebed before it would make three quick hops and jettison into the sky at astounding speeds. One of the things that this general had said during the presentation, one of the things that really stood out of Brad's mind was that he said that these vehicles were capable of light speed or better, faster than light speeds, is truly an astound ING claim.  
  
00;14;14;20 - 00;14;46;29  
Unknown  
So let's try and analyze the RV in greater detail. Fortunately, as a designer himself, Brad would describe the flux line in extensive detail to mark allowing the talented artist to make up high quality blueprints and line art of the craft. It is important to note the difference between the RV and historical UAP testimony. In numerous UAP and UAP craft sightings, craft are often described as rivet lifts, seamless with no visible means of propulsion, often with a description of the vehicle looking 3D printed.  
  
00;14;47;06 - 00;15;15;14  
Unknown  
This was night and day different to the RV. Sorenson described the RV as extremely worn, appearing to have been operating for decades. Chips were rampant in the lead paint coating of the craft, which seemed to serve to protect the crew from X-ray radiation, and the entire craft featured numerous smudges and fingerprints. Each of the three RVs featured a crew compartment, the smallest design displayed for ejection seats attached to a vertical beam in the middle of the craft.  
  
00;15;15;16 - 00;15;37;11  
Unknown  
The pilot utilized a strange ball control scheme to operate the craft, which allocated power to various parts of the craft's propulsion mechanism. We will talk about shortly. The RV featured no windows for pilot visibility. Instead, each saucer dome was outfitted with an array of bumps housing an optical camera equipment. This fitted the craft with a synthetic vision system.  
  
00;15;37;14 - 00;16;00;10  
Unknown  
This synthetic vision system uses the same kind of technology as the. The gun slaving system they have in the Apache helicopter, except in this case, you have two cameras, and it picks any pair of the cameras in that pattern of six that are around the circumference, including the one on the top. Whichever pair most closely matches the orientation of the pilot's head.  
  
00;16;00;12 - 00;16;22;15  
Unknown  
So if he wants to look behind him, he can pick pick a view in that direction. The cameras flew in pairs, and he has a little screen in front of his helmet, and it gives him an alternating view. He has the like a little, a little set of glasses that he wears and, fuck you. You can actually buy a 3D, viewing system for your video camera.  
  
00;16;22;15 - 00;16;43;07  
Unknown  
Now, that does the same thing. And what it does, it uses a beam splitter, which sends part of light one way and then part of it at a right angle and offset it by about six inches. And then it has electronic shutter in there that uses these, these, like a liquid crystal type material that darkens and becomes transparent at intervals of about 60th of a second or a 30th of a second.  
  
00;16;43;09 - 00;17;05;21  
Unknown  
And so the cameras, as they're looking around are giving him a right, left, right, left view and the goggles, the things that he's wearing. He has two little projection screens inside his helmet, and they both project, well, two cameras, but one projection screen and the glasses have that special blocking device that allows one eye to see and then the other eye to see.  
  
00;17;05;21 - 00;17;27;28  
Unknown  
And at the same time the cameras are projecting right view left view right to left view. But they're doing it in like 30 frames a second. And so when he looks around, he has a perfect 3D view of the outside, but no windows. The crew compartment or dome was completely separate from the propulsion system, and the propulsion system made no noise, featured no moving parts and output, no gases or exhaust.  
  
00;17;28;01 - 00;17;54;01  
Unknown  
Interestingly, Brad would state many of the craft's components, including the crew jump seats and cameras, seemed similar to off shelf components and not highly specialized for the RV. Radial oxygen tanks, presumably for crew atmosphere, sat atop an enormous capacitor array estimated by Mark to be roughly 14in thick. Curiously, a radial arm sat above the capacitor plates, featuring the ability to extend outside the body of the craft.  
  
00;17;54;01 - 00;18;14;23  
Unknown  
Mark theorized the purpose of this arm was first sample collection. Mark questioned Brad if, due to the capacitor array, he thought this meant the craft functioned via the Byfield brown effect, which converts electrostatic energy into propulsion. To learn more about electric robotics, and I feel like I've said this in the last five videos. I highly recommend watching Jesse Michael's video on Townsend Brown.  
  
00;18;14;23 - 00;18;39;10  
Unknown  
And please note, I recently theorized Edwards Air Force Base, which is very close to USAF plant 42, and Norton, engages in the reverse engineering RV testing program. Historically, Edwards placed very heavy importance in alternative propulsion methods such as the Byfield Brown effect. I highly recommend watching this video as over the course of this RV exploration, we will further discuss ties to Edwards.  
  
00;18;39;13 - 00;19;02;20  
Unknown  
Brad stated. Perhaps the Byfield Brown in fact had some sort of application here, but the RV were in fact utilizing energy drawn from quantum fluctuations aka zero point energy. This again calls back to the witness ed I covered in my video on reverse engineering at Edwards Air Force Base, who commented on the existence of zero point systems. There is a scientist in Utah by the name of Maury B King.  
  
00;19;02;20 - 00;19;35;03  
Unknown  
He's written a book called Tapping the Zero Point Energy, and what he maintains is that this energy is embedded in spacetime all around us. It's in everything we see. I think it was, oh, I don't know, it was a James James clerk. Maxwell speculated that there's enough of this, this flux, this electrical charge, and in the nothingness of space that if you could capture all the energy that was embedded in just a cubic yard of space, that you'd have enough energy to boil the oceans of the entire world.  
  
00;19;35;05 - 00;19;43;14  
Unknown  
That's how much energy is sitting there waiting to be tapped.  
  
00;19;43;16 - 00;20;10;19  
Unknown  
Before we continue with Mark's investigation, let's take a moment to recognize Marcus for Layne's second hand information. Up to now on RV. Why should we take him at his word? And do we have comment from Mr. Sorensen? Due to not having journalistic discretion, Mark historically regretted introducing Brad's full name into the story. And, I had a, a colleague, a friend, who I'll just call Brad for the sake of this discussion.  
  
00;20;10;21 - 00;20;35;13  
Unknown  
Some people know what his last name is, and I, I've tried to discontinue using his name, principally because, you know, disclosing of his name has brought a lot of unwanted attention to him and his career. I don't know specifically, what, if any, or how much harm has come to him in terms of, his, his career.  
  
00;20;35;15 - 00;21;16;05  
Unknown  
Because of my disclosures. I have to say that not being a journalist, not having a background in journalism, I didn't really know, when I was being prodded by, people in, in the disclosure project to name names and things like that, which I did, that, you know, this could be potentially and very harmful, to, the individuals who had been the original source of material, in the case of Brad, and another individual who had, had occasion to see one of these things up close when he was, actually in the service in 1973 at Edwards Air Force Base.  
  
00;21;16;07 - 00;21;41;19  
Unknown  
There were a lot of details that, were not only seen by these individuals, but were also, explained to them, you know, basically to understand what they were looking at. Brad has been strangely radio silent on Mark and the story of RV. Well, of course, I got in contact with Brad. Interactions with him from the get go were extremely hostile.  
  
00;21;41;27 - 00;22;20;17  
Unknown  
I was told, quote, Mark McCandless was a stupid, dramatic, selfish fool who died because he could not keep his mouth shut. Learn from this Ed quote. This statement is in relation to Mark's strange and controversial 2021 passing, allegedly resulting from a self-inflicted gunshot wound. We will revisit later, but Brad's words directly imply Mark's words got him killed. Further interactions with Brad would lead to him saying, I cannot cover this topic without facing mortal peril, and to say goodbye to everyone I love if I continue to investigate Mark in the subject of RV, I was even told I would never see it coming.  
  
00;22;20;19 - 00;22;44;16  
Unknown  
My most interesting interaction with Brad stemmed from asking why Mark was allowed to talk openly about this topic for 20 years. I was told Brad protected Mark until he could not. We will discuss this further later. Hostile and silent, Brad has historically refused to comment on this case, but for this investigation, I have uncovered some documents. I have never before seen discussed in the public domain.  
  
00;22;44;20 - 00;23;14;04  
Unknown  
In December of 1990, two years after Mark and Brad met to discuss the flux liner, Mark relayed the contents of the restricted air show to William B Scott, senior engineering editor of Aviation Week and Space Technology. Bill would feature some of Mark's sketches on the pulse detonation. Aurora craft on the respected magazine, and reach out to Brad for comment on the experimental aircraft and more strange craft, as some of the craft Mark described matched eyewitness accounts relayed to the prestigious magazine over the years.  
  
00;23;14;11 - 00;23;43;20  
Unknown  
Around this time, Brad went silent, even secluded himself to Mark, but not before Bill Scott was able to interview Brad on December 3rd, 1990. Let's dive into this interview I have never once before seen discussed. Brad stated he was not officially invited to the hangar in which the strange aircraft exhibit was stored. He was, as Mark stated, passed off as an aid for a gentleman who served within the Carter administration, seen as Frank Carlucci was Deputy director of the CIA.  
  
00;23;43;20 - 00;24;00;28  
Unknown  
For Carter. He may still serve as a logical choice here, but why did Brad take this interview? Well, as he stated, quote, because I love America and the whole nine yards. But I'm also a Democrat, and I don't think we need this type of spending on military equipment. It's just nuts. And that's what the whole meeting was for.  
  
00;24;01;00 - 00;24;31;11  
Unknown  
Appropriation tens of billions of dollars to develop new craft. End quote, very interesting statement. The 30 or so individuals present here were to be shown prototype and craft functionality to attract investors to these black budget projects. Brad described blue fatigued and suit clad men conducting the briefings at the special air show with exotic yet prosaic craft on display quote in each area, like a specialist in each area, some wearing suits somewhere in military like Air Force Colonel Major, something like that.  
  
00;24;31;14 - 00;24;50;11  
Unknown  
I did not see any stars in there like generals of any sort. If there had, I would have noticed that Bill and Brad discussed some of the vital vertical takeoff and landing craft at the show and the utilization of depleted uranium shells. Brad even noticed the V 22 Osprey was present, whose first official flight was conducted in 1989.  
  
00;24;50;16 - 00;25;14;00  
Unknown  
The witness also confirmed the presence of California State Senator Alan Cranston. The rest of the crowd all appeared to be senior individuals, 45 to 60 years old. No support staff or aid surrounded what Brad referred to as the people. This section of the exhibit was likened to the hangar deck of an aircraft carrier with tightly packed craft. Most of the craft appeared to Brad as one off prototypes.  
  
00;25;14;04 - 00;25;46;06  
Unknown  
One of the enclosures featured the losing B-2 bomber prototypes, just as Mark would later state. Brad also confirmed the unmanned, elongated, football shaped Aurora craft that looked extremely similar to Mark sketches, but with a more tapered back. The craft was enormous, almost 100 to 110ft in length. The dual propulsion system of the Aurora was also confirmed. Internal fuselage engines were utilized to get up into the air, then pulsed detonation engines were used to accelerate the craft to truly incredible speeds.  
  
00;25;46;06 - 00;26;08;17  
Unknown  
6 to 8 mark, which is why the craft was unmanned. The present officials were extremely proud of the Aurora craft, stating, quote, within an hour and 20 minutes they could take out every city over a million in the Soviet Union. End quote. Bill Scott asked if the aurora was the most exotic thing on display. Brad responded with a resounding three nos.  
  
00;26;08;20 - 00;26;36;21  
Unknown  
Brad would then state, Mark's RV drawing was so GD accurate there was little he could further specify about the craft. When Brad first witnessed the alien reproduction vehicles, he was reminded of a nursery rhyme labeling the craft daddy, mommy, and Baby Bear as the craft seemed identically crafted to the same proportions, but in different sizes. The smallest was roughly 20ft in diameter, medium 60ft, and largest 120ft in diameter.  
  
00;26;36;23 - 00;26;57;16  
Unknown  
Brad stated he thought the craft were very poorly built compared to the other craft on display. They had been built by scientists who didn't know a hell of a lot about looking up composite materials or whatever, and quote. The crew compartment sphere appeared to have messy filaments for the sole purpose of holding and pressure. The entire craft was coated with a thick, heavy lead paint.  
  
00;26;57;18 - 00;27;21;22  
Unknown  
Brad confirmed the abs were hovering, not connected to the floor. Brad was told the three craft didn't need a fuel source. They had found a new fuel source that was everywhere in the universe, on the order of 500 times the speed of light, allowing the craft to travel 5 to 8 times the speed of light. Brad would dive into the gravity manipulation propulsion system, which Marc would later on discuss further.  
  
00;27;21;22 - 00;27;45;27  
Unknown  
The craft was able to output ten to the 26 power joules per cubic meter of space utilized in the synthetic vision system and pilot control ball. The vehicle was able to allocate power from the capacitor plates to travel to very different destinations, all with the ability to withstand 85 G's of acceleration. The local area around the craft was not subject to inertial forces.  
  
00;27;45;27 - 00;28;11;22  
Unknown  
Mark will expand on this later on. Curiously, to Brad, the craft didn't feature food or long term provisions, nor were any compasses or navigational charts present. Drawings, diagrams and videotapes showed the craft flying in jerky, serrated up and down patterns before jettisoning out of sight. The craft did not appear to involve normal aerodynamic principles. The exhibit attendees were told there were only three craft in existence.  
  
00;28;11;22 - 00;28;30;28  
Unknown  
Quote you can take this how you want to. We took all of it with a grain of salt, but the guy said that with this group of craft that, they had been everywhere in the solar system and there's no life. End quote. I must make a correction here. As initially Brad said, no life in the universe. But he corrected this to mean solar system.  
  
00;28;31;01 - 00;28;52;12  
Unknown  
The man running the RV exhibit claimed they copied the concepts of the vehicle. Bill. Asked if the non uniformed man answering audience questions discussed what the vehicles had been produced from. Quote, while they tried to avoid it. They said something about 1947. They had some sort of a contact telling them that we had no right to use nuclear weapons.  
  
00;28;52;12 - 00;29;12;28  
Unknown  
Okay, that it was more disturbed than we knew. Cease and desist. End quote. Brad would then, given my opinion, the most interesting statement of this entire interview and all they really needed to do was give us the truth and we would either take it or leave it. They just said that they had come across some hardware, tried to make contact with these.  
  
00;29;13;01 - 00;29;33;20  
Unknown  
The others didn't want to make contact, they just wanted to deliver the news and leave. Okay. But back in 1947, we had just won the war. We felt pretty damned cavalier and we attacked basically. Okay, rather than fighting back, they just tried to destroy all of their stuff and get away. And they didn't get all of it destroyed.  
  
00;29;33;23 - 00;29;54;14  
Unknown  
That's what they said. Also said they couldn't really make those things, that they found work, that they had to build their own, that this was built for our consumption, not theirs. Theirs was the wrong scale and the wrong, you know, whatever Bill says. So we just looked at theirs and built our own Brad response. Based on what we've seen.  
  
00;29;54;16 - 00;30;16;18  
Unknown  
So it was not like a great R&D breakthrough. It was just copying something that they had seen to the best of their abilities. I need to take a moment to stress just how important this interview with Brad Sorensen and Bill Scott is. Quite often you will see individuals criticize Mark McCann delicious story because they claim he is relaying second hand information.  
  
00;30;16;20 - 00;30;44;04  
Unknown  
As we saw in this interview, which I have never seen once discussed before, Brad confirms not only the airshow, not only the Aurora, not only the B-2 losing competitor and the stealth bomber prototypes, but also the RV craft as saucers with faster than light speed capabilities. This is massive. To see this in Brad's own words, why did Bill Scott in Aviation Week in Space Technology never published the segment?  
  
00;30;44;07 - 00;31;07;27  
Unknown  
Well, it makes sense, as we saw in the document where Bill states that he had trouble believing some of the things Brad said because it had to do with flying saucers that were capable of light speed, that were copied from other beings and technology dating back to 1947. Just wanted to take a minute to say that if you want to read the entire interview, I highly suggest it because I just did a summary here.  
  
00;31;08;03 - 00;31;38;29  
Unknown  
The entire thing is quite mind boggling. Back to the investigation. Was the RV technology copied from the 1947 Roswell craft? The crudeness of the craft makes logical sense when in context, scientists and engineers couldn't make the found anomalous craft work. The man spearheading the RV program wished to build a fleet of these craft, but sought appropriate funding for it, hoping the Bush administration would be as enthusiastic as the Reagan administration about building up these reproduction vehicles.  
  
00;31;39;01 - 00;32;01;07  
Unknown  
Never was it revealed who these vehicles belong to or who these men reported to. Wow, guys. So 11 years before Mark appeared on the Disclosure Project, making the term RV famous, Brad had actually confirmed the story all the way back in 1990. Included in these interview notes is a sketch of the exhibit, which I believe was drawn by Sorensen's hand.  
  
00;32;01;10 - 00;32;10;21  
Unknown  
Let's circle back to Mark and dive into his investigation around the RV.  
  
00;32;10;24 - 00;32;37;01  
Unknown  
After listening intently to Sorensen and analyzing the rough sketches of the RV, Brad drawing some legal paper, Mark got to work utilizing his legendary drawing skills to translate the RV to traditional blueprint designs. Mark's work ultimately led to the now famous RV flux Liner cutaway drawing, and one of the original blueprints of the Alien Reproduction Vehicle, which I produced in March 1989.  
  
00;32;37;03 - 00;33;01;18  
Unknown  
It was, put together by, accumulating a lot of, verbal testimony from Brad and later from a number of other sources, including sketch elements of other people that I talked to who had some contractor information about the vehicle. In this clip, we heard Mark mentioned alongside Sorensen. His design was based on the testimony of others who had seen the craft.  
  
00;33;01;21 - 00;33;28;27  
Unknown  
In 2001, McCandless would feature in Steven Greer's National Press Club conference with his explosive testimony, as well as a Steven Greer interview titled blueprint for a UFO, where he would expand on additional sightings of RV Later, spoke to a gentleman by the name of Kent Celan that I met at an air show at Edwards Air Force Base in 1992, the first unveiling publicly of the B-2 bomber.  
  
00;33;29;00 - 00;33;57;22  
Unknown  
He indicated to me that in 1973, when he was a crew chief, working on, experimental aircraft at Edwards Air Force Base, that he had, unintentionally wandered into an area where there was a classified aircraft, namely the RV. He described it in detail and he added, other details to the account, concerning the configuration and the operations vehicle that, Brad Sorensen was not aware of.  
  
00;33;57;25 - 00;34;25;04  
Unknown  
According to Celan, while working for the Air Intelligence Agency at Edwards North Base, he witnessed the Flux Liner RV in 1973 when cutting across the base to retrieve a ground power unit. Sightings of an RV at Edwards are possibly corroborated within the long lost files of Leonard Stringfield in Crash Retrievals of the Third Kind, fantastic CAD designer Michael Strat gained access to the files of the late Stringfield in Move On, Ohio.  
  
00;34;25;09 - 00;34;52;26  
Unknown  
Here, Sharratt would publish cases that had not made their way into the crash. Retrieval status reports one through seven, Leonard received information from a class A witness who claimed to have witnessed a captured UFO at Edwards. This pilot was given permission to cut across the base in a USAF security vehicle when he stopped at a group of hangars to ask for directions within the open hangars, the witness observed a large disc shaped craft with a clear transparent dome on the top.  
  
