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## **Classified Advanced Anti-gravity Aerospace Craft utilizing Back-Engineered *Extraterrestrial* Technology**

by

**Richard Boylan, Ph.D.**

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As a behavioral scientist and clinician, I have been working for over 15 years with persons who report having had an encounter with an *extraterrestrial* intelligent lifeform (a "*Star Visitor*"). During the course of this work, I have felt it necessary to learn as much as possible about the veridical reality of UFOs and what the Government already knows about these *visitors* from afar.

As information on *Star Visitors* and *their* encounters with humans piled up, I began to publish my findings presenting them at national and international conferences, in specialty journals, and in media interviews. This in turn brought me to the attention of certain figures currently or formerly in highly-classified sectors of government and the military and intelligence agencies. These individuals decided to leak certain additional information to me, knowing that I would thus serve as a conduit to bring such leaked information to the attention of the portion of the public interested and ready for such information.

My doctoral training in psychology and anthropology taught the value of first-hand field research. And because the existence and operations of various undeclared or secret government installations related to *Star Visitor* matters are not going to be plumbed without field research, I made it my task -- starting in 1992 -- to reconnoiter, observe, and in some instances penetrate many of the most important of these installations. I reasoned that the knowledge I gained could be very helpful to the experiencers who consult with me, to help them feel secure that they had not hallucinated but that such advanced technology exists and -- in fact -- the American Government is in possession of some of this technology.

Additionally, the hundreds of experiencers of encounters shared with me information they possessed including about advanced U.S. craft (either by reason of being told such things by the *Star Visitors*, or by being kidnapped by rogue military-intelligence units and taken aboard one of these craft to one or other of these installations, or viewed such craft once they arrived). This added to my store of information and data on advanced U.S. anti-gravity craft.

While I have gathered (or been entrusted by others with) considerable information on special American aerospace craft, I do not purport to know everything that is in the U.S. arsenal, nor everything about the operations and capabilities of the craft that I am about to identify. What I know is presented here. I have held nothing back.

At this time, I am aware of the existence of 10 kinds of "special-technology advanced aerospace platforms" [mil-speak for craft], all incorporating anti-gravity technology in some form. These are:

- (1) the Northrop Grumman B-2 "Spirit" Stealth Bomber
- (2) the "Aurora"
- (3) Lockheed-Martin's X-33A "VentureStar"
- (4) Lockheed-Martin's X-22A "DarkStar"
- (5) Boeing and Airbus Industries' "Nautilus"
- (6) the TR-3A "Pumpkinseed"
- (7) the TR-3B "Astra"
- (8) Northrop's "Great Pumpkin disc"
- (9) Teledyne Ryan Aeronautical's XH-75D "Shark" anti-gravity helicopter
- (10) Lockheed-Martin/Northrop's jointly-developed TAW-50 hypersonic anti-gravity fighter-bomber.

Before we examine these 10 exotic aerospace craft, a brief overview of the different forms of generating anti-gravity fields is in order.

The most primitive anti-gravity technology is electrogravitic. This involves using voltages in the millions of volts to disrupt the ambient gravitational field. This results in an 89% reduction in gravity's hold on airframes in such vehicles as the B-2 Stealth Bomber and the TR3-B "Astra" triangular craft. And given the considerable ambient ionization field I observed around the X-22A, it is reasonable to assume that extreme-voltage electrogravitics is also employed with these craft. **[StealthSkater note: more on the TR-3B is archived on the "UFO#Fouche" page at => [doc](#) [pdf](#) [URL](#) ]**

The next level up of sophistication is magnetogravitic. This involves generating high-energy toroidal fields spun at incredible rpms which also disrupts the ambient gravitational field -- indeed to the extent that a counterforce to Earth's gravitational pull is generated . The early British aeronautical engineers called this dynamic "counterbary". This may have been used in some earlier American saucers and prototypes. But I have only been told that the secret Nautilus spacefaring craft uses magnetic pulsing, which appears to utilize this technology.

The third level of sophistication, that used in the more modern American anti-gravity craft is direct generation and harnessing of the nuclear strong force. Such a strong-force field extends slightly beyond the atomic nucleus of **Element-115** -- an exotic element donated by *Star Visitor* scientist-consultants to human scientists at S4 (a secret base south of Area-51). By amplifying that exposed gravitational strong force and using antimatter reactor high energy and then directing it, it is possible to lift a craft from the Earth and then change directions by vectoring the shaped antigravity force field thus generated. Important information about this third technology is available on **Bob Lazar's** website [\[1\]](#). This information is also described on the Bob Lazar video. Lazar worked on *extraterrestrial* technology at Los Alamos National Laboratory and Area 51's site S4 [\[2\]](#). **[StealthSkater note: also archived on the "Lazar" page at => [doc](#) [pdf](#) [URL](#) ]**

Let us now examine these 10 advanced craft in more detail. The amount of information available for each varies. In some cases, more is known; in other cases, very little.

