

Subject: Agreement, Part 2, Correction.
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Subject: Agreement, Part 2,
May 1, 2012.

This tells what some whistle blowers are saying.
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Sure, we got microcircuits, semiconductors and computers -- and part of the alien "gift" is responsible for the web page you are reading right now -- but the real technological benefits were seized by defense contractors to make miniaturized air-mic B-mbs and other weap-ns of mass destruction. The advances in biology were applied to biological warfare and may have resulted in some of the retroviruses or Morgelions that are currently perplexing biologists. But the main benefits -- the technology associated with the UFO propulsion systems and energy generators -- are the real "gifts" that we aren't allowed to know about and utilize. And if we could, they would transform our civilization almost overnight.

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Read this M--12 report and see the recommendations for developing new alien technology. This is what happens when our government allows the military industrial complex to repress humanity in the "deal" with alien visitors.

The Big Disclosure: An Under-reported Event
On Wednesday, May 9th, 2001, over twenty military, intelligence, government, corporate and scientific witnesses came forward at the

http://www.google.com/search?ie=3DUTE-8&am:oe=3DUTE-8&am:sourceid=3Dnaviclient&pgfna=3D1&am:rs=3Dforconference:nationalpress:club&hp=3D1&am:pxmd=3D1&am:source=3Duniv&am:thb=3D1&am:ei=3DA-3hTmVtIiU0Pecor4Cw&am:sa=3DX&am:oi=3Dvideo_result_group&am:ict=3Drtt1&am:reamun=3D4&am:ved=3D0CB80qQwAw&am:fp=3D4a396dal49c7810a

*National Press Club in Washington, DC to establish the reality of UFOs or extraterrestrial vehicles, extraterrestrial life forms, and resulting advanced energy and propulsion technologies. The weight of this first-hand testimony, part of the Disclosure Project, along with supporting government documentation and other evidence, established without any doubt the reality of these phenomena. The testimony and evidence proves that these vehicles have been tracked on radar on many occasions, have landed and/or crashed on terra firma, and have been retrieved and studied by specialized and compartmentalized projects. It also proves that the technology gained from these encounters with aliens and their artifacts has been engineered and applied by laboratories and corporate contractors for decades! A Whole New World Awaits ... Disclosure!
Advanced technologies which have been identified from the study of these vehicles, once disclosed, will replace currently used forms of energy generation and propulsion. These technologies will enable the Earth to attain a sustainable civilization without pollution, energy shortages, or global warming.

These technologies are already fully operational. They have been developed within super-se-cret unacknowledged special access projects. In short, the definitive solution to the world's energy, pollution, and poverty problems exists within compartmentalized projects that need planned disclosure and relevant legislation. The programs controlling this issue are operating outside of legally required Congressional oversight. Even Presidents have been left out of the loop, deliberately deceived, and denied access. Therefore, urgent action is needed on the part of Congress, the White House, and other institutions to obtain the necessary oversight and control of these operations to ensure that these now-classified technologies are prepared for disclosure and the eventual near-term application for world cooperative energy generation and propulsion.
What will happen?

"How would society react to the knowledge that trillions of dollars have been spent on unauthorized unconstitutional projects over the years? And that these tax-payer dollars have been used by corporate partners in this se-cret-y to develop spin-off technologies based on the study of ET objects which were later patented and used in highly profitable technologies? Not only have the taxpayers been defrauded, they have then been made to pay a premium for such breakthroughs which were the result of research paid for by them! While the basic energy generation and propulsion technologies have been withheld, these corporate partners have profited wildly from other breakthroughs and benefits in electronics, miniaturization and related areas. And how would the public react to the fact that the multi-billion dollar space program, using internal combustion rockets and the like, has been a primitive and unnecessary experiment since much more advanced technologies and propulsion systems were in existence before we ever went to the moon?"
--(p1 Disclosure Project Executive Summary)

Whistle Blowers Spill The Beans

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<http://discloze.tv/forum/secret-ufo-propulsion-systems-boyd-bushman-lockheed-martin-32246.html>

Boyd Bushman -- a retired Senior Engineer at Lockheed-Wartin for over 20 years -- revealed this nuclear powered flying saucer that was actually flown as far back as 1960! It used a magnetic gravity drive propulsion system. He wonders what kind of developments have been made in the past 50 years.