00;34;52;28 - 00;35;16;07  
Unknown  
The witness was immediately told to vacate the area. The incident allegedly took place in the 1960s. Similar instances exist in the files of Stringfield, such as the testimony of one Mr. Hines, who relayed secondhand info from a source at Bell Labs in the early 1950s. This source saw a UFO retrieval or test craft being brought into a California air base.  
  
00;35;16;10 - 00;35;49;06  
Unknown  
The source additionally saw a cutaway of the craft. The fantastic 2014 documentary. We've been pulling clips from, titled Zero Point The Story of Mark McCandless and the flux liner explores an additional witness who claimed to have knowledge of the RV. One Lieutenant Colonel John Williams Williams 2000 testimony also features briefly in Steven Greer's fantastic disclosure briefing document. Williams served as an electrical engineer in charge of construction projects for Military Air Command at Norton from 1981 to 1982.  
  
00;35;49;12 - 00;36;13;24  
Unknown  
The lieutenant colonel stated he knew of the facility within Norton Air Force Base that was so secretive, not even the base's wing commander was allowed access. Rumor circulated the base facility housed a UFO very little more than rumors here in Williams story. However, even the implication of a craft near Norton is worthy to analyze. Mark's pursuit of tracking down other witnesses of RV was relentless.  
  
00;36;13;26 - 00;36;45;02  
Unknown  
In 2001, on the Disclosure Project conference panel, Mark would display two original photographs obtained from USAF Captain Harvey Williams, who photographed a disc in 1967 while flying a C-47 at 12,000ft over Provo, Utah. Mark would state the images accurately depict the RV craft up to the synthetic vision systems on the crew component of the craft. Mark utilized these photographs to highlight how the synthetic vision system may have changed from 1967 to 1988.  
  
00;36;45;04 - 00;37;27;18  
Unknown  
As mentioned before, many components of the 1988 RV as relayed by Brad, utilized off shelf components, including the synthetic vision systems and surrounding acrylic bubble mark reason due to cameras being much larger in 1967, the vision system bubbles would need to be much larger as well to accommodate these devices. Interesting to analyze this possible RV evolution. Later on I obtained, photographs that were, taken in 1967 by a military pilot, Harvey Williams, flying a C-47 for the Air Force at 12,000ft, approximately 25 miles southwest of Provo, Utah.  
  
00;37;27;20 - 00;37;59;13  
Unknown  
This particular vehicle matches the so-called RV, in all proportions and respects in terms of the detail of the shape of the craft. I would like to quickly highlight. Provo, Utah is under 100 miles from Dugway Proving Grounds, a location I have covered previously. Witness EMS claimed to have observed a hovering craft at the Dugway Aviary building and also knew of a dum, a deep underground military base engaging in UAP programs under Dugway Main facility from 1988 to his passing in 2021.  
  
00;37;59;13 - 00;38;24;21  
Unknown  
Mark's insatiable curiosity would lead him to devoting much of his life to discovering how the RV functioned. He would draw parallels to possible Nazi flying saucer technology and de clock patents filed by associates of T Townsend, Brown, and even technology possibly discovered by the great Nikola Tesla. Marc's research led him to high size and elegantly simple yet crude design.  
  
00;38;24;24 - 00;38;55;08  
Unknown  
The Alva system, for all of its claims of flashy, out of this world propulsion capabilities, wasn't even remarkably simple. It could be described as a large scale, souped up Tesla coil designed to negate gravity and inertia with off the shelf navigation and life support systems bolted on almost as an afterthought. You could think of it as the model T of anti-gravity vehicles, an industrial dune buggy or crude hot rod that can get you to Mars in a few minutes.  
  
00;38;55;10 - 00;39;28;27  
Unknown  
In this version, at least first class seating was still a way off. The most complicated aspect of the RV to Mark seemed to be the pilot's control system. The sphere itself appears to be, a, kind of a domed arrangement where you have a number of fiber optic, leads that come into the, the sphere and for each one of the 48 capacitor arrays, there's a series of sensors that are then used to sort of relay information to the individual plates.  
  
00;39;28;29 - 00;39;55;21  
Unknown  
And so then on the bottom of this, you have a, a ball that that moves around and can be, you know, used to, convey, the commands of the pilot in terms of what he wants to do and in terms of shaping the field around the vehicle. And right in the center of that ball is a kind of, laser diode that sends a laser beam up into the, the underside, the inside of the sphere.  
  
00;39;55;24 - 00;40;17;01  
Unknown  
So as the ball moves, that laser is sort of scanning around on the inside of the different sensors that are responsible for each of the capacitor sections, then will, you know, there's a series of relays that will open up and close and let a certain amount of energy in or, you know, prevent it from going in. And when it's dead center, it means that all of them get the exact same amount of information.  
  
00;40;17;01 - 00;40;32;21  
Unknown  
You just go straight up if you want to back to the right, then you, you turn your bank, this to the right sends, you know, these the the, laser signal over to the opposite side of the dome. And it says that the opposite side of the craft is going to get more energy. So it banks in that direction.  
  
00;40;32;24 - 00;40;48;21  
Unknown  
It's kind of like in a, helicopter in the swash plate of a helicopter. Or when you want to bank to the left, you create more deflection in the, the main rotor on the right side so that it begins to bank to the right or bank to the left. Scuse me. So it's kind of the same principle.  
  
00;40;48;26 - 00;41;11;01  
Unknown  
Mark theorized the craft operated in space time, similar to an Alcubierre drive, a system that compresses space time ahead of a craft and stretches space time behind the craft. The area between these two vectors creates a localized space time, reducing inertial effects and mitigating G-forces for the craft. The Alcubierre drive allows for a faster than light travel system.  
  
00;41;11;01 - 00;41;40;10  
Unknown  
However, the validity of this drive has been debated endlessly, and I simply do not have the physics capabilities to contribute to this argument. This mitigation of G-forces and inertial dampening seems to be present in numerous historical UAP sightings, where instantaneous acceleration is observed in perhaps a localized spacetime pocket is indeed possible with any giant RV craft. And I'd like to leave you with some words by former Northrop Grumman deputy CTO and Colonel of Army Futures Command, Carl Nel.  
  
00;41;40;13 - 00;42;27;14  
Unknown  
The second point is faster than light travel. Everybody says faster than light travel is not possible. This is false. Miguel Alcubierre, a postgraduate student at the University of Mexico, in 1994, solved Einstein's equations for the effect of faster than light mechanism. NASA has investigated this. Everyone accepts his solution is valid. These performance characteristics draw my attention to estimating flight characteristics of anomalous Unidentified Aerial Vehicles by Professor Kevin Knuth in this paper, PhD Professor Knuth estimated the G-forces experienced by the Tic-Tac craft in Commander David Fravor 2004 sighting G-forces experienced by this craft when it dropped from a high altitude to sea level, were estimated to reach in excess of 5500 GS.  
  
00;42;27;14 - 00;43;04;24  
Unknown  
For reference, our best ballistic missiles can experience, but a fraction of these G-forces before ripping themselves to shreds. Marc's research would ultimately lead to a 2015 lecture at the Secret Space Program titled The Feasibility of Interstellar Travel. The summary of this discussion states, quote, how back engineered off world technology created powerful leverage for corporations to take over control of world government, establish an internationally manned secret space program and breakaway civilization, and quote, even though firsthand witness Brad Sorenson stated, the enigmatic man showing off the RV claimed the craft had explored our solar system.  
  
00;43;04;24 - 00;43;46;19  
Unknown  
This is a very charged statement by Mark. Oftentimes, the phrase secret space program is associated with unexplained claims and outright bizarre stories. So let's instead analyze the claims of Gary McKinnon and Edgar Fouche in relation to a secret space program. I have spoken about USAF Master Sergeant Edgar Fouche myriad times, most recently analyzing his claims of encountering full anti-gravity propulsion systems for a secret space fleet while working for the proposed Defense Advanced Research Center in 1979, Foust claimed triangular shaped craft titled TR3 B leverages reverse engineer technology to provide logistics and transportation to a secret space fleet.  
  
00;43;46;22 - 00;44;08;18  
Unknown  
Construction of these craft, or allegedly a joint effort by Northrop Grumman, Lockheed Martin, Boeing, Teledyne and the project is managed by the NRO, CIA, and NSA sources. Testimony is extremely impactful for me due to stating pilots of the TR3 B craft are few and far between. These elite pilots are plucked from the Edwards for 12th test Group Test Pilot school.  
  
00;44;08;24 - 00;44;49;20  
Unknown  
I recently did a whole investigation into this subject and with high confidence in this project's validity, I explored a joint research project between Edwards Air Force Base and Nellis Air Force Base focused on testing reverse engineered craft and technology of non-human origin. This project I explored employs contractors such as Lockheed Martin and Boeing, skims funds off the F-35 fighter program operates over restricted airspace such as the Nevada Test and Training Range, and employs the Edwards for 12 test pilot School and Electronics Warfare Group have no fears the TR three B will get a full exploration of its own, but context around Mark's discussion on a secret space program is extremely valuable here.  
  
00;44;49;23 - 00;45;16;16  
Unknown  
Additionally, remember, if you will, U.S. Army Green Beret RA, who witnessed the Off World Technologies Division at the Naval Surface Warfare Center in Crane, Indiana, RA, stated in an interview to me while performing operations on Nellis and nearby D.o.e. owned land, he was witness to triangular shaped craft operating off electro gravity propulsion. In 2002, British hacker Gary McKinnon was arrested for hacking into U.S. Army and NASA computer systems.  
  
00;45;16;23 - 00;45;45;05  
Unknown  
McKinnon claimed amongst mundane files was an image housed in the NASA Johnson Space Center, featuring a cigar shaped object stationed in near Earth orbit. McKinnon also claimed to have found a document on a NASA server titled non Terrestrial Officers, containing Names and ranks of USAF personnel. Amongst these documents were tabs for material transfer between ships. This already draws parallels to fascist TR3, b logistics and personnel carrier ships.  
  
00;45;45;12 - 00;46;26;19  
Unknown  
So maybe this idea of a black budget hidden space program isn't so fantastical. Let's see what Mark has to say in this discussion. I want to talk to you about a few of the different vehicles that I believe are being used in the Secret Space program, or have been used in the Secret Space program craft listed here are, of course, the Flux Liner Alien Reproduction vehicle, as well as the first generation Aurora constructed by Lockheed, and a triangular shaped craft out of Lockheed skunkworks that allegedly served as the target for a 1989 Germany crash retrieval operation, McCandless detailed how his first suspicions of highly classified black budget aircraft programs arose when he met two Lockheed  
  
00;46;26;19 - 00;46;53;05  
Unknown  
skunkworks personnel who commissioned Mach to illustrate a pitch to DoD for a new jet with extreme speed capabilities. Mach compared components of scramjet technology to create what he thought was an extremely eyecatching design. Meeting with these skunkworks personnel, they grew furious, with Mach accidentally letting it slipped. Aircraft components would tear apart during mock 17 speeds, or 13,000mph. And remember, this was before Lockheed became Lockheed Martin.  
  
00;46;53;05 - 00;47;24;00  
Unknown  
So this incident occurred even before the Sorenson incident. For reference, the world's fastest jet, the unmanned NASA x 43, reaches a top speed of Mach 9.6, or 7366mph, and the world's fastest man jet, the SR 71 Blackbird, reached solely Mach 3.3 or 2193mph. Mark moved on to discuss in great detail Sorensen's RV experience in 1988. Not a ton of new information here we haven't already covered.  
  
00;47;24;04 - 00;47;52;16  
Unknown  
Mach did touch on the interesting point that Brad and most likely Frank Carlucci, flew a short flight to Palmdale Air Force Plant 42 to view this special exhibit. As they were going into the hangar, the gentleman turns to my friends and says, he just realized that there are some aircraft on exhibit here that you're not cleared for. To security wise, you're not clear to see these aircraft.  
  
00;47;52;16 - 00;48;13;21  
Unknown  
So just enjoy the show. Walk around, you know, listen, take a look, but don't say anything to anybody. So he goes in, I don't know how well you can see this because it came out kind of light, but there were two pieces or two, two sections to this particular, hangar on the inside. I would like to add Air Force Plant 42 in Palmdale.  
  
00;48;13;21 - 00;48;38;29  
Unknown  
Is less than 30 miles southwest of Edwards Air Force Base. The site features a sizable Northrop Grumman facility, as well as Lockheed Martin hangars and the home of the infamous Lockheed Martin skunkworks division. The claim these are RVs were shown at plant 42, very near Edwards. Matches very closely with my previous thesis of a joint reverse engineering program out of Edwards now witness Ed stated he worked on joint programs with Lockheed Martin and Boeing.  
  
00;48;39;02 - 00;49;06;15  
Unknown  
Yet historically, Northrop has been additionally implicated in the construction of the TR three B Black Manta craft, and an anti-gravity disc known as the Great Pumpkin developed at Northrop Grumman Advanced Concepts and Technologies Division, Palmdale, California. Hang tight, guys, because our next project will cover US aerospace craft allegedly built with Nye technology, especially because there are numerous claims of joint developed reverse engineered craft from Lockheed Skunk Works and Northrop Grumman.  
  
00;49;06;17 - 00;49;39;21  
Unknown  
All of these deviations from Mark story are to say, I find the continued parallels between the alien reproduction vehicle and the four 12th Reverse Engineering Group at Edwards and Nellis, quite tangible, as well as the addition of Northrop Grumman to the core contractors engaging in RV, Marc leveraged his understanding of physics to discuss how the RV craft possibly generated three different electromagnetic fields, one created by the primary windings of the Tesla coil, one created by the windings in the center, and finally one created by a low temperature plasma fired through the center.  
  
00;49;39;28 - 00;50;03;16  
Unknown  
And guys, I say this all the time. Physics really isn't my strong suit, so please watch the lecture for a better understanding. So in the process, what I really think that I've sort of stumbled across is a way in which. This system here has three different electromagnetic fields. It has the one created by the primary windings of the Tesla coil.  
  
00;50;03;18 - 00;50;32;20  
Unknown  
It has the windings in the center that also creates their electromagnetic field. But then when that plasma ring or I should say it's actually a sort of a low temperature plasma like phenomenon or a virtual plasma, it fires down through the center. It also creates its own set of electromagnetic field lines. And so what happens is you have an effect that's very similar to you've heard of the electromagnetic pulse that occurs when a nuclear bomb goes off.  
  
00;50;32;20 - 00;51;01;03  
Unknown  
Well, they actually have a weapons called the explosively pumped electromagnetic pulse weapon. And it does the same thing. And what it does is it just combines overlapping electromagnetic field lines. And then using explosives, it pinches off. Oops, sorry. It pinches all those magnetic field lines and it creates a powerful pulse. And so what I'm suggesting to you is that process is actually forms a kind of a doorway for tapping into the zero point energy.  
  
00;51;01;06 - 00;51;23;02  
Unknown  
Now, why is that significant? Why does that mean anything? Well, part of the reason is that this device, when it taps into zero point energy, they've shown that zero point energy is actually responsible for the effect of gravity, for inertia and for mass. And so if you're pulling some of that energy out of the environment, it may be even though there's an infinite amount.  
  
00;51;23;02 - 00;51;43;02  
Unknown  
I mean, some of the latest figures are ten to the 109th power, joules per cubic centimeter. That's one of the latest figures I've seen. That's a monstrous amount of energy. That's enough energy that if you took all of the energy that's in this amount of space time and we're able to tap it, it would be able to boil off the oceans of the entire planet.  
  
00;51;43;04 - 00;52;06;26  
Unknown  
So you can see how this technology makes a hydrogen bomb look like a firecracker. That's probably one of the reasons why there's such a tremendous effort to suppress it, because in the wrong hands, obviously it can be weaponized to be very dangerous. Now, for example, Einstein said, you can never travel faster in speed of light because as you accelerate through space time, your interaction with the zero point energy that's embedded in space time raises your mass.  
  
00;52;06;26 - 00;52;23;17  
Unknown  
And so it makes it harder and harder for you to go faster and faster, so you can never really reach the speed of light. In fact, you said as if you could, that as you approach the speed of light that your mass would become near infinite. So imagine then that you're actually using the free energy of zero point energy.  
  
00;52;23;17 - 00;52;54;06  
Unknown  
You're tapping that as your propulsive force. You're using an environment. So there's a couple things that might happen when you do this. One is that it reduces the mass of your vehicle because you're using the stuff that would otherwise create to its increase, and you're using that to do work. You're using it as a propulsive force. So under that theory, under that theory, you could actually be able to accelerate up to and beyond the speed of light, because the very energy that would be ordinarily slowing you down by raising your mass is actually what you're using to push you along.  
  
00;52;54;10 - 00;53;17;04  
Unknown  
I do find it very interesting. Since 1975, Los Alamos National Labs was conducting extensive research into these explosive magnetic flux compression generators. Mark would then highlight a Polaroid image taken north of Cedarville, California, in the spring of 1984, which he reported may be one of the only photographs in existence of a string of vehicles used in this Secret Space program.  
  
00;53;17;09 - 00;53;46;11  
Unknown  
Mark even illustrated the craft based on the eyewitnesses testimony. Now under a loop looking at the original Polaroid, you can actually see a little bit more detail. This was a drawing done by the eyewitnesses, a fellow who took the photograph. And, there were some things about it that I could probably go into, but the the the thing that's important to remember is that some of some of the features look remarkably like some of the structure on the so-called alien reproduction vehicle.  
  
00;53;46;13 - 00;54;03;28  
Unknown  
And in fact, it didn't seem apparent to him that these wingtips, if you want to call them that, could actually rotate inward so that this thing would actually become more of a triangular shape, which also, of course, would help with with issues like storage. Now, this is a little bit more detailed drawing that I did based on what I could see through the loop.  
  
00;54;04;04 - 00;54;29;27  
Unknown  
Near the end of the presentation, Mark circled back to the May 1989 East Germany crash recovery of a Lockheed Martin Advanced Aerospace vehicle. This craft recovery is claimed to have been executed by special forces, ringing parallels to the numerous claims of G-Shock units involved in foreign and domestic UAP crash retrieval operations. Mark liken this craft to the F-117, a stealth fighter utilizing stealth technologies.  
  
00;54;29;29 - 00;54;49;22  
Unknown  
The most interesting component of this craft were the three spheres on the underside of the craft, appearing to be made of a white superconducting ceramic material. The crash of this vehicle allegedly broke off the tail section, dislodging one of these spheres. The pilot involved with the crash told Mark. The retrieval team was ordered not to touch the sparking sphere with bare hands.  
  
00;54;49;22 - 00;55;03;22  
Unknown  
Mark theorized these spheres utilize some sort of cryogenic fluid to harness zeropoint energy systems, meaning the craft may have employed RV systems.  
  