(1) The B-2 Stealth bomber is manufactured Northrop-Grumman. The Air Force describes it as a low-observable, strategic, long-range heavy bomber capable of penetrating sophisticated and dense air-defense shields. Retired Air Force Colonel Donald Ware passed on to me information from a 3-star general he knows, who revealed to him in July that the B-2 Stealth bombers have electrogravitic systems on board. And this explains why our 21 Northrop B-2s cost about a billion dollars each [\[3\]](#).



(2) The Aurora SR-33A is a moderate-sized spacefaring vehicle. The late National Security Council scientist Dr. Michael Wolf [4] of NSC's unacknowledged "Special Studies Group" subcommittee (formerly called MJ-12) has stated that the Aurora can operate on both conventional fuel and anti-gravity field propulsion systems. He further stated that the Aurora can travel to the Moon. Wolf had also disclosed to me that the U.S. has a small station on the Moon and a tiny observation post on Mars [5]. Therefore I doubt that Dr. Wolf would characterize the Aurora thus unless it was a vessel already used in making such trips. He disclosed additionally that the Aurora operates out of Area-51 (Groom Dry Lake Air Force Station) at the northeast corner of the Nellis AFB Range, north of Las Vegas, Nevada.

(3) The Lockheed-Martin X-33A military spaceplane is a prototype of Lockheed's other spaceplane -- the single-stage-to-orbit reusable aerospace vehicle the National SpacePlane. Lockheed-Martin does not say too much about its winged, delta-shape X-33 "VentureStar" except to say that we are building it. To be at that stage of development for its public-program SpacePlane, clearly Lockheed-Martin has already long since built prototypes as well as an unacknowledged military version which I have dubbed the X-33A. The 'A' suffix stands for anti-gravity.

Colonel Donald Ware, USAF (ret.) told me that he had recently learned from a 3-star General that the VentureStar X-33 has an electrogravitics (anti-gravity) system on board [6]. This virtually assures that the unacknowledged military anti-gravity version -- the X-33 A -- must surely also have electrogravitics on board. It is also possible that what I have called the X-33A is the Aurora craft which Dr. Wolf described.

(4) The Lockheed X-22A is a 2-man anti-gravity disc fighter. The late Colonel Steve Wilson, USAF (ret.) stated that military astronauts trained at a secret aerospace academy separate from the regular Air Force Academy at Colorado Springs, CO. These military astronauts then operate out of Beale and Vandenberg Air Force Bases, Northern California. From those bases, these military astronauts regularly fly trans-atmospherically and out into space [7]. One of the aerospace craft they use, Colonel Wilson reported, is the X-22A.

Another informant 'Z' (aka "Jesse", who formerly worked at the NSA) told me that the Lockheed X-22A anti-gravity fighter disc fleet is equipped with **neutral particle beam** directed-energy weapons. They are capable of effecting optical as well as radar invisibility. And they are deployable for worldwide military operations from the new U.S. Space Warfare Headquarters, located in hardened underground facilities beneath 13,528' King's Peak in the Wasatch Mountains' High Uintas Primitive (Wilderness) Area, 80 miles east of Salt Lake City [8].

Recently I also heard from an Army engineer formerly TDY'ed to NASA (who shall remain unnamed at his request). He also confirmed that Lockheed had made the X-22A -- the 2-man anti-gravity fighter disc which I had seen test-flown in a canyon adjacent to the main Area-51 operations zone. He explained why I had seen the X-22A so nervously flown during that test flight. He said that the original X-22A had had a standard altimeter hard-wired into it. But such an instrument would give faulty readings in the craft's anti-gravity field which bends space-time. He had recommended that they instead use a gradiometer, which would function better. Apparently his suggestion was finally taken up since in more recent years, I have seen the X-22As flying more smoothly and confidently at high altitudes over-and-near Area-51.