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The most prolific whistle blower of late is Michael S-ratt, an aeronautical historian who has spent years collecting stories and evidence of advanced technology. S-ratt is a bit different from other UFO enthusiasts in that his main emphasis is on the amount of taxpayer funding that has gone in to the development of this advanced technology and the few benefits that taxpayers have gotten for their hard earned money. S-ratt has collected photos, blueprints and testimonials from test pilots, describing amazing craft that have been built and flown with technology derived from retro-engineered alien designs. One of S-ratt's favorite stories is of an ex-WMI aviator, Jack D. P-ckett, who published an in-house aviation magazine for military personnel with his partner, Harold. It was 1967 when the Adjutant General's Office at Mac-Dill AFB (Tampa Florida) proposed a front cover, and two-and-a-half page article within. The subject was Vintage, Historical or Experimental aircraft. Jack and Harold learned that some experimental jet aircraft were being stored at the base salvage/scrap-yard. These particular aircraft had already been decommissioned/declassified, and were parked directly outside, and NOT in a hangar.

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In September of 1967, both Jack and Harold drove together to where these aircraft were being parked. Upon arriving at the chain link fence, which surrounded the perimeter of the base near the scrap-yard, Jack first saw the most awe-inspiring aircraft ever built. There, in outside parked storage, were four flying wing discs, measuring 20 to 108 feet in diameter. Because they were the last remaining of their model, the Master Sergeant of the Non-Commissioned Officer's Club telephoned the Adjutant General's Office for permission for polaroid photographs to be taken, even though all of the tires were completely flat down to their wheel rims. The General's Office (headed by base commander William M. W-lson) suggested that Jack use higher quality official Air Force photographs available at the Adjutant General's library at Mac-Dill, under armed guard. Jack was personally shown literally hundreds of official U.S.A.F. photographs of these aircraft in formation flight, on the tarmac, and was shown portions of motion picture footage of these aircraft in flight. Measuring 108 feet in diameter, and standing 12' off of the ground, the largest of the four discs must have been a sight

to behold. Each main landing gear consisted of 6 wheels, measuring 5' in diameter. The nose gear had an incredible 32 wheels, each measuring 2-1/2 to 3 feet in diameter.

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Jack Pic-ett was never briefed on the exact propulsion system utilized by the four craft, or who specifically built these aircraft, and any guess would be pure conjecture. However, Jack was told that these aircraft could fly so high, and so fast, that they were actually capable of achieving space flight. By definition, that would eliminate conventional jet engines, due to their tendency to "flame-out" at extremely high altitudes. This would mean that these aircraft were capable of literally flying rings around anything operating at the time. With a top speed of 15,500 mph, and an almost unlimited range, they definitely still remain among the utter most classified aircraft in the U.S.-.F. inventory. Jack also inquired why they had been discontinued, and was told that it had to do with maneuverability problems, and that the U.S.A.-. now had "better ones".

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Scra-t also discloses that engineers revealed that advanced technology is being utilized on the current B-2 Stealth bomber. One of them referenced, Townsend Bro-n's Electrogravitic Patent No. 3,187,206, which specifically describes how the B-2 electrically charges the leading edge of the wing to reduce the radar cross section. Then it negatively charges the exhaust gases to reduce the infrared signature. It's essentially a flying capacitor!

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They also found out that a 1968 report from Northrup Grumm-n Corp. claimed that when you electrically charge the leading edge of the wing, there is a resulting drag coefficient reduction up to 60%! That technology could be retrofitted today to the commercial airline industry, saving billions of gallons of fuel -- but it's not happening. And that's why the engineers came forward.

Part 2.

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