00;55;03;25 - 00;55;23;20  
Unknown  
When I finally did agree to get around to making a copy of this original drawing in the form of blueprint, I sent a copy to Brad and the. One of the first things that he said to me on the phone was and he was. He wasn't kidding when he said this. He said, you know, Mark, he says this drawing is about as accurate as you can get.  
  
00;55;23;20 - 00;55;39;26  
Unknown  
He says every detail, every aspect of it is right on the money. Said it is so accurate in every way. He says this has to be probably one of the most dangerous illustrations you've ever done in your life. And he says, and if you're smart, he says, you'll tear up the original, you'll throw it away, and you'll never talk about it again.  
  
00;55;40;01 - 00;56;04;05  
Unknown  
After Mark appeared on the 2001 Disclosure Project, speaking openly to the world about the alien reproduction vehicle, he got the strange feeling his activities were being monitored. Mark was called and warned to stop doing what he was doing, and one by one, he lost all of his defense clients, Mark reasoned. He understood why some corporations and individuals may not have wanted to be associated with somebody speaking about flying saucers.  
  
00;56;04;12 - 00;56;24;26  
Unknown  
Further attacks would see Mark threatened on the phone and his money and cars taken by the IRS. Mark would carry a heavy feeling of guilt and regret, including Brad Sorensen's name, stating he was almost coerced by Doctor Greer not to protect names. I mean, there's there's many times I lay awake at night with my nine millimeter under my pillow.  
  
00;56;24;28 - 00;56;47;24  
Unknown  
It and I wonder why they would kill me. You know, I honestly do. As we discussed earlier, I've played many clips from the fantastic documentary Zero Point The story of Mark McCandless and the flux liner by the late filmmaker James Allen. This documentary discusses strange deaths of free energy pioneers such as fundamental physicist Stephane Marinovich, who fell out of a window in 1997.  
  
00;56;47;24 - 00;57;11;15  
Unknown  
Cold fusion researcher Eugene Malouf, who was beaten to death in 2004. Zero Point field investor a red day goose who was found dead in his car in 2007. And Star Drive inventor Mark Thompson, who died unexpectedly in 2009 after a successful demonstration of his prototype. The best example here is the case of Amy Eskridge, which I may save for a future full investigation.  
  
00;57;11;17 - 00;57;42;04  
Unknown  
Doctor Amy Eskridge was a 35 year old scientist and co-founder of the Institute for Exotic Science in Huntsville, Alabama. In 2022, Amy died in what was ruled a self-inflicted instance. However, an incredible amount of controversy surrounds her passing. Leading up to her death, Amy had been lecturing on behalf of Holocron Engineering, a gravity modification R&D company discussing historical anti-gravity experiments and modern black projects associated with developing the anti-gravity TR3 b craft.  
  
00;57;42;04 - 00;58;10;15  
Unknown  
Again, we'll save this for another time. Marc admitted he had no idea what the RV and these technologies were used for, but he did. State clandestine military operations may stop at nothing to prevent these technologies from leaking to the public and foreign adversaries, and housing these programs, alongside defense contractors, would strengthen classification of programs utilizing these systems and these strange deaths very well may include James Allen of the 2014 documentary.  
  
00;58;10;15 - 00;58;30;14  
Unknown  
The details around his death are highly suspicious. This is the young man who produced the film that you'll probably have a chance to see later on, James Allen. He's passed away now, and, This was literally just a month before the film was being released, and he suddenly became very sick. Was in the hospital. He died within two and a half months.  
  
00;58;30;16 - 00;58;49;29  
Unknown  
And the manner of his illness was so peculiar and so strange, we decided to go have some pathology done. And what we found, it's really hard to see on this chart because it's so small. I wish I could blow it up somehow, but basically all of these little things here we see an H next to those levels right there.  
  
00;58;50;02 - 00;59;14;29  
Unknown  
Those are all radioisotopes like uranium, thorium, beryllium, cadmium, things that you would not find naturally occurring. So it seems apparent to us that he was poisoned using radio isotopes. And, so I would like to dedicate the memory. Oh, I'd like to dedicate this presentation to the memory of my friend James Allen. The brilliant man had a great, great potential as a filmmaker ahead of him, and I.  
  
00;59;15;01 - 00;59;37;20  
Unknown  
I thank him for the time that he dedicated to documenting what I did. On April 13th, 2021, at the age of 69, Mark was found dead in his home from an apparent self-inflicted gunshot wound to the head. That day of April 13th, Marquette spoken to his friend Rick Price and told him he would call them later. Mark additionally spoke to his girlfriend and told her he would speak to her when he arrived to work at her animal shelter.  
  
00;59;37;27 - 01;00;00;21  
Unknown  
According to Robert T Morning Star, Mark was supposed to testify to elements of the Senate on UAP in June of 2021 and had been in contact with Senator Rubio. Was Mark's death truly his choice? I am reminded of what Brad told me when I asked about Mark's death. Quote Mark McCandless was a stupid, dramatic, selfish fool who died because he could not keep his mouth shut.  
  
01;00;00;23 - 01;00;30;01  
Unknown  
Learn from this end quote. Why was Mark allowed to investigate and speak on the RV from 1988 to 2021, was testifying to the Senate, possibly including Rubio and the Gang of Eight? The final straw. I am again reminded of Brad's words. Quote I protected him until I could not end quote. Hey guys, I know we ended on a very somber tone, so I would just like to take a moment to dedicate this video to the memory of James Allen and Mark McCandless.  
  
01;00;30;03 - 01;00;56;21  
Unknown  
Without Mark's work and James Allen's work, none of this would have been possible. I'd also highly recommend watching the 2004 documentary Zero Point and the story of the flux Liner, as well as Steven Greer's 2001 NPC and the interview with Mark titled blueprint for a UFO. If you didn't notice earlier, I would also highly recommend reading the 1990 interview with Bill Scott, the Senior Engineer of Aviation Week in Space Technology, and Brad Sorenson.  
  
01;00;56;23 - 01;01;26;16  
Unknown  
Now, after that massive investigation, what do you guys think? I personally find the story of the RV one of, if the not most interesting stories in all of whatever you want to call it, ufology. Even before the Shellenberger article with immaculate constellation and the mention of RV, there was something about the McCandless story that always stuck out to me the level of detail with which he described the flux liner as relayed by Brad.  
  
01;01;26;18 - 01;01;52;22  
Unknown  
And now, after finding this interview with Brad, some of these small intricacies that Mark would say, this is how Brad acted. You know, usually he was very animated and and quite, you know, lively. And then in the interview with Bill Scott, we see, you know, Brad using foul language and being very descriptive. I took special note of him kind of making fun of the designers of the RV craft, saying, clearly this was made by scientists.  
  
01;01;52;22 - 01;02;33;16  
Unknown  
You know, Brad, as an industrial designer and Mark as a designer, they carry a certain swagger with their designs sleek, beautiful, you know, especially Brad as as coming from a car designer background, him just making fun of of the scientists saying it was clearly made by them. Now, I think the most shocking part of Brad's testimony in the 1990 interview is the statement of how these individuals in charge of the RV got their hands on the craft, copied the technology, couldn't figure out how it worked from somewhere in 1947, with others with beans that you try to take their technology off the board for humans, it wasn't meant for us.  
  
01;02;33;19 - 01;02;59;25  
Unknown  
This harkens back to many stories in ufology about the Roswell craft, about, humans getting their hands on technology forcefully, and stories in the private sector about, companies and scientists not necessarily knowing how exactly these craft function. And thus we get a poor man's copy in the RV. You know, we have these off shelf components, the synthetic vision system, the jump seat, the radial oxygen tanks.  
  
01;02;59;25 - 01;03;26;22  
Unknown  
It's quite interesting. And I also found it quite puzzling how Brad says he doesn't know who these aircraft belong to, or what exactly they're for and report to. You know, part of me thinks they were wondering about this Secret Space program, the craft, as Mark Dysart, who described as possibly taking samples off for these kind of black budget operations, which may function in sort of a closed loop.  
  
01;03;26;22 - 01;03;50;26  
Unknown  
You know, there are stories of these places, these places, facilities, programs operating in cash transactions and utilizing analog computers to completely stay off the books. And, you know, one would must think, how do these programs get their hands on materials, raw materials, metals, composite materials, you know, rare earth elements, lithium. You know, this begs the question, what if these are of craft?  
  
01;03;50;26 - 01;04;13;20  
Unknown  
What if one of their primary responsibilities is to, you know, visit the asteroid belt or Near Earth objects and kind of, retrieve metals, precious metals for these programs to operate and continue their research and continue their development. I'm just spitballing here. Of course, the reality is probably much stranger, especially when we factor in stories to Edgar Foust and the TR3.  
  
01;04;13;20 - 01;04;43;10  
Unknown  
B for, troop transport and logistics. You know, does this secret space program have some sort of of station across our solar system? I also want to remove this secret, space program away from sort of the more Corey Goode 20 and back type stories. Of course, some of these claims are quite fantastical, especially with Corey Goode. The 20 and back story, which is, essentially a story of indentured servitude to work side alongside, extraterrestrials and humans in a space program.  
  
01;04;43;10 - 01;05;09;25  
Unknown  
Corey Goode, the manufacturer of this story, actually, detail these lies under oath. So let's separate from those. And we can take a much more grounded analysis to the Secret Space program. Part of it may be for nuclear superiority. In the Secret Space program talk, Mark talked that the Aurora craft was actually a part of this program. And the Aurora, you know, may have its its place in this program due to the nuclear strike capabilities, as Brad described.  
  
01;05;09;25 - 01;05;39;15  
Unknown  
And, they could destroy any city in the Soviet Union with a population over 1 million in under two hours. So how interesting is this? The combination of Mark McCain's delicious RV with the entire testimony of Brad. Now that we have words from Brad's mouth, you know, forget the the the guys of death threats towards me, telling me that to say goodbye to everybody I love, which, to be quite honest, I wouldn't get too hard on Brad about this.  
  
01;05;39;15 - 01;06;07;18  
Unknown  
I think if anything, he's just probably trying to ward off amateur investigators off this case because there is a real and present danger here. But being able to look at the story through Brad's words, you know, I can only think of two differences between Brad's and Mark's stories. One of these in the Secret Space program talk, Mark spoke that the craft wasn't made of too much metal, that most of it was composite materials in the interview with Brad, he mentioned that a lot or a lot of metal was used.  
  
01;06;07;20 - 01;06;23;21  
Unknown  
So this may have just been something that evolved over time. You know, maybe Brad thought the filaments on the crew compartment and composite materials were in fact metal and so forth. Then also, Brad stated in the interview, there wasn't many stars so general ships there, but this was in relation to the first interview with some of the terrestrial craft.  
  
01;06;23;28 - 01;06;46;26  
Unknown  
He didn't actually specify if the generals were, were present for the RV demonstration. That interview, which Mark said the three star general was demonstrating the flight capabilities on the videotape. So, yeah, guys, we have the full story of RV. And this is just one facet of RV. We also have the full TR three B investigation dating back, to Edgar forced to go down.  
  
01;06;46;28 - 01;07;08;29  
Unknown  
And then we have a whole array of vehicles purported to be using new technology to some extent, from artificial intelligence to full components and propulsion systems. And I think there's a total of 10 to 15 of these alleged craft, of course, three of them being the flux liner, the Aurora craft and the, but mine's skipping a blank here.  
  
01;07;08;29 - 01;07;34;07  
Unknown  
The TR three B, but we have plenty more to investigate with RV. This isn't just McCandless, but this story was made famous by McCandless. So when Shellenberger mentions the story of RV in the whistleblower report, I immediately think of these crude, shallow saucers with jagged flight dynamics that can fast travel faster than light speeds. Now, this is a very serious topic, guys.  
  
01;07;34;10 - 01;08;03;19  
Unknown  
I don't want to draw any attention to Marc's grieving family. And of course, James Allen's presumably still grieving family. But it was worth kind of highlighting the strangeness around these passings, especially Marc possibly being, you know, set to testify in June of 2021 before congressional and Senate elements, it begs the question, Did Brad's protection of Marc what how, in whatever capacity, in whatever facet that was, run out when Marc decided to testify before Congress?  
  
01;08;03;22 - 01;08;20;23  
Unknown  
Was it all fine and dandy for him to be running around with Greer and saying these things and documentaries and having fun? But as soon as it came time for him to be subpoenaed or to to swear this on an under testimony that that was enough, I don't know. But so much respect to Marc. What a beautiful soul.  
  
01;08;20;23 - 01;08;45;17  
Unknown  
During these past couple weeks, I've got to watch dozens, if not 50 plus hours of Marc speaking. And he truly was a great loss to to humanity. What a beautiful artist. What a beautiful, eloquent person. And thank you, James Allen again for making such a beautiful documentary with this episode. Guys, I hope you enjoyed it. This was one of my favorite investigations ever to create.  
  
01;08;45;20 - 01;09;05;20  
Unknown  
And with that being said, please remember to like and subscribe! I have a Patreon. I don't gatekeeper any content there, only support what you think the channel is worth. And guys, I will catch everybody on the next show. Oh wait real fast. I do plan to attend the November 13th hearings and the Soul Foundation, so I should have live coverage from those boots on the ground.  
  
01;09;05;28 - 01;09;11;20  
Unknown  
But anyways guys, with that being said, thank you so much for joining and I will catch you all on the next show. Bye!

## 34 Alien Reproduction Vehicle - TR-3B and the Flying Triangles

![[34-Alien Reproduction Vehicle - TR-3B and the Flying Triangles-thumbnail.jpg]]  
## aliases: ["Video 34: Alien Reproduction Vehicle - TR-3B and the Flying Triangles"]  
  
## tags: #UAPVideos #ReverseEngineering #TR3B #BlackPrograms #FlyingTriangles  
  
\*\*Video Published:\*\* 2024-11-30   
\*\*Video Link:\*\* [YouTube – Alien Reproduction Vehicle - TR-3B and the Flying Triangles](https://chatgpt.com/g/g-67baa97585e08191bb015cca779fd47a-uap-gerb-research-assistant/c/INSERT\_VIDEO\_LINK)   
\*\*Approx. Length:\*\* ~110 minutes  
  
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## 📌 Overview  
  
This video takes a deep dive into the \*\*TR-3B and the Flying Triangles\*\*, exploring their connection to \*\*Alien Reproduction Vehicles (ARVs)\*\*. Over the past few decades, numerous \*\*sightings, whistleblower testimonies, and leaked documents\*\* suggest that the \*\*Department of Defense and private contractors\*\* have developed and tested \*\*reverse-engineered triangular craft\*\* since at least the 1980s.  
  
Topics covered:  
  
- \*\*The Immaculate Constellation Report\*\* – Analysis of \*\*triangle UAPs confirmed as ARVs\*\*.  
- \*\*Edgar Fouche’s TR-3B Testimony\*\* – Insights into the \*\*tactical reconnaissance vehicle\*\*.  
- \*\*TR-3B Technology\*\* – Alleged use of \*\*magnetic field disruptors and zero-point energy\*\*.  
- \*\*US Sightings (1980-2000)\*\* – Historical context of triangular UFO waves.  
- \*\*XF-131 Super Sentinel\*\* – A mysterious \*\*aerospace prototype\*\* linked to Lockheed Martin.  
- \*\*The Belgian Triangle Wave (1989-1990)\*\* – Analysis of one of the most documented UFO incidents.  
- \*\*Connections to Area 51 & Black Budget Projects\*\* – Exploring the \*\*classified funding\*\* behind these craft.  
  
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## 🎥 Timestamps  
  
- \*\*0:00 – Intro\*\*: Overview of TR-3B and Flying Triangle UAPs.  
- \*\*3:27 – Triangle ARV Introduction\*\*: Examining the evolution of these craft.  
- \*\*9:28 – Edgar Fouche’s Testimony\*\*: Insights from his USAF career.  
- \*\*13:08 – TR-3B Reverse Engineering\*\*: Alleged \*\*non-human technology applications\*\*.  
- \*\*27:16 – Triangle Sightings (1980s-2000s)\*\*: Historical patterns and witness reports.  
- \*\*45:08 – XF-131 Super Sentinel\*\*: A mysterious triangular craft.  
- \*\*50:42 – The Belgian UFO Wave\*\*: What happened in 1989-1990?  
- \*\*1:06:40 – Conclusion\*\*: Implications for \*\*UAP disclosure and reverse engineering\*\*.  
  
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## 📝 Key Takeaways  
  
1. \*\*The TR-3B is alleged to be a human-made anti-gravity craft.\*\*  
 - It reportedly uses \*\*magnetic field disruptors to counteract gravity\*\*.  
2. \*\*Black budget projects have been linked to the development of ARVs.\*\*  
 - Lockheed Martin, Northrop Grumman, and Boeing are suspected contractors.  
3. \*\*The Belgian Triangle Wave remains one of the most well-documented UFO events.\*\*  
 - Radar data and eyewitness testimony suggest \*\*a large, silent, triangular craft\*\*.  
4. \*\*Some of these triangular craft may be man-made, while others remain unexplained.\*\*  
 - The \*\*Immaculate Constellation Report\*\* confirms some ARVs as \*\*human-made craft\*\*.  
  
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## 🔗 Cross-References  
  
- [[Reverse\_Engineering\_and\_Private\_Sector]]  
- [[UFO Crashes and Retrievals]]  
- [[UFOs\_and\_Government\_Secrecy]]  
- [[AARO\_Testimonies]]  
  
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## ❓ Open Questions  
  
- Was Edgar Fouche’s \*\*TR-3B testimony accurate\*\*, or part of a disinformation campaign?  
- How many \*\*operational triangle ARVs\*\* exist today?  
- Why did \*\*The X-Files\*\* allegedly base a craft on real Lockheed Martin designs?  
  
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## 🔮 Next Steps & Research  
  
- Investigate the \*\*Belgian UFO wave radar data\*\*.  
- Cross-reference \*\*TR-3B reports with known military test programs\*\*.  
- Analyze \*\*leaked government documents on reverse-engineered UAPs\*\*.  
  