Another informant who wishes his identity kept private related operational details about military deployment of anti-gravity disc craft which sound like the X-22A. He reports: "During operation Desert Storm, a close relative of mine was in charge of a Marine Division right on the front. In the first days,

film footage -- and especially videocams which a large number of GIs had -- were impounded so they wouldn't capture any sensitive material. Iraq was pumped up and "Gung-Ho" since they had well over 50,000 troops ready to charge us and we only had about 3500 that they knew of. And they knew that because of the close proximity of troops, we couldn't nuke them. So, they were assuming 'piece of cake'. Wrong!

2 pictures my relative confiscated from one of his officers showed (1) a large disc-shaped craft slightly in front of our men with a high intensity beam of light emitting out of it; then (2) where men, equipment, etc. had stood, there only remained dark charcoal-like spots on the desert floor. We have had this technology for quite a while."

The described disc was clearly an antigravity, levitating, aerial-weapons platform in the U.S. arsenal. Quite possibly it was the Lockheed **X-22A** 2-man discoid craft -- the real "**DarkStar**" of which the unmanned drone X-22 DarkStar is but an aircraft 'cover' program to disguise the existence of this X-22A manned antigravity fighter disc.

Further as 'Z' noted, the real manned discs come equipped with the latest neutral particle beam weapons which take apart the target at the molecular level. *Star Visitor* craft do not incinerate humans. Only human military fighters are so deployed. So the above report does not deal with any *extraterrestrial* event.

(5) The "**Nautilus**" is another spacefaring craft -- a secret military spacecraft which operates by magnetic pulsing [9]. It operates out of the unacknowledged new headquarters of the U.S. Space Command deep under a mountain in Utah. It makes twice-a-week trips up to the secret military-intelligence space station, which has been in deep space for the past 30 years and manned by U.S. and USSR (now CIS) military astronauts.

The Nautilus also is used for super-fast surveillance operations, utilizing its ability to penetrate target country airspace from above from deep space (a direction not usually expected). It is manufactured jointly by Boeing's Phantom Works near Seattle and the EU's Airbus Industries Anglo-French consortium. During travel to Washington State several years ago, I had a conversation with a former Boeing executive who worked in their Phantom Works (Boeing's black projects division --roughly the equivalent of Lockheed's Skunk Works). The executive confirmed what I had earlier learned from an intelligence insider: that Boeing had teamed up with Europe's Airbus Industrie to manufacture the Nautilus.

(6) The TR-3A "**Pumpkinseed**" is a super-fast air vehicle. The "Pumpkinseed" nickname is a reference to its thin oval airframe whose contours resemble that seed. It may be the craft identified as using pulse detonation technology for propulsion in a sub-hypersonic regime and also uses anti-gravity technology for either mass-reduction or complementary field propulsion at higher speed levels. As air breathers, these Pulse Detonation Wave Engines (PDWEs) could theoretically propel a hypersonic aircraft towards Mach-10 at an altitude in excess of 180,000 feet. Used to power a trans-atmospheric vehicle, the same PDWEs might be capable of lifting the craft to the edge of space when switched to rocket mode.

(7) the TR-3B "**Astra**", is a large triangular anti-gravity craft within the U.S. fleet. Black projects defense industry insider Edgar Rothschild Fouche wrote about the existence of the TR-3B in his book Alien Rapture [10]. My ex-NSA informant, 'Z', also confirmed that the TR3-B is operational. 'Z' had this to say about the TR-3B triangular antigravity craft:

"TR-3B -- this is the code name for what everyone on Earth has seen. It is a very large triangular-shaped re-entry vehicle with anti-gravity. It is what the November, 2000 issue of Popular Mechanics



identified as the "Lenticular Reentry Vehicle" -- a nuclear-powered flying saucer, the first version of which went operational in 1962 [the version which Popular Mechanics illustrated.]

It was used in Gulf War's early hours with electromagnetic-pulse/laser cannons. It literally sat mid-air, firing long-, medium-, and short-range to take out antennas, towers, communications, air traffic control towers, TV dishes and centers, etc. For 3 hours, these 3 triangles [TR-3Bs] just sat there blowing up everything in sight. Then the Stealth fighters had fun for the rest of the day into the early evening next night. Then followed carpet bombings from high altitude B-52 Stratofortresses. They dumped all the old, aged Vietnam-era crap [munitions]. A third blew up and the rest were duds.

"Anyways, the TR-3B has been in testing since the 1960s. But it has only been perfected for the last 8 years [since 1992]. It is a good remake of what Truman first saw [the Roswell semi-circular craft]. It is compartmentalized -- built by the Skunk Works {Lockheed-Martin's classified plant at Palmdale, CA} and Boeing [Phantom Works, Seattle]. It is housed in Utah."