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## 🏷️ Tags  
  
#UAPVideos #Disclosure #TR3B #GovernmentSecrecy #ReverseEngineering #FlyingTriangles  
  
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\*\*References & Links\*\*  
  
- \*\*Immaculate Constellation Report:\*\* [Congressional Document](https://mace.house.gov/sites/evo-subsites/mace.house.gov/files/evo-media-document/Cannon%20212\_20241113\_154539.pdf)  
- \*\*AARO 2024 UAP Report:\*\* [Defense.gov](https://media.defense.gov/2024/Nov/14/2003583603/-1/-1/0/FY24-CONSOLIDATED-ANNUAL-REPORT-ON-UAP-508.PDF)  
- \*\*Edgar Fouche’s NUFORC 1998 Presentation:\*\* [YouTube](https://www.youtube.com/watch?v=Cc1IrnEkH0g&t=3668s)  
- \*\*Edgar Fouche Biography & Controversy:\*\* [AlienScientist](https://alienscientist.com/fouche.html)  
- \*\*Secret Space Program Documents:\*\* [Archive.org](https://archive.org/details/SecretSpaceProgrammeAndrewJohnson/page/n258/mode/1up)  
- \*\*TR-3B Questions & Answers:\*\* [CheckTheEvidence](http://checktheevidencecom.ipage.com/checktheevidence.com/pdf/TR-3B%20questions%20and%20Answers.pdf)  
- \*\*Declassified FOIA Documents on TR-3B:\*\* [BlackVault](https://documents2.theblackvault.com/documents/dtic/a154363.pdf)  
- \*\*Colin Saunders’ UFO Illustrations:\*\* [CoastToCoastAM](https://www.coasttocoastam.com/photo/colin-saunders-ufo-illustrations/)  
- \*\*Aurora Hypersonic Aircraft Investigation:\*\* [Sandboxx](https://www.sandboxx.us/blog/was-americas-aurora-hypersonic-aircraft-real-we-get-to-the-bottom-of-it/)  
- \*\*TR-3A & Desert Storm Operations:\*\* [Sandboxx](https://www.sandboxx.us/news/airpower/exploring-the-claims-that-americas-tr-3a-ufo-fought-in-desert-storm/)  
  
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## Transcript  
00;00;00;00 - 00;00;31;25  
Unknown  
For decades, humans around the world have reported sightings of dark, triangular shaped UFOs, often featuring three bright white lights at each corner and a dull red light or structural features on the middle surface. Unlike classic flying saucers, orbs, egg shaped craft, Tic Tacs, and strange organic shapes like the controversial jellyfish, UAP triangles have historically not been associated with non-human intelligence, but instead with deep sixed black budget human reverse engineering efforts.  
  
00;00;31;27 - 00;01;17;16  
Unknown  
This is somewhat due to triangular craft lacking many of the hallmarks of what some would consider an high craft. No visible means of propulsion, a lack of harsh angles and surface features, missing rivets, bolts and seams, as well as many triangular sightings occurring in concentrated periods over populated regions and military bases. Triangle craft were further touched upon in the fall 2024 UAP hearings, in which the shadowy, unacknowledged special access program Immaculate Constellation saw its public report released to Congress and the American people at least some of the triangles among the rarest UAP configurations reported in the Immaculate Constellation report have been confirmed by the use apt to be a RV.  
  
00;01;17;17 - 00;01;48;06  
Unknown  
Alien reproduction vehicles the same term used by presiding program members to label the Flux Liner. Flying saucer reproduction vehicle observed by Brad Sorensen at the 1988 Norton Air Force Base Show, and Representative Eric Burleson told me this was not the first time. In fact, he had heard the term RV, and I've seen this in some, and he had conversations about this with people from the UFO community that will say that there's two types of aircraft.  
  
00;01;48;06 - 00;02;17;03  
Unknown  
There is, there's a craft that is truly extraterrestrial, and then there's craft that we have reverse engineered and created and, and or reproduce. And so that that report, what is unique about the Immaculate Conception report is about these reproduced, you know, basically us reproducing what what is but are these triangles whose descriptions are oftentimes near identical, indeed human made.  
  
00;02;17;05 - 00;02;50;04  
Unknown  
What can we make of the whistleblower testimony of Edgar Shea, who describe these craft in great detail, including the name, the TR Tactical Reconnaissance? Three b what valuable evidence can we gather from slightly different triangle variations seen from the 1980s and 1990s? And why would the X-Files TV show contract a triangle design from an artist who drew an alleged reverse engineered craft called the Ex-F1 31 Super Sentinel, instructed by two Lockheed Martin and two Northrop Grumman engineers.  
  
00;02;50;06 - 00;03;31;23  
Unknown  
Hey guys, it's UAP Gerber, and I am thrilled for you to join me on another investigation into alien reproduction vehicles, this time focusing on the black triangles seen throughout the globe for decades. Let's venture into the full story of the TR three b RV, a possible parallel joint Northrop and Lockheed RV. Hailing from the Lockheed Martin Hallandale plan and strange possible RV prototypes seen throughout the 1980s and 1990s with odd features, let us investigate the origins, configurations, and purposes of these craft allegedly built from any high technology.  
  
00;03;31;26 - 00;03;59;01  
Unknown  
On November 13th, 2024, the term RV was entered into the Congressional Hearing Record with the Immaculate Constellation Report No. This term did not originate with Steven Greer in 2001. It can indeed be traced back to 1988, with alleged firsthand witness Brad Sorensen, who observed DoD and private industry attempts to reverse engineer anti-gravity, flying saucer craft and now the Immaculate Constellation unknown.  
  
00;03;59;01 - 00;04;33;07  
Unknown  
Anonymous a whistleblower report has labeled another craft configuration as alien reproduction vehicles. The triangle. The report, whose historical data tracked back to 2009, discussed a large equilateral triangle directly appearing over intelligence collecting vessels captured by Indo-Pak. Com. The US, Indo-Pacific command. The triangle hovered and rotated slowly 500 to 1000m above the ocean. Three bright points were seen at each bottom corner of the horizontally rotating triangle, with a horizontal bar of sweeping lights.  
  
00;04;33;07 - 00;04;58;19  
Unknown  
Partially observed collected intelligence revealed this triangle was a reproduction craft. A second Indo-Pak commentary detailed a fighter jet sized equilateral RV triangle of unknown origin, hovering less than 200m above a vessel at least two lights were observed on the craft, with at least one more obstructed on the underside of the craft, with the triangle slightly positioned at an upward angle.  
  
00;04;58;22 - 00;05;33;00  
Unknown  
In their 2023 and 2024 historical reports, arrow listed triangles as solely 3 to 4% of all reported UAPs, a morphology that is indeed quite uncommon. Project Bluebook, the U.S. Air Force's official UFO investigation program from 1952 to 1969, cataloged over 12,000 cases of varying quality. Let's reference this paper titled The Bluebook Unknowns by Dawn Berliner, which utilizes numerous criteria to analyze only the most unexplained of Blue Book cases in the 1950s.  
  
00;05;33;00 - 00;06;04;21  
Unknown  
We find solely for recorded anomalous triangle sightings. These triangles are often described as colorful, a far cry from our dark gray black craft with three lights the subject of today's analysis. Although Aero and Bluebook are not necessarily trustworthy, we can form a strong observation here analyzing historical UFO reporting trends. Thank you to UFO search.com and Richard Sheldrake. We can directly observe the time period of 1940 to 1970 and 2000 to modern day.  
  
00;06;04;28 - 00;06;50;12  
Unknown  
See few triangular craft sightings reported 1970 to 2000, particularly the 1980s and 1990s. See an overwhelming number of reported triangular UFO sightings. Not only does this confirm the data and claims made further in this video, but this also suggests a worldwide multi-decade UFO flap of triangle shaped craft. With the cases and testimony we will explore in this video, a strong thesis could be constructed that sometime in the 1970s, legacy UFO programs began constructing triangular alien reproduction vehicles based on non-human triangular craft, and iterated on and tested such craft over military bases during the 1980s to 2000.  
  
00;06;50;14 - 00;07;17;03  
Unknown  
And let's also reference the controversial majestic 12 document titled Psalm 101, or the Special Operations Manual. I covered at length with Ryan Wood in the description of craft from this document, allegedly dated 1954. We can find description of triangular shaped craft amongst the saucers, spheres, cigars, etc. the triangles read quote. This craft is believed to be new technology due to the rarity and recency of observations.  
  
00;07;17;08 - 00;07;57;22  
Unknown  
Radar indicates an isosceles triangle profile, the longest side being nearly 300ft in length. Little is known about the performance of these craft due to the rarity of good sightings, but they are believed to be capable of high speeds and abrupt maneuvers similar to or exceeding the performance attributed to types A and C in the midst of a slew of anonymous triangular sightings with strange lights and fixtures in the 1980s and 1990s, which we will discuss later, the 1989 Belgian UFO wave arose, all too often associated with the Patrick M hoax photograph or labeled a case of mass delusion, the Belgian Triangle UFO wave has incredible amounts of worthwhile investigation.  
  
00;07;57;22 - 00;08;22;20  
Unknown  
The wave is not the subject of today's video, but let's briefly discuss. In November of 1989, hundreds of reports surfaced from Belgium of a large, flat, triangular shaped craft with lights underneath flying at low altitudes. The event culminated on the night of March 30th, 1990, where an unknown object was tracked by radar and pursued by two Belgian F-16 fighters who were unable to locate the triangle.  
  
00;08;22;23 - 00;08;50;11  
Unknown  
Internal DoD documents, once classified, revealed U.S. authorities investigated the case and even confirmed to the Belgian Air Force and Ministry of Defense that no Yousef stealth aircraft, such as the B-2 or F-117, were used in the region. But what if this wave of sighting, strangely caught on radar on March 30th, 1990, was a series of tests over an allied nation of a stealth craft even more secret than the B-2 and F-117.  
  
00;08;50;18 - 00;09;12;28  
Unknown  
What if this aircraft program was deep sixed and embedded within special access programs, within reach of only those with need to know access in the highest clearances the U.S had to offer? What if this craft was the TR three B reverse engineered triangle?  
  
00;09;13;01 - 00;09;40;11  
Unknown  
In at least three of my projects, I've mentioned the testimony of USAF Master Sergeant Edgar Fu Shaye and his claims of anti-gravity, reverse engineer triangular craft called TR three B black budget operations involving Nellis Area 51 and Edwards Air Force Base, and involvement of contractors such as Lockheed Martin and non-human intelligence technology exploitation. Well, now is finally the time to explore his entire testimony.  
  
00;09;40;13 - 00;10;06;21  
Unknown  
Edgar Albert Bouchet, sometimes referred to as Edgar Rothschild, who was born in 1948, in south central Georgia to fifth generation Americans. His family history consisted of numerous individuals in military, intelligence and classified projects during the Vietnam conflict. While attending college, Fucci worked as a machinist making bombs. In 1968, the young man was drafted into USAF for para rescue basic training.  
  
00;10;06;25 - 00;10;39;12  
Unknown  
After fracturing his ankle at Fort Benning, Edgar completed training in electronics, communication, intelligence, and crypto logical methods. From 64 to 74, Shea was stationed at Myriad Tactical Air Command and Air Training Command bases, including 3.5 years stationed in Vietnam and surrounding Asian bases within USAF, who earned degrees in electronics and avionics engineering, as well as a bachelor's in Business and enjoyed numerous awards and a prestigious reputation for his advanced skill set, often sought after by military brass.  
  
00;10;39;19 - 00;11;08;13  
Unknown  
In the late 1970s, Shea would see a series of USF mandated stations at the now infamous Groom Lake Area 51 facility with a top secret clearance with Crypto access through. Shea was considered an Air Force expert with classified electronic countermeasure test equipment, crypto logical test equipment, and automatic test equipment, all while receiving around 4000 hours of technical training from USG and DoD, half of which was classified late in his career.  
  
00;11;08;13 - 00;11;34;24  
Unknown  
Working eight years as a defense contractor and engineering manager who dealt with classified black programs, developing state of the art electronics, logistic and technical data, and automatic testing equipment. The Master Sergeant participated as a handpicked key member to work on USAF fighters such as the F-15 Eagle air superiority fighter, the A-10 warthog, the P1 Lancer bomber, and the F-117, a stealth fighter.  
  
00;11;34;26 - 00;11;59;22  
Unknown  
Russia claimed to have worked alongside the Defense Advanced Research Center in 1979, which he stated was a minimum ten story underground facility between area 51. Groom Lake Fucci was recruited to Groom Lake out of his station at Edwards Air Force Base Jet Propulsion Laboratory, which he claimed also consisted of deep underground facilities. The Defense Advanced Research Center, not to be confused with DARPA.  
  
00;11;59;23 - 00;12;25;02  
Unknown  
The Defense Advanced Research Project Agency was actually a proposed institution. Let's reference this declassified advanced project research agency Arpa. A lot of acronyms I know study written in 1973. This study was written as a historical evaluation of the R&D management institution Arpa, who at this time had established remarkably little in the way of official record or institutional memory.  
  
00;12;25;05 - 00;12;52;10  
Unknown  
On page 82 of the document under Arpa laboratories discussing advanced aerospace projects, we find a DoD directive showing the Army Ballistic Missile Agency was considered for transfer into the Defense Advanced Research Center, linking the department to the aforementioned Jet Propulsion Laboratory. And it is worth noting the Army Ballistic Missile Agency was commanded by Nazi V-2 rocket scientist and Operation Paperclip transfer Verner von Braun.  
  
00;12;52;13 - 00;13;12;16  
Unknown  
Von Braun's mentor, was father of German rocketry Hermann Oberth, who performed extensive study on UFOs. But back to future. It was here at Daas he would work with advanced digital technologies and gain knowledge of human made, reverse engineered craft.  
  
00;13;12;19 - 00;13;44;23  
Unknown  
Master Sergeant Edgar Fucci made his first public disclosures regarding reverse engineered anti-gravity triangular craft called TR3 b in his 1998 book Alien Rapture, and presented this data for Mouffe on the mutual UFO network in IE UFO, see the international UFO Congress. After years of interviews, research and preparation, these disclosures were sourced from five close friends within DoD and classified programs, as well as for Shays firsthand experience at area 51 Groom Lake in the DRC.  
  
00;13;44;29 - 00;14;12;05  
Unknown  
We will focus mostly on his 1998 II UFO C presentation as it serves as an extremely comprehensive baseline summary of Shay's testimony, while also pulling clips and contextually relevant data from other sources and future interviews. His book Alien Rapture is extremely similar to Secret Machines by Tom DeLonge, where alleged nonfiction events are shrouded in a guise of fiction to protect names, dates, and locations.  
  
00;14;12;07 - 00;14;45;02  
Unknown  
Fu 98 testimony revolved around the revelations of secret government technology and reverse engineered extraterrestrial artifacts. Edgar set out with the specific goal of informing the public on the facts behind the infamously cited Flying Triangles. Forum three you know exactly what the Flying Triangle is the one that's been cited around the world. It's the most exotic, unclassified aerospace vehicle that's ever been built, and it may be stealthily hovering over Phoenix, Belgium, or your city.  
  
00;14;45;04 - 00;15;10;08  
Unknown  
And we must know, outside of his own personal sightings of the craft while in service, Fucci did not work on the TR three B he relayed much of the data he gathered around the TR three B from his five close sources. Let's discuss these five close sources who built much of the foundation for future disclosures. Edgar. His closest ally was Gerald, a former National Security Agency investigator and Treat team member.  
  
00;15;10;14 - 00;15;39;07  
Unknown  
Treat stands for the Tactical Reconnaissance Engineering Assessment Team, aka what we might call the Men in Black. I can find only one publicly available mention of treat and this is from Lichtenstein, means Crown Prince Hans Adams. In a letter to Doctor Steven Greer dated August 31st, 1997, this letter from an unknown sender discusses Hans Adams and his mention in a book by author Tom Bowers called Nazi Gold.  
  
00;15;39;09 - 00;16;06;22  
Unknown  
Hans had previously spoken and collaborated with Greer on UAP issues to an unknown degree. This sender accused the Crown Prince of having supported counterintelligence operations against the American people on the subject of UFOs, and in this letter, the sender directly accused Hans Adams of funding treat quote. Adams funding should be focused on his support for treat and its grande dame, who is wed to a former U.S. Army general.  
  
00;16;06;27 - 00;16;40;06  
Unknown  
Ex-Head of Army Intelligence and Security Command. End quote. The general in question here is U.S. Army general and founder of the US Army Intelligence and Security Command, INS comm. Albert Stubble Bin. Now, I have good reason to believe Army INS comm is likely associated with UFO crash retrievals, but we will discuss this in a future project. Major General Albert Double blind himself, allegedly intimidated Steven Greer to discontinue investigating UFO black projects and the level of corruption is worrisome.  
  
00;16;40;06 - 00;17;15;16  
Unknown  
Now, in 92, General Albert's double blind, a third, Burt, who had been head of special forces and Army intelligence, fought with tuco. He intercepted me after we had this major contact event out in Florida. And there Pensacola. And he subsequently, about a month later, personally offered me $2 billion to not pursue what I was doing and become part of his team and stumble by is currently witness ten, six, five, eight.  
  
00;17;15;16 - 00;17;46;27  
Unknown  
In Greer's witness log, his witness description reads quote has been involved since the 1960s. Former head of Fort Hood Kuka Army intelligence, where 80 craft and bodies are stored and quote. What we can learn here is that quite possibly treat is the real life Men in Black housed within U.S. Army INS comm. Okay, but back to Fucci. In the first of the five disclosure advocates and team members, Gerald Tree stands for Tactical Reconnaissance Engineering Assessment Team.  
  
00;17;46;29 - 00;18;16;20  
Unknown  
I think some of you called me in and by. They work for the Department of Energy and the National Security Security Agency. This was his cover, but ultimately the National Security Agency controlled all his movements and everything he did. His job required him to watch employees with top secret and Q clearances and other classified clearances at the Nevada Test Site, the Nellis Range, Los Alamos, Sandia and many other bases.  
  
00;18;16;23 - 00;18;38;23  
Unknown  
He spent a lot of time out at area 51 for years before I even knew what he was involved in this, where the, previously the most classified aerospace testing in the world took place. You may know it as Groom Lake, Watertown, the ranch, or Dreamland. He was found dead of a heart attack a year after our last meeting.  
  
00;18;38;25 - 00;19;02;20  
Unknown  
The second individual, Sal, worked directly with the National Security Agency with electronics intelligence and became a defense contractor. Upon his retirement, Sal worked for the company that created the TR three B gravity disruption device called the Magnetic Field Disrupter. More on this later. The third friend, doc, was an SR 71 spy plane pilot and USAF test pilot at Edwards Air Force Base.  
  
00;19;02;22 - 00;19;27;23  
Unknown  
Those who have watched my reverse engineering project at Edwards video will immediately recognize the importance of Edwards and the 412 test group comprising the Edwards Test Pilot School. If you haven't, I recommend watching that, but we'll explain more during future testimony. The fourth friend, Dell, served with Fukushima during Vietnam. Dell's father worked for the NSA for over 25 years and sent for a host of majestic 12 documents.  
  
00;19;27;26 - 00;20;02;23  
Unknown  
The fifth member, Ran Budd, was a D.O.D. contractor electronics engineer who worked on top secret R&D programs with electronic countermeasures. The men were perturbed by the fact each had been privy to unusual phenomena, extremely advanced technology, and unidentified aerial vehicles that had not been reported. As we sat at a table on a dark corner of the Silver Dollar Saloon in Las Vegas, discussing our experiences and swapping knowledge, each of the group of five assured me that they trusted me enough to write about their secrets and protect them.  
  
00;20;02;25 - 00;20;28;10  
Unknown  
We agreed to get together the next year with an understanding that I would contact each of them and set up the meeting. In the meantime, I wrote down all of our notes and their input and their contacts from other friends about unusual phenomena and their personal sightings. Many of the things the group revealed to me were startling, even to me, who had worked 25 years on black programs.  
  