'Z' was reminding of his earlier revelation that the U.S. Space Command has located its prime headquarters and anti-gravity space-launch fleet facility beneath King Mountain -- the tallest mountain in the Wasatch Range east of Salt Lake City, Utah. **[StealthSkater note: some of Fouche's essays are also archived on the "UFO#Fouche" page at => [doc](#) [pdf](#) [URL](#) ]**

(8) Northrop Aircraft Corporation has manufactured its Northrop anti-gravity disc (designation unknown) which I have dubbed the "Great Pumpkin" from its brilliant ruddy golden-orangish glow. I first saw these craft operationally test-flown in 1992 above the Groom Range ridge line at Area-51, Nevada. Later, I saw the same intensely burning-bright orange-gold craft that I had seen above Area-51 being test-flown 60 miles north of Los Angeles in the Tehachapi Mountains east of Edwards Air Force Base. There, the Northrop has its secret saucer manufacturing works buried deep within the mountains. I saw the same intensely burning-bright orange-gold craft test-flown above Northrop's mountaintop test bed there as I had seen above Areas-51/S4 [\[11\]](#).

When energized, these discs emit their characteristic intense glow. It is reasonable to assume that this is due to strong ionization and that electrogravitics is the methodology of their field propulsion.

(9) The XH-75D or XH "Shark" anti-gravity helicopter is manufactured by Teledyne Ryan Aeronautical Corporation of San Diego. USAF Colonel Steve Wilson reported that many of these XH-75Ds were assigned to the Delta/National Reconnaissance Organization Division which retrieves downed UFOs. That Division is also implicated in mutilating cattle as a psychological warfare program on the American public, to try to get citizens to fear and hate *extraterrestrials* through assuming that *aliens* are the ones cutting up the cattle. Colonel Wilson also leaked a drawing of the XH-75D Shark. (See his illustration at: <http://www.drboylan.com/shrkhelo.jpg> **[StealthSkater note: also archived in the "Boylan\_6" file at => [doc](#) [pdf](#) [URL-doc](#) [URL-pdf](#) ]**

(10) The TAW-50 is a hypersonic, anti-gravity space fighter-bomber. A defense contractor with whom I have been in communication leaked to me details of this U.S. Advanced TAW-50 warcraft. Developed during the early 1990s, the capabilities of this warbird are jaw-dropping. And the technology shows that the Defense Department did not fail to utilize what it learned combing through the wreckage of various UFO crashes.

The TAW-50 was jointly developed by the Lockheed-Martin SkunkWorks (Palmdale-Helendale, CA) and Northrop (undoubtedly at their undeclared Anthill facility within the Tehachapi Mountains,

northwest of Lancaster, CA.). Both companies have a history of development of secret anti-gravity craft at these Mojave Desert facilities.

The TAW-50 has speed capabilities well in excess of **Mach-50** (a number that the contractor calls "a very conservative estimate"). Its actual speed is classified. Since Mach-1 is 1,225 kilometers per hour (approximately 748 mph), this means that the TAW-50 is capable of moving considerably faster than 38,000 mph. In comparison, the velocity required to escape Earth's gravity is 25,000 mph. Therefore, the TAW-50 is capable of going into space. And does.

The TAW-50 has a SCRAM (supersonic ramjet) propulsion system for passing through the outer atmosphere. The TAW-50 utilizes electrogravitics to maintain its own artificial gravity while in weightless space as well as to nullify the vehicle's mass during operations. The TAW-50's power supply is provided by a small nuclear power generator that the contractor said is "Normal-Inert". The contractor said that the space plane uses electromagnetoferrrometric power generation by the immersion of pellets in heavy water (Deuterium) and specially-designed coil superconductive magnets, which yield enormous amounts of free electrons when placed in an immersion which has been triggered into an oscillating field-state flux.

The TAW-50 has a crew of 4. Nevertheless, the TAW-50 flies so fast that it requires computers to fly it. These were developed by American Computer Company, who derived them from its Valkyrie XB/9000 AI [artificial intelligence] Guidance series. They utilize a RISC milspec superchip. There are 180 of them in the flight control system and 64 more in the weapons guidance system, the contractor reported.