00;20;28;13 - 00;20;52;02  
Unknown  
But before we continue, let's walk things back and get to know Fu Shaye and his station in black programs a little bit better. In 1979, after working at Nellis with top secret Crypto Access clearance, Fu, Shaye received a request for temporary reassignment to a place with No Name. Russia's commanding officer had no idea where he was going, who he would be working with, or what he would be working on.  
  
00;20;52;05 - 00;21;22;25  
Unknown  
And while we're here, let's take a longer look at this document obtained via FOIA, discussing a promotional recommendation for fuchsia. Fuchsia was assigned to detachment three, a FTC, which is the Air Force Flight Test Center detachment from Edwards Air Force Base that runs operations at area 51, Graham Lake. Remember how witness Ed stated he was read into UAP programs at Nellis and Area 51 S4, before moving on to become a test director of Reverse Engineered Craft at Edwards.  
  
00;21;22;28 - 00;21;44;23  
Unknown  
Edgar left on a Monday morning at 4:30 a.m. and boarded a dark blue USAF bus with blacked out windows. 28 other people sat on the bus, not including two security policemen, but all personnel were ordered not to speak to one another. After several hours, the bus came to rest and Fucci knew immediately where he was. Groom Lake Area 51.  
  
00;21;44;29 - 00;22;11;24  
Unknown  
According to the Master Sergeant, the top secret SR 75, SR 74 and TR3 b operated out of Groom Lake and have historically been misidentified as UFOs. Upon reaching Groom Lake, the bus entered a hangar and the doors were shut. Security personnel checked in for Shay and the others. He was given a pair of heavy glasses, similar to welder's goggles that obscured his peripheral vision and restricted vision to within 30ft.  
  
00;22;11;26 - 00;22;36;28  
Unknown  
For the next ten consecutive days and further on, follow up visits through Shay's routine was the same leave Nellis before sunrise and return to Nellis after dark. Fucci would write down everything he saw and heard at Groom Lake, including hearing topics discussed such as pulse detonation, cyclotron radiation, quantum flux transduction, field generators, quasi crystal energy lenses, and EPR quantum receivers.  
  
00;22;37;00 - 00;23;02;13  
Unknown  
Pulse detonation may remind you of the Aurora pulsar craft scene by Brad Sorenson at the 1988 Norton Air Force Base Show. I'm not going to talk about quasicrystals. I'll make a prediction. Quasi crystals is the key to everything you want to ever know. Well, how they got here. That's all I'm going to say about it now. Except one of the quasi crystals is the hydrogen crystal.  
  
00;23;02;19 - 00;23;29;28  
Unknown  
His station at Groom Lake is also where Fucci would meet treat aka men in Black. Agent Gerald, according to fuchsia on area 51, is the super secret laboratory named the Defense Advanced Research Center, of which we can only find one official mention. Daas consists of ten underground stories next to a mountain near Papoose Lake, south of Groom Lake, and is nestled next to a hangar in the side of a mountain which stores the TR3 b reverse engineered craft.  
  
00;23;30;06 - 00;23;58;11  
Unknown  
The Darcy's objectives were fully realized in the mid 1980s, according to fuchsia, when it was bolstered with SDI money under the Reagan administration. Viewers of my channel will recall multiple times in which I have discussed sources commenting on the Strategic Defense Initiative SDI under Reagan, serving a secondary purpose to protect the US mainland from ballistic missiles, this secondary purpose being the detection of an offensive capabilities against UAP.  
  
00;23;58;15 - 00;24;23;23  
Unknown  
Fushi claimed his sources estimated up to 35% of SDI funding was siphoned off to support USAF black programs starting in 1982. Firsthand RV witness Brad Sorensen was additionally told in 1988 by the men in charge of the RV exhibit they were requesting funding to build more of these reverse engineered craft. The Reagan Admin placed extreme importance on the building of a RVs.  
  
00;24;23;25 - 00;25;07;10  
Unknown  
Shockingly, she stated, defense contractor e.g. not only provided classified R&D for black projects, technical and scientific support for nuclear and energy R&D, but also e.g. built these hidden bunkers, mountain hangars and vast underground facilities at Groom Lake, Papoose and Mercury for the government housing facilities such as Daas. The mention of these facilities ties into the topic of domes, deep underground military bases which I will explore in the future alongside e.g. the Rand Corporation, more than likely as a hand here, Edgar would also claim he gathered knowledge, e.g. and was awarded an indefinite contract for project Red light to support the department of Energy and Military.  
  
00;25;07;14 - 00;25;36;07  
Unknown  
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. One's mine may be drawn here to the Nuclear Emergency Support Team supported by AEG, but project Red light was also relayed to Leonard Stringfield in his crash retrieval status reports by a witness claiming the project served to test Nye and reverse engineered craft on the Nellis Test Range.  
  
00;25;36;07 - 00;26;01;01  
Unknown  
After the craft had been shipped from Edwards Air Force Base. Sources of the Master Sergeant claimed. As of 1992, the Air Force conducted a contingency plan. Due to so many public eyes on area 51, this would see the majority of exotic aircraft platforms relocated to Utah, likely Dugway Proving Grounds, Colorado, Alaska, Greenland, Diego Garcia and south of area 51 to S-4.  
  
00;26;01;03 - 00;26;18;25  
Unknown  
But it papoose where they store one of the 2 or 3 B's and they maintain this as their depot. It's built in the side of a mountain cut out of stone. They have a holographic generator that generates the side of the mountain, and when you're ten feet from the side of this mountain and looking into the hangar, you can all see a mountain.  
  
00;26;18;27 - 00;26;41;27  
Unknown  
And that's why when the Russian satellites fly over to verify the Salt treaty, when there are infrared and other spectral scanners shoot down at groom, they only see stone, because that's all that's there just before this date of 1992. There is, strangely enough, evidence to show a heavy focus on strange, exotic aircraft programs out of area 51, possibly UFO related.  
  
00;26;41;29 - 00;27;08;14  
Unknown  
In 1990, Jane's Defense writer James Goodall revealed a thesis of at least eight black programs flying out of area 51 Groom Lake, including a silent triangle utilizing unconventional technologies. A source Goodall knew for 12 years was stationed at Groom Lake and explained that UAP positively exist at the base, while another source of his stated quote, we have things out there that are literally out of this world better than Star Trekker.  
  
00;27;08;14 - 00;27;20;29  
Unknown  
Anything you can see in the movies. End quote. And now we finally get into a full bodied description of the TR3 b craft.  
  
00;27;21;01 - 00;27;56;22  
Unknown  
Finally, I've saved the best for last. The operation model of the TR3. B friend of mine said he had never forget the sight of the alien looking TR3 b landing that papoose south of groom. The pitch black, triangular shaped TR3 b is rarely mentioned and then only in whispers. This craft the most classified aerospace development program in existence at the time, codename Astra advanced stealth technology reconnaissance aircraft, saw 200ft diameter testing models in three and 600ft diameter.  
  
00;27;56;22 - 00;28;23;16  
Unknown  
Operational models. The Tactical Reconnaissance TR three B operated as the most exotic model under the Aurora program, according to the same program umbrella that oversaw the pulsed detonation UAV pulsar craft observed by Brad Sorenson, and we may have some clues regarding this family of aurora craft in previous DoD budgets. In DoD procurement programs, we can find an Aurora project.  
  
00;28;23;16 - 00;28;52;16  
Unknown  
The DoD planned to spend $80 million on in fiscal year 86 and $2.3 billion on in fiscal year 87. This 25 times increase in spending is enormous, and at the time was double the cost of the B-2 spirit bomber program. The Aurora program may have included the reverse engineered TR three B Lockheed Pulsar as seen by Sorensen, and a little known craft titled the SR 33 A, introduced by Doctor Michael Wolff.  
  
00;28;52;23 - 00;29;38;13  
Unknown  
An alleged UAP consultant to the National Security Council special subcommittee. Similar to TR3, B, and pulsar, the SR 33 A allegedly utilized conventional fuel and anti-gravity field propulsion systems to operate under a secret space program. The first flight ready operational model of TR three B occurred in the early 1990s, built through SDI and black budget monies. By 1994, at least three of the billion dollar plus operational models were flying, but few had seen the prototype model or a different model three times previously, far before 1994, and according to his sources, there were numerous prototypes, with the first anti-gravity warping craft flying in the early 1970s.  
  
00;29;38;15 - 00;30;01;11  
Unknown  
Not only did he claim to have seen photographs of TR3, b from a C-130 flying mission support for the reverse engineered craft, but she also claimed to have observed the triangles one night in 1975, high in the atmosphere over Edwards Air Force Base, as well as 1976 within the southern part of Nellis Range, and lastly in 1979 at Groom Lake.  
  
00;30;01;14 - 00;30;30;03  
Unknown  
This prototype model looked fairly similar to Shay's official model, but with different engines on the tip and no road crew compartment. I do recommend checking out part six of author Andrew Johnson's interviews with fuchsia to hear more about his sightings. For the interest of time, I will not show these long clips here, but let's hear about more aspects of the TR three B for Shay learned from sources within black programs and his five disclosure comrades, and then discuss how the propulsion and engineering system allegedly functioned.  
  
00;30;30;06 - 00;31;01;20  
Unknown  
According to these sources, the original TR three B craft design was reverse engineered by Sandia National Labs in Livermore Laboratories from a non-human intelligence crash recovery from an unknown date or location, Sandia may be familiar to some as a laboratory nestled within Kirtland Air Force Base. New Mexico has been often historically implicated with UFO material recovery seen. Numerous mentions within the 12 documents, such as the Eisenhower Briefing Document and Interplanetary Phenomenon Unit Reports.  
  
00;31;01;23 - 00;31;55;13  
Unknown  
Livermore Labs, now called Lawrence Livermore, is one of three national security enterprise for DC's federally funded research and development centers, sponsored by the DoD to support U.S. nuclear deterrence. The other two locations are Los Alamos National Labs and, of course, Sandia. I myself have been told alongside other CS University affiliated research centers for RCS are semi-private institutions that serve to operate alongside DoD and corporate legacy programs for material exploitation, reverse engineering, etc. other FFR ADCs include Oak Ridge National Laboratory, owned by Battelle, where our good friend Sean Kirkpatrick ran off to after arrow, as well as numerous institutions run by the Miter Corporation and Rand Corporation, Miter and Rand will receive their own projects in  
  
00;31;55;13 - 00;32;22;12  
Unknown  
the near future, as I believe these semi-private institutions are integral corporations involved in legacy programs. Those unfamiliar with UAC just need to look back at my work on the 1965 Kecksburg crash. Doctor Eric Walker, president of Penn State Self, admitted he oversaw the Kecksburg crash site. Walker had also previously set up Penn State's UAC, the applied research laboratory, at the behest of the US Navy.  
  
00;32;22;14 - 00;32;52;08  
Unknown  
And let's not forget, as of 2024, the untrustworthy arrow under new leadership of Doctor Kozlowski, admitted arrow, a likely whistleblower honeypot with contract with Sand Corp., a company built to prevent whistleblower leaks, stated arrow works alongside UAC and FFR, DC. Sure, right now most of our collaborations that are veering towards academia are with your university affiliated research centers associated with universities or with FFR docs.  
  
00;32;52;11 - 00;33;16;28  
Unknown  
All this is to say, for Shea's accusations that Sandia and Lawrence reverse engineered NHC craft is a sober and rational statement. Edgar would also state the TR3 B program was managed by the NRO, CIA, and NSA, and the craft was built primarily by Lockheed, Boeing, Northrop, Teledyne, Ryan, and a number of other defense contractors to keep R&D compartmentalized.  
  
00;33;17;00 - 00;33;45;16  
Unknown  
There is a lot to break down here, one due to the excellent work of Chris Sharp and an upcoming interview that I have with Doctor Eric Davis. Yes, of the Wilson Davis memo, we can implicate the CIA Directorate of Science and Technology with support agencies such as the National Reconnaissance Office, National Underwater Reconnaissance Office, National Geospatial Intelligence Agency, and likely the National Security Agency as leading teams behind UFO crash retrievals.  
  
00;33;45;20 - 00;34;16;26  
Unknown  
Fuchsia mentioning Lockheed Martin needs no further explanation. I do recommend checking out both my Marc McCandless video and Lockheed Martin investigation. Find them in the video description. Now, Boeing is indeed an interesting mentioned director of Edwards for 12th Electronic Warfare Group. Ed stated he worked alongside Boeing and Lockheed on reverse engineered craft systems at the Nellis range. Boeing will additionally receive a video of its own, but for now, let's reference a fascinating 2013 project by stealth aircraft researcher John Joseph.  
  
00;34;17;03 - 00;34;44;28  
Unknown  
Joseph claims Boeing served as the primary contractor in Project Brilliant, an SDI program with the goal of setting up an electromagnetic shield around the US using a boomerang shaped craft that could loiter over cities. Northrop Grumman has as much as Lockheed Martin been historically implicated with the creation of TR3. B let us hold off on discussing them for now, as later I would like to tackle a possible triangle variant constructed by Northrop Grumman.  
  
00;34;45;00 - 00;35;18;19  
Unknown  
Fushi new. The TR3 b housed a crew of four and served as logistics support and transport for a secret space Command. These pilots were top graduates of Navy and USAF test pilot schools, mainly out of the Edwards for 12th Test School. Edwards witness Ed addition made these same claims. The craft employed two nuclear reactors, was comprised of advanced composites, metal materials and titanium, and employed variable vectored intake and thrusters on the edges and advanced multi-mode propulsion engines on each tip of the triangle.  
  
00;35;18;23 - 00;35;44;29  
Unknown  
The triangle has three lights on each tip, a large diffuse light on the bottom center. Due to the MFD drive and featured almost no sound bar, a magnetic hum in the TR three B outer coating was reactive to electrical radar stimulation and can change reflectiveness radar absorption. Fushi described the outer skin panels as electro chromatic, which would camouflage the craft for daytime stealth operations.  
  
00;35;45;01 - 00;36;09;02  
Unknown  
But let's further dive into the propulsion system from Edgar's own words, the circular plasmon field accelerated rain, called a magnetic field disrupter surrounds or rotatable crew compartment. It's far ahead of anything you've ever imagined as far as technology. Sandia and Livermore Laboratories developed a reverse engineered MFD, and I believe the government will go to any lengths to protect this technology.  
  
00;36;09;04 - 00;36;43;21  
Unknown  
But you're not going to be able to build one of these from what I tell you. Nor am I so the government will go to any leaks believing the plasma and this accelerator's mercury based. It's pressurized a 250,000 atmospheres at a temperature of 150 degrees Kelvin. Superconductivity and accelerated to 60,000 revolutions per minute to create a superconductive plasma with the resulting gravity energy, the MFD generates a magnetic vortex field, which disrupts and neutralizes the effects of gravity on Mars within proximity.  
  
00;36;43;21 - 00;37;14;21  
Unknown  
By 89%. Do not misunderstand. This is not anti-gravity. Anti-Gravity you can use as a propulsive force the mass of the circular accelerator and all the mass within the accelerator, such as a crew compartment. Avionics, MFD systems, fuels, environmental systems and nuclear reactor are reduced by 89%. This causes the effect to make the aircraft extremely light and able to outperform any aircraft yet constructed.  
  
00;37;14;23 - 00;37;46;00  
Unknown  
Except, of course, those we didn't build. TR3 B is a high altitude stealth reconnaissance platform with indefinite loiter time. Once you get it up, there at speed, it doesn't take much propulsion propulsion to maintain altitude, but the vehicle's mass reduced by 89%. The vehicle can travel at Mach nine vertically or horizontally. So for those that have had sightings of things making light and they're not perfect right turns, obviously nothing can make a perfect right turn.  
  
00;37;46;03 - 00;38;15;25  
Unknown  
It's against the laws of physics. But it sure looks like a right turn at a distance. For those that have seen it, that's how they do it. Here are three B is uses three multi-mode thrusters mounted on each corner of the triangular platform. The multi-mode propulsion system can operate in the atmosphere with thrust provided by the nuclear reactor and in the upper atmosphere with hydrogen propulsion and an orbit with combined hydrogen oxygen propulsion, a key component of TR three B propulsion.  
  
00;38;15;25 - 00;38;44;28  
Unknown  
As described by future states, it's MFD technology built from reverse engineered UAP is not anti-gravity necessarily. Anti-Gravity, by definition, provides a propulsive force that can be used for propulsion. MFD creates a quote unquote, disruption of the Earth's gravitational field upon the mass within the circular accelerator. Such systems leverage from non-human technology may indeed be present and highly secret, but acknowledged to aircraft systems.  
  
00;38;45;02 - 00;39;08;28  
Unknown  
One such example may be the Northrop Grumman B-2 stealth bomber. UFO researchers such as Doctor Richard Boylan have reported three star generals, and retired USAF Colonel Donald Wear have disclosed the B-2 carries on board electric rivet systems to cause internal mass reduction on the wings and fuselage of the craft, which directly leads to the over $1 billion price tag for each craft.  
  
00;39;09;00 - 00;39;32;29  
Unknown  
The question is, and Mark talked about this before, is there more going on to the B-2 than meets the eye? Aviation Week Space Technology March 9th, 1992 had a very interesting article. Article from people who worked at Northrop who were very upset that the technology associated with the B-2 program was not being trickled down to the public industry.  
  
00;39;32;29 - 00;39;57;22  
Unknown  
They talk about how the B-2 electrically charges the leading edge of the wing to reduce the radar cross signature. That's what you see in this diagram right here. And then negatively charges the exhaust gases to reduce the infrared signature. This is the same type of electro gravity technology that T Townsend Brown had originally proposed in the 1930s. So this technology might date back a lot earlier than we originally thought.  
  
00;39;57;24 - 00;40;33;13  
Unknown  
And before we move on, remember earlier when Edgar Fucci mentioned Astro Advanced stealth technology reconnaissance aircraft served as the codename for TR3? B well, we may in fact have a crash retrieval of this craft in Ryan Wood's masterpiece Magic Eyes. Only we can find a case dated September 26th, 1994 from Boscombe Down, England. This case file reference is a publication from the November 1994 edition of Air Force Monthly, which discusses an unusual crash landing on the runway of the UK government's highly secret Boscombe Down facility.  
  
00;40;33;16 - 00;40;59;24  
Unknown  
Rumors quickly circulated the crash was of a flying triangle seen by UFO witnesses for decades. The Air Force Monthly article reads. Quote. Shortly after the crash, an unmarked civilian registered CIA operated Boeing 737, in a similarly anonymous DC eight visited, and two days later the wreck was loaded onto a CC five Galaxy and flown to Air Force Plant 42 at Palmdale, California.  
  
00;41;00;03 - 00;41;38;15  
Unknown  
The secrecy surrounding the incident has led to speculation that the aircraft involved was a TR3, a the existence of which the US government has yet to officially acknowledge and quote. While this publication mentions the crash of a TR3, A and fuchsia does indeed state the TR3 a exist, but is remarkably different from TR3. B it's worth noting quite often in the public realm, TR3 A and tr3 b are often used almost interchangeably, so perhaps this crash case is referencing TR3 b and this distinction is key to explore further, as terminology around TR3 eight is quite confusing.  
  
00;41;38;17 - 00;42;10;01  
Unknown  
Quite often I have seen the TR3 referred to as the pumpkin seed, a craft utilizing pulsed detonation engines. The same unmanned craft Brad Sorenson saw in 1988, while other sources refer to TR3 a as a delta shaped fighter featuring a cockpit, pulse detonation engines and electric rivet for internal mass reduction or complementary field propulsion for high speeds. But while exploring this A and B distinction under codename Astra, there is a fascinating tangent I want to cover.  
  
00;42;10;04 - 00;42;41;26  
Unknown  
Let's reference Secret Machines by Tom DeLonge and AJ Hartley, an extremely famous science fiction novel in the UFO community that fuzes the imagination of DeLonge with actual events obtained from U.S. military and government sources. A literary device known as a romana clay. Facts in this book were allegedly given to DeLonge by advisers such as the commander of the Air Force Research Lab at Wright-Patterson Air Force Base, multiple Lockheed Martin skunkworks officials such as Eric Schrock and others.  
  
00;42;41;29 - 00;43;12;15  
Unknown  
This excellent book makes numerous mentions to an astro black triangle reverse engineered craft quote. The craft itself, according to its data manual, was triangular and was named the Astra three B, but we just call it the Locust, said Beaker with a smile. He was proud to be connected to it. The locust had control layouts unlike those used in any aircraft he had ever seen, controls that were not just familiar, but counterintuitive to anyone with a basic sense of aviation or aerospace physics.  
  
00;43;12;15 - 00;43;38;02  
Unknown  
End quote. But what I really want to draw attention to here is the description of the Astra's control mechanism. When characters in the film operate the Astra Tier three B locust, the pilot's chair looked disappointingly like that from an F-16, but on the left arm, rest of the pilot's seat sat a red sphere sitting in the cradle. Quote Alan turned the sphere under his hand and the craft rotated cleanly, too cleanly in the air.  
  
00;43;38;05 - 00;43;58;20  
Unknown  
He then applied a little thrust and was moving the landmarks of Paris, including the Eiffel Tower, zipping past them in a blur, he pursed his lips. State of the art, it may be, but it didn't feel like flight. No aircraft could pivot on a dime like he had just done. And quote unquote, he engaged the manual system and cupped his hand over the red trackball on his arm rest.  
  
00;43;58;22 - 00;44;21;06  
Unknown  
He rolled it gently, and the locust pivoted in place. He engaged the manual system and cupped his hand over the red trackball on the armrest. He rolled it gently, and the locust pivoted in place. He did it again, applying a little thrust with his other hand, and the ship changed direction again, leaping hard to the west and then climbing in a dizzying spiral before screaming back to the southeast.  
  
00;44;21;13 - 00;44;43;01  
Unknown  
Of course, there was no screaming, except perhaps inside Allen's head, as the laws of physics seemed to implode with each movement, the craft made no sound, no torque, no G-Force, no inertia. End quote. Now, of course, this passage material is interesting, but why do I bring this up? Well, because the control scheme in this is the exact same sphere mechanism.  
  
00;44;43;01 - 00;45;12;11  
Unknown  
Primary witness Brad Sorensen and aerospace illustrator Mark McCandless claims the alien reproduction vehicle flux liners utilize it. See on screen, Mark McCandless is drawing of the trackball used to control the flying saucer. Countless comparisons to the 1988 saucer RV encounter have been made so far in this project. Perhaps the flux liner and TR3 b are born of the same programs.  
  
00;45;12;14 - 00;45;37;09  
Unknown  
With disclosures as impactful and spellbinding as Fu Shays, his story attracted a great deal of attention and controversy. So I'd briefly like to mention the contentious arguments that waged war against Russia in the early and mid 20 tens. This controversy is quite complex, and I have zero skin in this game, so we will simply try and analyze the statements made criticizing and supporting Russia and the story of the TR3 be.  
  
00;45;37;12 - 00;46;19;27  
Unknown  
Let us draw out a few key players here. Jeremy Rice, aka Alien scientist David Hamilton, author of Secret Space Program, Andrew Johnson, UFO researcher Dan Benkert, and Master Sergeant Boucher himself on his website, alien scientist.com Jeremy Ries posted some startling opinions on Russia after discussing Edgar's autobiography and very real military documents. Jeremy stated the TR three B testimony was, quote, information that has no technical value and was likely fabricated by Ed in an effort to combine stories about the Nazi bell device with the Belgian wave of triangular UFO sightings so that his story would be more believable to the UFO research community and quote.  
  
00;46;20;00 - 00;46;45;25  
Unknown  
This claim was based off criticism of Ed, stating the TR3 beat utilized mercury based plasma systems alongside strong opinions. After years of friendship with the Master Sergeant. After meeting Edgar in 2009, Jeremy would view the veteran as a close friend and legitimate whistleblower for years. Quote. After having known Edgar Fucci for the past four years, I must say that he is one of the most deceitful and manipulative people that I have ever met personally.  
  
00;46;45;25 - 00;47;23;07  
Unknown  
And quote Jeremy would accuse this behavior as stemming from PTSD driven rampant alcoholism. Jeremy would even state Edgar claim to have flown a tier 3B1 night whilst intoxicated. However, he provides no evidence or receipts of this statement. Author Andrew Johnson, who conducted numerous interviews with Fucci and formed a close friendship, on the contrary, spoke very highly of the man positions against Edgar from Jeremy Ries and an individual known as David Hamilton Crutch on a few key points outside of what Jeremy viewed as a lack of compelling physics behind the TR3, b faked military documents and a photo of the F-117 stealth fighter.  
  
00;47;23;10 - 00;47;53;10  
Unknown  
On an undisclosed date, Edgar sent Jeremy an image alleging to picture Fucci alongside a crew observing the F-117 prototype at area 51 between 1977 and 1981, Ries claimed Ed stole the photo from an article titled F-117 A Senior Trend. The photographer of this image would even respond, quote, I cannot tell you who is in that photo, but I can tell you that Mr. Fucci doesn't know what he is talking about and quote, my issue here is actually Jeremy's initial emails to the photographer.  
  
00;47;53;10 - 00;48;15;26  
Unknown  
Dan alien scientist's email was overwhelmingly charged with leading statements against Edgar providing links to his full disclosures on TR3. B while stating, quote, Ed has constructed a series of lies around this picture. Being and stationed at Groom Lake. Many of us do not believe Ed at all and quote, this is not how one elicits an unbiased and objective response.  
  
00;48;15;29 - 00;48;42;20  
Unknown  
In 2013, YouTuber David Hilton posted a video titled Edgar Fucci Fake Documents, which saw subsequent videos posted by Jeremy. It is worth noting both of these projects have been unlisted and removed from YouTube. Whether this is due to walking back the statements or to prevent further controversy, I am not sure. Hilton constructed a group email with Jeremy Ries, Dan B and Andrew Johnson, author of Secret Program and supporter of Fucci.  
  
00;48;42;21 - 00;49;05;03  
Unknown  
After a series of extensive interviews with The witness to discuss the video allegedly exposing Touché, Hilton stated quote, after knowing Ed on a personal level since February of 2012, it is my opinion that he made up, lied about everything. I've caught him in so many lies and contradictions that I can't keep up with them all. It's not really something that can be completely hashed out in an email and quote.  
  
00;49;05;08 - 00;49;30;01  
Unknown  
This statement is rather shocking to me as alongside historical documents provided by Fucci, numerous documents highlighting Fischer's military service were pried from for you by Hilton himself. While we cannot view this video or further context of Hilton claiming Fucci is a liar, we can analyze Edgar's response on the outposts forum in July of 2014. Here, Edgar addressed the points Hilton seemingly made in his video by his response.  
  
00;49;30;01 - 00;49;56;03  
Unknown  
In defense of the documents, it appears Hilton attempted to address only small inconsistencies within the documents, such as small indents, versions, variable pressure on letters, physical degradation of source documents and copies. Due to Hilton and Rice retracting their video. I must conclude they conceded these claims against fuchsia. Hilton additionally made some startling comments to the aforementioned Danby in a June 2012 Skype conversation.  
  
00;49;56;07 - 00;50;18;05  
Unknown  
Now, Danby is not to be confused with Dan Parrish. This is UFO researcher Dan Benkert, who has coauthored excellent work with Michael Sharratt. Benkert has been a staunch supporter of Fucci after knowing him personally, and once offered a fascinating and worthy counter explanation to a March 19th, 2016 article titled Edgar through chaise TR3. B is most likely a hoax.  
  
00;50;18;10 - 00;50;43;24  
Unknown  
Anyway, speaking to Danby, Hilton would make some extremely startling remarks, such as quote, actually, I work for an agency that monitors things you shouldn't do. Go ahead and tell people they won't believe you. End quote and quote I now control Ed, not you. Funny how things work out, isn't it? The exposure becomes a tool of control. End quote.  
  
00;50;43;27 - 00;51;10;26  
Unknown  
Historically, accounts of witnessing Nietzsche craft or Nietzsche crash retrievals contained uniform elements. These craft and technologies of unknown origin seem almost perfect. No seams, no rivets, no bolts, almost as if the craft are 3D printed. Some of these craft feature entirely smooth bodies are what humans would describe as windows, yet some of the craft often appear beautiful and perfect in appearance.  
  
00;51;10;29 - 00;51;38;06  
Unknown  
This is almost never seen in triangular craft sightings. Let us analyze some of these cases. They've been seen almost in every country by every possible culture. So it's a worldwide phenomenon. We've got a case, over here of a red one with this exhaust port here. We've got a case in Detroit, we've got Belgium cases. So a brief cross section of this aircraft have been seen all around the world.  
  
00;51;38;09 - 00;52;00;23  
Unknown  
The primary features of these triangles, they usually have a white light on the corner of each of the triangle. Some of these are between 200 and 300ft across. This midsection is generally about 20ft across. And then there's always this interesting structural work on the bottom, and probably a red or amber light in the center of the bottom section of the craft.  
  
00;52;00;23 - 00;52;23;18  
Unknown  
That's kind of the overall view of what we see here. Let's travel back to October 28th, 1993, to Croton Falls, New York, in the midst of the Hudson Valley UFO flap and analyze the testimony of Jim Cook. A cook, a biomedical engineer, was driving to his Hudson River Valley home when he encountered a truly bizarre craft near the Croton Falls Reservoir.  
  
00;52;23;18 - 00;52;45;19  
Unknown  
Cook spotted aircraft lights approached the water level, dropping very fast. The lights appeared to hover before blinking out. Cook, walking out of his car to the shoreline, spotted a triangular object hovering 200ft away, 15ft above the water. Nine red lights appeared on the triangle side, and a red brake of light from the underside began to probe the water.  
  
00;52;45;21 - 00;53;16;21  
Unknown  
Now let's move to the year 2000. In the town of Saint Clair in southern Illinois, where numerous small town residents and police officers reported a triangular shaped craft. In the early morning of January 5th, police officers reported a UFO near Scott Air Force Base. The craft was massive and elongated black triangle, roughly 75ft long and 40ft wide. At each corner sat a bright white light under waving and luminosity, one smaller flashing red lights at just below the object's midline.  
  
00;53;16;21 - 00;53;41;00  
Unknown  
Near the rear two lights. The back of the object appeared rectangular and illuminated in white light through the middle of the light, running lengthwise was a band of multicolored illumination. It was stated there were no individual colored lights visible. Rather, it appeared as a band of various colors which blended into each other. A second police officer reported the object heading in a westerly direction, matching the description of initial reports.  
  
00;53;41;03 - 00;54;17;22  
Unknown  
This officer, Martin, added he believed the object to be maybe 75 to 100 yards in width, at an altitude of 1000ft. The object was estimated to travel at a loitering speed of 15mph before accelerating to a 100mph. Let's also jump to Madison, Wisconsin on November 22nd, 1985, where multiple eyewitnesses described a triangular doll roughly 40ft across craft. Excellent researcher Michael Schrag extracted a quote from one of the eyewitnesses, who stated the underside of the craft resembled, quote, the back of a refrigerator, like a collection of condensation pipes that ran back and forth.  
  
00;54;17;22 - 00;54;45;03  
Unknown  
End quote. One can't help but wonder here if this craft scene was an alien reproduction triangle utilizing prototype propulsion systems requiring a massive heat exchanger apparatus. Similar oddities can be observed in the United Kingdom's infamous sighting by Colin Saunders. In March of 1999, Saunders and his family, upon driving home from dinner, observed a 50ft long, triangular shaped craft that pitched up and down at roughly a 15 degree angle.  
  
00;54;45;09 - 00;55;09;09  
Unknown  
Colin claimed the craft bobbed as if it were submerged in water. The exterior of the craft was described as a flowing liquid mercury, which reminds me closely of Lance Corporal Jonathan Wiggins UFO crash retrieval case, in which Wiggins observed a crashed UAP with skin, described as the mother of pearl effect. The top of the craft was not flat, but more angled, with a strange raised pattern on top.  
  
00;55;09;09 - 00;55;36;18  
Unknown  
Saunders, believed to be some sort of docking mechanism with a larger craft and this same pattern existed on the underside of the craft. Parasitic aircraft are not uncommon in human made airplanes. In fact, in the 1970s, Yusuf proposed a Boeing 747 airborne aircraft carrier to house an array of fighter jets. This sloping top also sounds very dissimilar from the TR3 B, but may sound extremely similar to the craft we're about to discuss.  
  
00;55;36;24 - 00;56;04;01  
Unknown  
Analyzing the strange lights, fixtures, systems, and appearances of these triangles seen throughout the 1980s to early 2000. We must ask, were these craft human made? Were they prototypes or iterations of TR3? B or were these all the result of separate legacy programs, or were these flying triangles somewhere in between?  
  
00;56;04;03 - 00;56;24;25  
Unknown  
This is a photo of a UFO that reportedly crashed in Roswell, New Mexico in 1947. Now, I know you don't believe that story, but just hear me out now. Ellens Air Base, the same base that we're at right now. The same base that, for some strange reason, doesn't appear on your U.S. government map, is supposedly one of the six sites where parts from the wreckage were shipped.  
  
00;56;24;26 - 00;56;57;07  
Unknown  
Mulder, I you suggesting that the military is flying UFOs? No. Planes built using UFO technology. Fascinating lines of research, fully independent of who Sheas TR3 be leads to a very similar reverse engineer triangular craft known by disgruntled engineers as the XF 131 Super Sentinel. Let's visit respected artist Bill MacDonald, an old school freelance commercial illustrator, concept designer, forensic reconstruction illustrator, and current sworn law enforcement professional.  
  
00;56;57;11 - 00;57;25;16  
Unknown  
I have featured MacDonald's work in multiple projects, most notably his designs with Doctor Robert Wood of the extraterrestrial entities known as EB one and EB two, described within the majestic 12 Special Operations Manual, as well as his fantastic work on the Roswell craft and the 1976 Tehran, Iran UFO incident, McDonald additionally featured in a fantastic four part series on Michael Schwartz YouTube channel titled Roswell Revisited.  
  
00;57;25;19 - 00;57;50;16  
Unknown  
I myself have had the pleasure of speaking with Mr. McDonald and hold an extremely high opinion of him, including speaking on the drawing in case we are about to discuss. And here I present to you the beautiful piece titled Tehachapi Triangle. 1992. McDonald met with four old engineers at a Denny's in Antelope Valley, California, in the spring of 1992.  
  
00;57;50;19 - 00;58;15;29  
Unknown  
All four engineers, two from Northrop Grumman and two from Lockheed Martin, were fed up with egregious security impositions, negatively impacting their lives. All four engineers were subject to extreme project compartmentalization, with each having a piece of the puzzle for the name of the triangular craft antelope Valley residents had been reporting for numerous years, the XF 131 Super Sentinel.  
  
00;58;16;01 - 00;58;42;15  
Unknown  
Each of these engineers wanted their story told without threats to their lives, jail time, or stripping of pensions. Does this sound familiar to anybody about the current state of UAP whistleblowers? The four men had found each other over a number of decades while being employed at various facilities surrounding the California High Desert. The two Northrop employees hailed from a facility called Tahan or Tehachapi Ranch by UFO researchers.  
  
00;58;42;15 - 00;59;05;21  
Unknown  
McDonald claims he was able to confirm this testimony through friends of his father and his father's mentor, Robert Scandrick, who worked for Roswell International Strategic Systems Division. The other two claimed to work for Ben Rich at Lockheed Skunk Works in Glendale, California, and worked the radar cross-section range known as Hallandale. First off, let's quickly recall the similarity to TR3.  
  
00;59;05;21 - 00;59;35;02  
Unknown  
B when Fucci asked if Kelly Johnson was the senior project designer for TR3, b he responded, quote, no, it would have been Ben Rich and quote. Second, the Hallandale facility located very closely to Edwards Air Force Base in Palmdale, USAF plant 42, two locations I have directly accused of housing reverse engineering programs would later be accused by Steven Greer and others as a currently ongoing black budget deep Sixed UAP reverse engineering location.  
  
00;59;35;04 - 01;00;04;00  
Unknown  
Now, interestingly, the Senate Intelligence and Armed Services Committee and other senior officials had no idea of this. The top people and the Special forces who are outside this illegal black project system didn't know about it. I had known about it since the 90s, but I'd never flown directly over it because it's classified airspace and very sensitive. So, you can see what looks like a trough and a runway.  
  
01;00;04;03 - 01;00;27;29  
Unknown  
It's just where the manmade UFOs that we've been building since the 1954 55 come out. They go up and they hover. They're silent. They're electro gravity, anti-gravity. The demon on the left, you see that? It looks like a runway with a diamond. It's not a runway because they don't need to run and get. There's not an aerodynamic. They just go boom up, but they're placed on different diamonds.  
  
01;00;28;01 - 01;00;57;29  
Unknown  
I have a whole series of video and pictures of these who don't have time to go through, and that's where they're put at various elevations and then struck with an electromagnetic weapon to see if it's hardened enough, to withstand conflict. Right. Five years before Greer would first label the Lockheed Martin Hillandale plant as a program location, McDonald stated the location was designed to be hidden in plain sight, utilizing the cover of a radar cross-section facility.  
  
01;00;57;29 - 01;01;27;29  
Unknown  
The location's exterior features a storm drainage, flood control channel, which allegedly truly serves as a short runway or platform for the testing of these craft. And here is where things get very, very, very interesting. As I mentioned earlier, I have spoken to McDonald about the XF 131, and he maintains the four engineers were indeed delivering true testimony. I even asked for the individuals identities or leads on the case, so I might contact and interview them myself.  
  
01;01;27;29 - 01;01;54;07  
Unknown  
He has sworn to protect their identities in the Tehachapi Triangle drawing, McDonald exclaimed. If Ewers recognized the craft, Fox network contracted McDonald's work and made a computer render of the vehicle for the first regular season episode of the X-Files. In the episode titled Deep Throat. This fantastic episode, probably my favorite of the whole series, follows the main characters investigating the disappearance of a USAF test pilot.  
  