It can carry a combined payload of glide bombs and a package of MIRV (Multiple Independently-targeted Reentry Vehicles (mil-speak for a group of intercontinental ballistic missiles), each of which can seek out and strike a different target. The MIRV pack also contains reentry-capable balloon countermeasures to make it very difficult for laser and other defensive weapons to track down where the real MIRVs are and intercept them. The TAW-50 is armed with its own "Kill Laser" system which can track and immolate SAM (Surface-to-Air missiles), STTA (Surface-to-Trans-Atmosphere missiles), ATA (Air-to-Air missiles), and ATTA (Air-to-Trans-Atmospheric missiles). The TAW-50's killer lasers can also knock down high-performance fighter interceptors. The TAW's Kill Laser is much smaller than the earlier 1980s-era SDI ("Star Wars" program) models and has a miniaturized cooling core and 500 times the wattage. The contractor said it uses a spontaneous nucleonic burst to trigger the lasing [laser] effect.

In addition, the TAW-50 is armed with micro super-explosive HyperDart missiles. These are just a little larger than ordinary aircraft cannon ammunition, but travel at hypersonic speed for up to 3 minutes and have enormous explosive capability. One HyperDart can blow apart a MiG fighter anywhere within 20 feet of the HyperDart. The TAW-50 carries several hundred HyperDarts.

Because the TAW-50 is designed to operate in space, it has on board a 2-day air supply. This air supply can be extended by using its scoop system and traveling into the upper atmosphere to harvest more oxygen.

The contractor did not reveal the size of the space fighter-bomber except to say, "It's a pretty big thing."

The performance of the TAW-50 makes it virtually impossible to defend against. It can hide in orbit many hundreds of miles into space, orbiting at times at 22,000 mph. Then without warning, it can dive straight down through the atmosphere at over 38,000 mph on an 80-degree attack vector; reverse



direction within 150 feet of the ground with very little loss of motion and without a glide turn; and almost instantly go vertically straight up at over 38,000 mph until long after it leaves the atmosphere and resumes orbiting in space. The contractor noted, "Those electrogravitics allow it to change its mass to almost nothing in a moment and reverse direction in a second, increase its acceleration to so many times G [Earth's gravity] that it's not funny. Yet they are able to nearly nullify the G-force on the pilots. They [the electrogravitics] are 4<sup>th</sup>-generation with the ability to bring it to a complete standstill in under 2 milliseconds (if need be) without crushing the pilots, and keep it there for quite some time." The contractor notes, "It's far too fast for tracking radars. And," he adds, 'what military aims its radars straight up?"

The TAW-50 can be refueled and rearmed in orbit by docking with the secret undeclared Military Space Station that is in orbit [12] The entire refueling and rearming procedure takes under 10 minutes. Who mans the gas pumps? Military astronauts trained at the Secret Air Force Academy located in the hills immediately west of the official Air Force Academy at Colorado Springs, CO. These military astronauts rotate duty by traveling to and from Vandenberg Air Force Base on other military antigravity vehicles [13]. <http://www.drboylan.com/xplanes2.html>

The Cape Canaveral Space Shuttles have carried the arming platforms ("classified Defense Department payloads") up to the secret Military Space Station. The contractor reported that with a few extra tanks of LOX (liquid oxygen), the TAW-50 could fly to the Moon and back.

As of 2002, the U.S. has 20 TAW-50s in its arsenal. But as the contractor commented, "You could take out an entire nation in under 10 days with only 10 of these, doing 3 attacks a day. One can wipe out an entire city the size of suburban Cleveland in a single attack without having to use any nukes at all."

The electrogravitics for the TAW-50 was produced by GE Radionics. Pratt & Whitney designed the SCRAM atmospheric penetrator technology. American Computing Company created the artificial-intelligence supercomputers. The contractor said he could not tell me anything else. And it was clear he did not want his name used. So, this is what is known.

(11) The Northrop **Quantum Teleportation Disc:** Are the above the current state-of-the-art in advanced aerospace craft? No. There have been advances beyond "mere" anti-gravity field propulsion. Quantum particulate physics is now being used to update a variety of aerospace craft and their weapons systems.

On a recent (09/16/05) field trip to the boundary of Area-51 during a middle-of-the-night observation, I saw first one ... then another ... and finally 6 brightly-lit objects suddenly appear at approximately 1000' (305 meters) height above the desert floor. The intensely-glowing, ruddy, golden-orangish ionization field surrounding these craft appeared identical to the field around the Northrop antigravity disc. But in the 13 years since I had last observed the Northrop discs above Area-51 and at their Tehachapi Mountains manufacturing site, considerable progress has been made.