01;01;54;12 - 01;02;32;28  
Unknown  
A mysterious informant tells one of the lead investigators, Mulder, to stay away from the case, utilizing research and testimony I played at the beginning of this section, Mulder learned that the craft, the Super Sentinel, was a reverse engineered craft from the 1947 Roswell, New Mexico case. Investigating the airfield late at night, a triangular shaped craft darts and hovers over Mulder before rapidly speeding away.  
  
01;02;33;00 - 01;02;42;05  
Unknown  
Oh.  
  
01;02;42;08 - 01;03;07;10  
Unknown  
Mulder is then captured by Air Force personnel and given a cocktail to forget about what he saw, but not before he caught a glimpse of the craft in a hangar that.  
  
01;03;07;12 - 01;03;38;16  
Unknown  
Rumors persist of the X-Files screenwriter Chris Carter mentioning he had been approached by unknown military brass, who asked how he knew so much. However, I can find no credible sources here, but what I can find is reference paranormal writer and 25 year FBI investigator, veteran and inspiration for much of the X-Files John D'Souza. In 2023, D'Souza put out a video on YouTube titled John DeSouza, a 25 year veteran of FBI, John D'Souza is exposing the truth of the UAP invasion.  
  
01;03;38;16 - 01;04;08;09  
Unknown  
And while I voraciously disagree with the project Blu Beam fake invasion narrative, D'Souza does make some very interesting remarks, directly stating the first season of the X-Files was based off true cases. He investigated. Okay, but the craziest one that, I'm still not supposed to talk about, but I can. I can say that, it was it was featured, in I think it was about the first episode of the X-Files.  
  
01;04;08;09 - 01;04;29;24  
Unknown  
Or maybe it was the second of the first season. By the way, they they use my stories during the first season of the of the X-Files. And then after that, they went to other they, they no longer used my cases, however, the rest of the X-Files, was was all based on true stories as well.  
  
01;04;29;27 - 01;05;04;00  
Unknown  
However, I would say the craziest, UFO, the craziest paranormal case was when I was. I was sent to a military base. I mean, I can I can say in general terms, I was sent to a military base. We, we observed, a military base where they had had several disappearances that were that were associated with the appearance of UFOs in the in the area, and they were UFOs that the military base said.  
  
01;05;04;07 - 01;05;28;01  
Unknown  
The commander said, I don't know what to do with this. I mean, I'm I'm at my wits end and so we went to observe these UFOs that had been coming, that had been coming to this the outskirts of this military base and on a regular basis. And they were filled with light. They were filled with light, almost like they didn't even appear metal anymore.  
  
01;05;28;03 - 01;05;55;08  
Unknown  
And they would just come, they would come to the edge of this forest. And there were there was a group of people who would just do a regular observance of these things. And so myself and my partner, we went and we were with those people and for some reason, one of the UFOs, picked us out for some reason and came directly at us, came directly at us, and just it appeared to land on us.  
  
01;05;55;10 - 01;06;24;10  
Unknown  
At some point. All the people ran. Everyone ran, including us. But it appeared to land on us. But then it didn't because it disappeared somehow. And, then, we had we had people from the base who took me in, who took me in, against my will. They took me in and they, interrogated me, as to what my knowledge was of the UFOs, it is endlessly fascinating.  
  
01;06;24;10 - 01;06;52;15  
Unknown  
Chris Carter of The X-Files specifically contracted McDonald's Tehachapi Triangle, an allegedly real reverse engineered RV, for an episode based on true events. This case is seen further investigation for myself behind the scenes. Hey guys, it's UAP girl. And thank you so much for joining me today into this dive into the flying triangles and alien reproduction vehicles. Guys, I know it's been a while and I want to thank each and every one of you for sticking by me.  
  
01;06;52;18 - 01;07;11;05  
Unknown  
This November has been one heck of a month with going out to see and do a show on Jesse Michaels, to going to the hearings to go into Seoul. It's been insanely busy, so I appreciate everybody sticking by me. Please look forward to the Jesse Michaels interview or kind of project and the Eric Davis interview, which I think everybody will find fascinating.  
  
01;07;11;05 - 01;07;32;09  
Unknown  
I'll probably use clips from every single project I do from now on here, coming shortly. So let's kind of break down what we discussed today. I for one, was super excited to take on this project because I think whenever people think of triangular shaped UAP to RV to anything, they associate it with TR three B and a lot of the time people don't really know the full story of Edgar Shay.  
  
01;07;32;11 - 01;07;56;29  
Unknown  
And kind of the story behind TR 3BI know when getting kind of B-roll and footage and images for this video quite often the ZV 131 Super Sentinel, the TR three A and another craft called the TR three E are often confused for tr three B. Now, the reason I didn't cover tr three E is this is often used as kind of a toy model, based off recovered, based off reverse engineered craft.  
  
01;07;56;29 - 01;08;13;29  
Unknown  
And I have actually talked to some artists who have drawn this TR three E for those of you kind of listening right now, say, what the heck is he talking about? This is the triangle design that almost has sort of a concave, lines in between the vertexes with kind of fins and great, similar to the TR three B and, smallish dome on top.  
  
01;08;13;29 - 01;08;39;04  
Unknown  
So maybe we'll visit TR three E at this time. But I didn't see too much, evidence or worthwhile study here. So I know sort of the breakdown of these craft can be quite complex, so let's just go through that real fast. On one hand, we have Ex-F1 31 Super Sentinel, which varies greatly to the TR three B and other triangular designs due to the almost pyramid shape on top that is most similar to the 1999 Kirby England sighting.  
  
01;08;39;06 - 01;09;22;07  
Unknown  
And on this side we have the Aurora program. Let's just say within Aurora there's codename Astra, which is the TR three B Astra stands for Advanced Stealth Technology Reconnaissance aircraft and the TR and tier three V standing for tactical reconnaissance. The TR three B is the reverse engineered craft that is gravity resistant, with companies such as Sandia, Lawrence Livermore and Lockheed Northrop, spearheaded by CIA, NSA, etc., etc. also in that same Aurora program, possibly is the TR three A, which may use advanced stealth, concepts and advanced concepts such as electric rivet for internal mass reduction or something like pulse detonation engines.  
  
01;09;22;09 - 01;09;41;03  
Unknown  
But let's remember that this craft is generally considered more prosaic with a cockpit. And so forth. And this may have been what crash at Boscombe Down in 1994. So there's the TR three A, the TR three B, and possibly the TR3. E remember what Fucci said? He said there's a whole host of of craft in the, in the TR the tactical reconnaissance line.  
  
01;09;41;03 - 01;10;08;24  
Unknown  
Just the same with the strategic reconnaissance, the SR line, you know, there's the SR 71. And she alleged that at least concepts of an SR 74 and 75 were in development while he worked, within the defense world. And so forth. So I almost find the description that Ed gives of Daas and other kind of contractor is almost more interesting than the tier three B itself.  
  
01;10;08;27 - 01;10;30;16  
Unknown  
For example, looking at his for your price documents, I've seen the FTC, the Air Force flight, test center is really critical for me to be able to analyze this story and start to relay this to other stories or other investigation I've done, you know, him talking about project Red light with e.g., for the Doe while IG and G runs area 51.  
  
01;10;30;16 - 01;10;52;27  
Unknown  
We can also see that, Sandia and I think it's Lawrence Livermore. We're partners for nest nuclear emergency search teams or something like that, but nasty. So there's all these delicious little tie ins, especially when fuchsia mentions, tree. As we saw, there's one mention, publicly available of treet I could possibly find on this. Could be the Army.  
  
01;10;52;27 - 01;11;12;22  
Unknown  
Army INS commander, stubble mines version of the Men in Black. But, you know, sticking to the video topic, I don't know enough about the physics of TR3 b to kind of dispute the craft like, Jeremy Ries does. And speaking of that, guys, I'm not looking to get involved in any drama or throw my hat in the ring and defender criticize Russia.  
  
01;11;12;25 - 01;11;37;04  
Unknown  
I simply thought it important to when you have disclosures as impactful and key as Fu Shays to say, hey, there have been individuals who have, brought up issues with certain things he's done, and I just thought it important to relay those and kind of, throw in my opinion, of what I thought about some of the criticisms, I'm not really trying to get involved or squabble with any of the players still active.  
  
01;11;37;09 - 01;11;59;25  
Unknown  
So just know that, I do that in good faith by just kind of talking about the, the arguments. So tier three B Ex-F1 31 Super Sentinel TR3, b there's 200ft test models and 600ft operational models. The description of the craft down to the diffuser red light on the bottom is a very similar to what numerous people have relayed seen.  
  
01;11;59;25 - 01;12;18;09  
Unknown  
I mean, I'll scroll through any YouTube video of a triangle sighting, or I'll talk to anybody at jujitsu and they all say that, yeah, I've had a UFO sighting or a my uncle or somebody I know there. They saw a triangle. It had three right white lights and a red one. These sort of sightings seem almost ubiquitous. They seem very common.  
  
01;12;18;09 - 01;12;43;08  
Unknown  
And then there's something like the XF 131 Super Sentinel, whose size is much smaller, whose underside is, far more intriguing with the, you know, we didn't really dive into the physics or the engineering because that information is unavailable to myself, but with a large light that seems almost, maneuverable on bottom, followed by three pairs of lights kind of on each side of the triangle.  
  
01;12;43;10 - 01;13;03;03  
Unknown  
I hope everybody enjoyed seeing that. The in X files. I myself am kind of a new X-Files fan, so I've seen that episode and watching Mulder kind of, pursue the subject about the Air Force test pilots who have gone missing just to encounter the triangle, which was reverse engineered from technology at Roswell. This is so intriguing to me.  
  
01;13;03;06 - 01;13;39;26  
Unknown  
I myself put a lot of weight on both fuchsia and the TR3, B as well as the XF 131 Super Sentinel. I have been and will continue to be investigating that specific craft and that specific story, as it is just extremely, extremely, extremely, extremely intriguing to myself. But I do want to know what everybody thought about TR three B you know, after analyzing the full extent to which Fucci gave testimony, I don't think his story is as simple as a he saw the Belgian UFO wave and he's trying to glom on.  
  
01;13;39;28 - 01;14;03;01  
Unknown  
I just I don't think it's as simple as that. Now, the most valid criticism of Ed is besides his three sightings, which were not under program operations, he did not work firsthand on the TR three. B much of this information was relayed from Gerald, from Bud, from Doc, from Sal, and so forth. So he is ultimately relaying second hand information.  
  
01;14;03;03 - 01;14;31;28  
Unknown  
Now, of course, Gerald died pretty soon after their first meeting, but if any of these other gentlemen gentlemen are still around, Fucci is not. He has passed and can share this information. Please reach out to me. Let's kind of let's discuss this a little more because the way I see things right now is that there's likely not one, at least two types of RV that DoD, the Air Force for 12th test Group and legacy programs have.  
  
01;14;32;01 - 01;14;56;19  
Unknown  
This is something like the flux line or the flying saucer craft that either operates off of electric gravity, magneto hydrodynamics, or zero point energy systems. And then there's something, a little less pretty in the triangles. And these likely operate off of electric or MFD devices and MD devices, as Bouchet talked about. You know, the triangles are not are not capable of what we would assume.  
  
01;14;56;22 - 01;15;18;06  
Unknown  
II and what we analyze and craft are capable of with the six observable observables. Through Shay. We'll talk about the TR three, be, doing impossible maneuvers right turns that are very close to actual right turns. However, the speed limitations of this craft and so forth, all of these things, the, internal inertial dampening, none of these things are two extreme.  
  
01;15;18;08 - 01;15;41;25  
Unknown  
And this is one of the things that stuck out to me about the flux liner as well. You know, the F-4 Phantom jump sheet seats, the off the shelf components with this really, interesting reverse engineered or copied propulsion system, the tier three B and the triangles, the, you know, the Ex-F1 31 Super Sentinel two extent seem very similar that it's a human attempt to reproduce something fantastic.  
  
01;15;41;28 - 01;16;07;26  
Unknown  
Now, what are the nigh triangles? Why, if it's true, did Psalm 101 in 1954 say that these triangles are new and little is known about them? You know, we can start to analyze the the triangle programs in the 80s, 90s, possibly even earlier in the 70s. But, you know, in the 50s, these triangles are they NHC or are they a breakaway civilizations, a precursor to programs?  
  
01;16;07;28 - 01;16;30;18  
Unknown  
These questions still exist. These questions are super interesting. How many prototypes of TR three B or Ex-F1 31 super similar? Possibly. These triangles are called something else completely that we are none the wiser to. How many prototypes were they? You know, the heat exchangers underneath the pyramid shaped top and Kirby, England, as a docking mechanism. The sightings in southern Illinois is with these interesting strips of lights.  
  
01;16;30;21 - 01;16;54;16  
Unknown  
The triangles are fascinating, for the area reporting trends of triangles comprising 1 to 4%, you would be astonished at how many people have reported seeing triangle triangular shaped craft. So I'm chewing up a lot of time here, guys. I'm just so excited to be back. I'd like to thank everybody for watching and we are back to our regular regularly scheduled programing.  
  
01;16;54;16 - 01;17;05;05  
Unknown  
Thank you all so much for joining me into this. Look into Bouchet into TR3, b into flying triangles into RB. I'll catch everybody next time. Thank you so much. Bye.

## 35 Philip J. Corso - US Army UFO Technology Research & Development

![[35-Philip J. Corso - US Army UFO Technology Research & Development-thumbnail.jpg]]  
## aliases: ["Video 35: Philip J. Corso - US Army UFO Technology Research & Development"]  
  
## tags: #UAPVideos #ReverseEngineering #PhilipCorso #BlackPrograms #Roswell  
  
\*\*Video Published:\*\* 2025-01-03   
\*\*Video Link:\*\* [YouTube – Philip J. Corso - US Army UFO Technology Research & Development](https://chatgpt.com/g/g-67baa97585e08191bb015cca779fd47a-uap-gerb-research-assistant/c/INSERT\_VIDEO\_LINK)   
\*\*Approx. Length:\*\* ~120 minutes  
  
---  
  
## 📌 Overview  
  
This video examines \*\*Lt. Col. Philip J. Corso’s claims\*\* regarding the \*\*US Army’s Foreign Technology Division (FTD)\*\* and its role in \*\*seeding UFO-recovered technologies into private industry\*\*. His testimony, documented in \_Day After Roswell\_ and \_Dawn of a New Age\_, suggests that \*\*reverse-engineered non-human technology\*\* directly contributed to modern advancements in \*\*transistors, fiber optics, night vision, and more\*\*.  
  
Topics covered:  
  
- \*\*Corso’s Role in the Foreign Technology Division\*\* – His firsthand accounts of handling \*\*UFO-recovered technology\*\*.  
- \*\*The Roswell Connection\*\* – Allegations that \*\*debris from the 1947 crash was studied by the Army\*\*.  
- \*\*Reverse Engineering & Technology Seeding\*\* – Claims of \*\*integrating alien tech into US industry\*\*.  
- \*\*Skepticism & Criticism\*\* – Evaluating the \*\*validity of Corso’s statements\*\*.  
- \*\*Legacy of the Army’s UFO Programs\*\* – How this \*\*connects to modern UAP disclosure\*\*.  
  
---  
  
## 🎥 Timestamps  
  
- \*\*0:00 – Intro\*\*: Who was Philip J. Corso?  
- \*\*6:51 – Corso’s Military Service\*\*: His rank, assignments, and credibility.  
- \*\*12:53 – Corso’s Affidavit on UFOs\*\*: Legal statements confirming his claims.  
- \*\*19:20 – \_Dawn of a New Age\_ Analysis\*\*: Breaking down his manuscript.  
- \*\*40:04 – Foreign Technology Division\*\*: Corso’s role in distributing alien tech.  
- \*\*58:36 – UFO Working Group\*\*: The alleged secret committee managing UAP research.  
- \*\*1:04:24 – Reverse-Engineered Technology\*\*: Examining transistors, fiber optics, and night vision.  
- \*\*1:08:15 – Corso’s Critics\*\*: Addressing skepticism and counterarguments.  
- \*\*1:22:21 – Conclusion\*\*: Final thoughts on Corso’s legacy.  
  
---  
  
## 📝 Key Takeaways  
  
1. \*\*Corso claimed that the US Army recovered and studied non-human technology.\*\*  
 - He described \*\*classified military efforts\*\* to integrate UAP technology into mainstream science.  
2. \*\*His work allegedly contributed to major technological breakthroughs.\*\*  
 - Technologies like \*\*fiber optics, transistors, and night vision goggles\*\* were reportedly developed from \*\*UFO debris\*\*.  
3. \*\*Skeptics question Corso’s accounts due to inconsistencies and lack of hard evidence.\*\*  
 - Critics argue that \*\*many of these technologies were already in development\*\* before Roswell.  
4. \*\*His claims align with modern UAP disclosure efforts.\*\*  
 - The \*\*AARO investigations and recent whistleblower testimony\*\* echo aspects of Corso’s story.  
  
---  
  
## 🔗 Cross-References  
  
- [[Reverse\_Engineering\_and\_Private\_Sector]]  
- [[UFO Crashes and Retrievals]]  
- [[UFOs\_and\_Government\_Secrecy]]  
- [[AARO\_Testimonies]]  
  
---  
  
## ❓ Open Questions  
  
- Did Corso exaggerate or misinterpret his role in \*\*seeding alien technology\*\*?  
- How do Corso’s claims compare to \*\*modern UAP research and whistleblower testimony\*\*?  
- What role did defense contractors play in \*\*covert technology development\*\*?  
  
---  
  
## 🔮 Next Steps & Research  
  
- Investigate \*\*declassified military R&D programs from the 1950s-1960s\*\*.  
- Analyze Corso’s connections to \*\*the Eisenhower Administration and National Security Council\*\*.  
- Compare his claims with \*\*modern Pentagon UAP research efforts\*\*.  
  
---  
  
## 🏷️ Tags  
  
#UAPVideos #Disclosure #PhilipCorso #ReverseEngineering #GovernmentSecrecy #Roswell  
  
---  
  
\*\*References & Links\*\*  
  
- \*\*Philip Corso’s \_Day After Roswell\_\*\*: [Archive.org](https://archive.org/details/dayafterroswell00cors\_0)  
- \*\*Dawn of a New Age - Corso’s Manuscript\*\*: [Archive.org](https://archive.org/details/PhilipJ.Corso-DawnOfANewAge)  
- \*\*Black Vault Corso Files\*\*: [TheBlackVault](https://www.theblackvault.com/documentarchive/unreleased-fbi-documents-shed-light-on-lt-col-philip-corsos-controversial-claims/)  
- \*\*1997 George Knapp Interview\*\*: [YouTube](https://www.youtube.com/watch?v=NWg5IZgssGs&t=314s)  
- \*\*Corso’s Affidavit on UFOs\*\*: [CAUS Lawsuit](https://www.youtube.com/watch?v=eyCftd\_FHwE)  
- \*\*Kevin Randle’s Criticism of Corso\*\*: [Blog](https://kevinrandle.blogspot.com/2014/01/philip-corso-and-day-after-roswell-again.html)  
- \*\*Fiber Optics History\*\*: [SUNY Paper](https://people.sunyit.edu/~whitej2/nettran210/History\_Fiber\_Optics.pdf)  
- \*\*Bell Labs & Transistor Development\*\*: [Bell Labs](https://memorial.bellsystem.com/belllabs\_transistor.html)  
- \*\*Fluid Amplifiers & Early Tech Patents\*\*: [Britannica](https://www.britannica.com/technology/fluidics#ref129655)  
- \*\*Corso’s Military Records & NSC Involvement\*\*: [OpenMindsTV](https://openminds.tv/corso-legacy/)  
  
---

## 36 UFO Legacy Programs - Northrop Grumman

![[36-Dugway Proving Ground - UFO Legacy Programs-thumbnail.jpg]]  
## aliases: ["Video 36: UFO Legacy Programs - Northrop Grumman"]  
  
## tags: #UAPVideos #ReverseEngineering #NorthropGrumman #BlackPrograms #UFOCrashRetrieval  
  
\*\*Video Published:\*\* 2025-01-27   
\*\*Video Link:\*\* [YouTube – UFO Legacy Programs - Northrop Grumman](https://chatgpt.com/g/g-67baa97585e08191bb015cca779fd47a-uap-gerb-research-assistant/c/INSERT\_VIDEO\_LINK)   
\*\*Approx. Length:\*\* ~90 minutes  
  
---  
  
## 📌 Overview  
  
This video investigates \*\*Northrop Grumman’s alleged involvement in UAP reverse engineering and crash retrieval programs\*\*. While companies like \*\*Lockheed Martin and Boeing\*\* are frequently mentioned in UAP discussions, \*\*Northrop Grumman has remained in the shadows\*\*. This deep dive examines Northrop’s \*\*historical acquisitions, secret facilities, and connections to black budget programs\*\*.  
  
Topics covered:  
  
- \*\*Northrop Grumman’s Acquisitions\*\* – TRW, Teledyne Ryan, and BDM’s possible links to \*\*legacy UFO programs\*\*.  
- \*\*Whistleblower Testimonies\*\* – Allegations of Northrop \*\*handling non-human vehicles and technology\*\*.  
- \*\*Underground Installations & Black Sites\*\* – Examining the \*\*Tejon Ranch RCS Facility\*\* and other \*\*hidden locations\*\*.  
- \*\*C4ISR & Defense Contracts\*\* – Connections between \*\*classified intelligence systems and UAP research\*\*.  
- \*\*Audit Failures & Black Budgets\*\* – Examining \*\*suspicious financial activities linked to special access programs\*\*.  
  
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## 🎥 Timestamps  
  
- \*\*0:00 – Intro\*\*: Overview of Northrop Grumman’s secretive history.  
- \*\*5:21 – Acquisitions & Expansions\*\*: TRW, BDM, and their possible UAP connections.  
- \*\*22:41 – Northrop’s Alleged UFO Programs\*\*: Analysis of historical whistleblower claims.  
- \*\*34:48 – Secret Facilities & Research Sites\*\*: The \*\*Tejon Ranch RCS Facility and Palmdale operations\*\*.  
- \*\*55:45 – Conclusion\*\*: What this means for \*\*UAP disclosure and defense secrecy\*\*.  
  
---  
  
## 📝 Key Takeaways  
  
1. \*\*Northrop Grumman may have acquired legacy UAP programs through corporate mergers.\*\*  
 - Companies like \*\*TRW and BDM\*\* were deeply involved in \*\*defense intelligence and aerospace projects\*\*.  
2. \*\*Whistleblowers suggest that Northrop has engaged in UAP material exploitation.\*\*  
 - \*\*Reverse engineering programs may be occurring at hidden facilities.\*\*  
3. \*\*Northrop’s black budget history aligns with known Pentagon UAP funding anomalies.\*\*  
 - Reports of \*\*unauthorized defense spending\*\* may be linked to \*\*covert aerospace projects\*\*.  
4. \*\*The Tejon Ranch Radar Cross-Section Facility has been tied to anomalous aerial sightings.\*\*  
 - A \*\*potential testing ground for exotic propulsion technologies\*\*.  
  
---  
  
## 🔗 Cross-References  
  
- [[Reverse\_Engineering\_and\_Private\_Sector]]  
- [[UFO Crashes and Retrievals]]  
- [[UFOs\_and\_Government\_Secrecy]]  
- [[AARO\_Testimonies]]  
  
---  
  
## ❓ Open Questions  
  
- What role has Northrop played in \*\*UAP material retrieval and testing\*\*?  
- Are certain \*\*black budget projects funding covert UFO research\*\*?  
- How do Northrop’s \*\*classified facilities\*\* compare to \*\*Area 51 and Lockheed’s Skunk Works\*\*?  
  
---  
  
## 🔮 Next Steps & Research  
  
- Investigate \*\*declassified contracts involving Northrop Grumman and UAP-related projects\*\*.  
- Cross-reference \*\*whistleblower testimony with known military aerospace research\*\*.  
- Analyze \*\*C4ISR programs for potential involvement in UAP surveillance\*\*.  
  
---  
  
## 🏷️ Tags  
  
#UAPVideos #Disclosure #NorthropGrumman #ReverseEngineering #GovernmentSecrecy #UFOCrashRetrieval  
  
---  
  
\*\*References & Links\*\*  
  
- \*\*Northrop’s Acquisition of TRW:\*\* [Washington Tech](https://www.washingtontechnology.com/2002/12/northrop-grumman-creates-two-new-sectors-out-of-trw-names-leaders/319699/)  
- \*\*Tejon Ranch RCS Facility Information:\*\* [OtherHand Research](https://www.otherhand.org/home-page/area-51-and-other-strange-places/bluefire-main/bluefire/radar-ranges-of-the-mojave/what-is-an-rcs-facility)  
- \*\*The Hunt for Zero Point (Nick Cook):\*\* [Archive.org](https://archive.org/details/huntforzeropoint0000cook/page/134/mode/1up)  
- \*\*Northrop & Black Budget Lawsuits:\*\* [Washington Post](https://www.washingtonpost.com/archive/business/2003/06/10/northrop-to-pay-111-million-to-settle-suit/396a026f-b32f-45dd-b2eb-a08236f83d19/)  
- \*\*Kevin Randle on Whistleblower Testimonies:\*\* [Blog](https://kevinrandle.blogspot.com/2006/11/colonel-steve-wilson.html)  
- \*\*SAIC & Defense Contracts:\*\* [SAIC Official Site](https://www.saic.com/features/Small-Arms-Experts-Advance-Weapons-Technology-for-U-S-Military)  
- \*\*Pentagon Fails Audit (2021):\*\* [NPR](https://www.npr.org/2021/05/19/997961646/the-pentagon-has-never-passed-an-audit-some-senators-want-to-change-that)  
- \*\*Wilson-Davis Memo & UAP Programs:\*\* [BlackVault](https://www.theblackvault.com/documentarchive/wilson-davis-memo-research/)  
  
---  
  
\*\*Join the UAPGerb Discord\*\*: [discord.gg/XXXXXX](https://discord.gg/XXXXXX)  
  
## Transcript

## 37 Dugway Proving Ground - UFO Legacy Programs

### 📅 ### Overview & Background  
  
- \*\*Location & Mission\*\*: Dugway Proving Ground (DPG) is in Utah, roughly 85 miles southwest of Salt Lake City, spanning 1,250 square miles—larger than the entire state of Rhode Island. Its stated mission is primarily chemical and biological weapons testing.  
- \*\*Major Range and Test Facility Base (MRTFB)\*\*: DPG hosts the West Desert Test Center, and also shares part of the Utah Test and Training Range (UTTR) with Hill Air Force Base. MRTFBs are considered “critical cores” for DoD test and evaluation, and Dugway is one of 23 acknowledged MRTFB sites.  
- \*\*Rumored Successor to Area 51\*\*: The facility has long been called “Area 52” in UFO lore, with suggestions that some programs once based at Area 51 may have been moved to Dugway due to shifting secrecy requirements and heavy public attention on Groom Lake.  
  
> \*\*Add to your notes\*\*: Mention DPG’s status as an Army MRTFB and its shared boundaries with the Air Force’s UTTR. This underscores the idea that Dugway might coordinate with both Army and Air Force units on classified aerospace or UAP-related programs.  
  
---  
  
### 🛸 Key Claims & Allegations  
  
1. \*\*Successor to Area 51\*\*  
   
 - Various sources—ranging from Popular Mechanics in 1997 to whistleblower statements—claim that 30–40% of “legacy UFO programs” moved from Area 51 to Dugway.  
2. \*\*Underground Facilities (DUMBs)\*\*  
   
 - Witness accounts refer to a deep underground installation known as the “Avery” or “Avery Technical Center” region within Dugway, possibly housing advanced or “non-human technology.”  
3. \*\*Witness Testimony (M.S.)\*\*  
   
 - A defense contractor (referred to as “M.S.”) describes seeing a non-human craft inside Dugway’s restricted area around 2009 and being shown elevator shafts leading to underground hangar spaces.  
4. \*\*Corporate & Research Partners\*\*  
   
 - Defense contractors like Battelle Memorial Institute, Lockheed Skunkworks, and other federally funded research centers (FFRDC/UARC) are rumored to be involved in exotic propulsion and materials research at Dugway.  
5. \*\*UAP Sightings & Testing\*\*  
   
 - Frequent UFO/UAP sightings in the Utah desert near DPG (e.g., a 1967 “fluxliner”-type disk and other alleged advanced craft) have fueled speculation of secret reverse-engineering or experimental vehicle testing.  
  
> \*\*Add to your notes\*\*: Emphasize the references to the Avery underground region, since that is central to many testimonies. Also highlight the mention of UTTR (Air Force side) working in tandem with the Army’s West Desert Test Center—both of which might be testing advanced aerospace craft.  
  
---  
  
### 🔍 Key Whistleblower & Research Findings  
  
- \*\*M.S. (Former Contractor)\*\*:  
   
 - Claims to have seen a “non-human craft” within Dugway around 2009, as well as a massive sub-surface complex reached via large elevator platforms. Names a chief scientist on-site.  
- \*\*FOIA & Declassified Clues\*\*:  
   
 - Historical FOIA requests mention advanced propulsion studies, references to hush-hush testing, and possible ties to UTTR.  
- \*\*[[David Grusch]] (2023)\*\*:  
   
 - Alleges ongoing “non-human craft retrieval and concealment” programs across multiple DoD sites; Dugway has surfaced in speculations as a potential location.  
- \*\*Older Crash Retrieval Claims\*\*:  
   
 - A rumored 1953 UFO crash near Garrison, Utah, ~200 miles north of the better-known Kingman, Arizona, incident. Though not conclusive, it adds to the lore around DPG and southwestern Utah.  
  
> \*\*Add to your notes\*\*: You might combine the older Garrison crash story with the more recent M.S. testimony to show how Dugway’s “UAP connections” span decades, at least in public rumor.  
  
---  
  
### 🛠 Official Investigations & Responses  
  
- \*\*Department of Defense\*\*:  
   
 - Officially denies DPG is used for any UFO-related work, emphasizing chemical/biological test missions.  
- \*\*AARO Investigations\*\*:  
   
 - The All-domain Anomaly Resolution Office has taken note of some Dugway-related UAP reports. Details remain classified.  
- \*\*Congressional Interest\*\*:  
   
 - Recent whistleblower protection legislation and UAP disclosure hearings may eventually shed more light on DPG.  
  
> \*\*Add to your notes\*\*: Clarify that official channels (DoD and AARO) acknowledge the existence of UAP reports but keep any specifics about Dugway behind classified barriers.  
  
---  
  
### 🛸 Theories & Speculation  
  
6. \*\*Active UFO Crash Retrieval & Reverse Engineering\*\*  
   
 - Dugway’s isolation and security make it an ideal site for handling exotic craft, possibly in deeper underground hangars.  
7. \*\*Advanced Aerospace Development\*\*  
   
 - Could be a joint Army–Air Force operation testing revolutionary propulsion tech at the West Desert Test Center (Army) and the Utah Test & Training Range (Air Force).  
8. \*\*Biological & Psychological Experimentation\*\*  
   
 - Some suspect that if non-human craft or materials have biological components, Dugway’s chemical/biological labs might be leveraged for research—and potentially more controversial human/UAP interface studies.  
9. \*\*Relocation from Area 51\*\*  
   
 - Multiple whistleblowers say that heightened public attention on Area 51 in the 1990s led to transferring some programs—possibly 30–40%—to the secluded infrastructure at DPG.  
  
> \*\*Add to your notes\*\*: Note the synergy of chemical/biological testing expertise with rumored exotic materials research. That combination is a key reason Dugway is singled out as a candidate site for reverse engineering.  
  
---  
  
### 🔗 Related Topics  
  
- \*\*[[UFO\_Crash\_Retrievals]]\*\*   
 Include references to 1953 Garrison case, Kingman (1953), and possible crash retrieval synergy between older “Area 51” programs and new “Area 52.”  
   
- \*\*[[02 Government Secrecy Index]]\*\*   
 Dugway’s security measures (e.g., no-fly zones, armed ground patrols, advanced sensors) are central to why it is rumored to host highly classified projects.  
   
- \*\*[[Special\_Access\_Programs]]\*\*   
 The complex chain of command (Army Test & Evaluation Command, plus potentially more clandestine oversight) may shield these alleged UFO programs from standard DoD oversight.  
   
- \*\*[[Whistleblower\_Testimonies]]\*\*   
 Add M.S. testimony, along with older statements from “AH” (a Boeing-affiliated source) and Edgar Fouche (TR3B claims) that all mention transferring or testing exotic craft in Utah.  
   
  
---  
  
### 📂 Sources & References  
  
- \*\*M.S. (Dugway Contractor) Interview\*\*   
 Provided to Dr. Steven Greer’s team; transcript references an underground facility at “Avery Region.”  
   
- \*\*FOIA & Declassified Reports\*\*   
 Various FOIA requests mention advanced propulsion or flight tests in the Utah desert.  
   
- \*\*Congressional UAP Hearings (2022-2023)\*\*   
 David Grusch’s disclosures have brought attention to “legacy” crash retrieval programs, sometimes rumored to be at Army or Air Force test sites.  
   
- \*\*Eyewitness & Military Pilot Accounts\*\*   
 Some references to sightings in Provo and Salt Flats near DPG, reminiscent of “fluxliner” or “ARV” designs.  
   
  
> \*\*Add to your notes\*\*: If you want deeper credibility, name specific pieces of evidence: e.g., 1997 Popular Mechanics “The New Area 51,” Greer’s Whistleblower Archive (2023, witness ID #10655 for M.S.), etc.  
  
### 🏷 Tags  
  
#UFO #Dugway #Area52 #GovernmentSecrecy #ReverseEngineering #Whistleblower #FFRDC #MRTFB  
  
## Transcript

## README

README for “07 Gerbs UAP Video Analyses” Folder  
----------------------------------------------  
  
Overview  
--------  
This folder contains 37 (and possibly more) video analyses and transcripts by researcher Gerb on the topic of UAP (Unidentified Aerial Phenomena) and alleged special access programs. Each .md file in this folder corresponds to one of Gerb’s videos. Our goal is to collect, refine, and preserve these transcripts and associated metadata in a clear, consistent format.  
  
By maintaining this archive on GitHub, anyone who wishes to contribute corrections, updates, and references can fork the repository and submit pull requests. This ensures community-driven accuracy and transparency regarding Gerb’s video analyses.  
  
File Structure & Naming  
-----------------------  
Each video has its own .md file, named as follows:  
  
```  
 01 Title\_of\_Video.md  
 02 Title\_of\_Video.md  
 ...  
 37 Title\_of\_Video.md  
```  
Example names:  
 01 Wilson\_Davis\_Memo\_Documentary.md  
 02 SAP\_Secrecy\_Exposé.md  
  
Please keep the numbering consistent so that Video #1 always has the filename prefix “01,” Video #2 is “02,” and so on.  
  
Standard Template  
-----------------  
Below is the recommended layout for each transcript .md file.  
```yaml  
---  
title: "Video Title Here"  
video\_id: "01"  
date\_published: "YYYY-MM-DD"  
youtube\_url: "https://..."  
transcript\_source: "Part AI / Part Human Corrections"  
transcript\_status: "In Progress"  
contributors:  
 - "Gerb"  
 - "YourGitHubHandle"  
---  
```  
1. Video Overview  
 Include a short summary (one or two paragraphs) about what the video covers: key individuals, the main topic or research angle, and why it is relevant.  
  
2. Show Notes  
 List any important links, references, or disclaimers, for example:  
 ```markdown  
 ## Show Notes  
 - References:  
 - [Link to memo in Congressional Record](https://...)  
 - [Interview with James Rigney](https://...)  
 - Related Topics (Obsidian Backlinks):  
 - [[Special\_Access\_Programs]]  
 - [[UFO\_Reverse\_Engineering]]  
 ```  
3. Background / Context  
 Provide more detailed backstory for the video. This helps newcomers understand its significance.  
  
4. Transcript  
 This is the core of the file. Indicate how it was produced (AI, manual corrections, etc.). Provide timestamps and speaker labels.  
```markdown  
 ## Transcript  
 ### Transcription Method  
 Initial transcript generated with Adobe Premiere auto-transcription, then manually checked by contributors.  
  
 ### Transcript (with Timestamps + Speakers)  
 00:00:00 – 00:00:38, Gerb  
 > In 2018, a mysterious document...  
  
 (Continue with the rest of the transcript here.)  
```  
 If the transcript is very long, break it up into subsections or multiple time blocks.  
  
5. Analysis or Commentary (Optional)  
 Keep this separate from the raw transcript so that the historical record remains pristine.  
  
6. Changelog (Optional)  
 You may add a simple list to note major changes:  
  
```markdown  
 ## CHANGELOG  
 - 2025-03-09: Created initial transcript (by Gerb)  
 - 2025-03-10: Fixed name spelling (by TURFPTAx)  
```  
  
How to Contribute  
-----------------  
1. Fork this repository on GitHub.  
2. Clone your fork and create a new branch:  
```markdown  
 git checkout -b transcript-fixes-video01  
```  
3. Edit the relevant .md file (e.g., 01 Wilson\_Davis\_Memo\_Documentary.md).  
4. Commit and push your changes to your fork.  
5. Open a Pull Request from your fork’s branch back into the main repository.  
  
In your Pull Request description, please include:  
- Which video(s) you updated  
- What corrections or additions you made  
- Any references or sources for your changes  
  
By contributing, you affirm that your changes are based on the actual content of Gerb’s video or credible references. Please respect each other’s contributions and abide by the repository’s license and code of conduct.  
  
License and Disclaimer  
----------------------  
- No Official Affiliation: This project is not officially affiliated with Gerb or any related entity. We are volunteers archiving public, fair-use content for historical and research purposes.  
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Contact  
-------  
For questions, open an Issue in the GitHub repository or email the repository maintainer if contact info is provided.  
  
Happy transcribing and exploring!