In 1992, the Northrop disc slowly rose vertically from its flight pad and gradually reached flight altitude. But in 2005, these craft are able to depart from their flight pad and suddenly appear at flight altitude without any visible ascent. And it is not a matter of their ionization field having been turned off during ascent for stealth purposes. The ionization field comes with electrogravitic field propulsion. If the ionization were turned off, the craft would have fallen from the sky.

Rather what appears to be going on is that the Northrop engineers have incorporated quantum physics principles into the propulsion. Simply stated, Northrop appears to have harnessed quantum entanglement to achieve **quantum teleportation**. To the observer, the craft simply ceases to exist on

the flight pad ... and instantly begins to exist at (in this case) 1000 feet altitude. If the interpretation of this observation is correct, then there exists an 11<sup>th</sup> entry in the U.S. anti-gravity arsenal -- the Northrop Quantum Teleportation Disc. **[StealthSkater note: sounds like what UNITEL has been proposing with their quantum laser and Niobium/Tin, SED-implanted "smart skin" to achieve Macroscopic quantum tunneling. See the "UNITEL" page at => [doc](#) [pdf](#) [URL](#) ]**

If the black-budget scientists keep advancing along these lines, we could foresee the day when a fleet of Air Force craft suddenly "cease to exist" on the air base runway and instantly appear at 35,000 feet altitude over a target city halfway around the Globe.

America has used its enormous wealth to become the global super-power. The TAW-50 is but one example of its exotic, unnecessarily proliferative, and highly-destructive arsenal. The World awaits the day when America finds its soul and pays more attention to matters of spirit, mind, and metaphysical development, and withdraws from its addiction to war toys.

It has been said that if the American people knew what the military had in their arsenal today, they wouldn't believe it and would think that someone was fantasizing about a George Lucas "Star Wars" movie episode. But it's not science-fiction. The future is already here.

The implications of the advanced antigravity craft back-engineered by humans are several. All of the antigravity technology is in the control of the organization conducting the UFO Cover-Up. This organization is so heavily infiltrated by Cabal types that Dr. Michael Wolf regretfully concluded that the Cabal had effective control of it. He should know -- he was a high member of that "Special Studies Group" [formerly "MJ-12"] buried within the National Security Council.

Since the Cabal effectively control the development and special uses of these craft, there remains a very high danger that the Cabal will use its growing antigravity fleet to try to repel the *Star Visitors* and even conduct Space War. Elements within the U.S. Air Force and the Naval Space Command are making preparations for such a Space War. What can we do about this as lightworkers, Star Kids, Star Seed adults, or other humans of good will?

First is to keep ourselves informed about dangerous and evil uses of antigravity (and quantum) technology.

Second is to contact our political representatives to oppose policies and weapons systems development that is oriented towards space warfare.

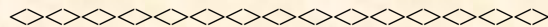
Third is to encourage the release of this technology into the civilian sector where it can revolutionize transportation, energy generation, large construction projects, and other peaceful uses.

Fourth, the existence of this human technology is a 2-edged sword for the Cabal. Not only is the existence of anti-gravity technology starting to get out to the public, but also the very existence of a massive worldwide organization conducting the UFO Cover-Up and confiscation of *Star Visitor* technology. As the public becomes aware that the Cabal have unfairly monopolized this technology for 40+ years, the public will become incensed at the Cabal for their greed and selfishness. This then becomes the opportunity to expose and discredit the Cabal -- the Number One obstacle to human safety and progress.



## **Footnotes**

1. See: <http://www.boblazar.com/closed/reactor.htm>
2. "UFOs and Area-51, Vol. 2 - The Bob Lazar Video" (1999), available via Amazon on-line bookstore at: [www.Amazon.com](http://www.Amazon.com)
3. Personal communication, September 20, 1997.
4. See: <http://www.drboylan.com/wolfdoc2.html>
5. See: <http://www.drboylan.com/wolfqut2.html>
6. Personal communication, September 20, 1997.
7. See: <http://www.drboylan.com/swilson2.html>
8. Personal communication, February 10, 2002.
9. See: <http://www.drboylan.com/basespst2.html>
10. See: <http://www.wealth4freedom.com/truth/bt3r.htm>
11. See: <http://www.drboylan.com/grantour2.html>
12. See: <http://www.drboylan.com/basespst2.htm>
13. See: <http://www.drboylan.com/colww3a.html>
14. See: <http://plato.stanford.edu/entries/qt-entangle>



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