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Location: [Mothership](#) -> [Area 51](#) -> [List](#) -> [1997](#) -> [Jul](#) -> Underground hangars at Groom & Edwards + Aurora

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# Underground hangars at Groom & Edwards + Aurora

From: [campbell@ufomind.com](mailto:campbell@ufomind.com) (Glenn Campbell, Las Vegas)  
Date: Tue, 22 Jul 1997 14:50:29 -0800

Within the past week, I had a chance encounter with a former TTR worker. Through my own contacts, I know that he is genuine and has worked both at Tonopah Test Range and Edwards AFB in a middle management position. His contact with me was purely coincidental. As is common in these encounters, details spill out without my asking for them. He didn't use many words, though, and there was an element of cautiousness in his voice. I knew that whatever he said then was all I would get.

1) The "Aurora" exists and has been operational for about five years. He didn't use the name "Aurora", I did. He called it only "that other plane" and by body language indicated that we were talking about the same thing. He said it was built by Lockheed Skunkworks. He said he knows it exists, because he watched it flight tested at Edwards (apparently about five years ago).

I said, "Edwards? How can you fly anything secret at Edwards?"

He said, "There is so much coming and going out of there that no one notices." This implies that the plane looks and sounds similar to an ordinary aircraft on takeoff and landing.

2) There is an underground hangar at Edwards North Base. He said that on the surface it "looks abandoned", but there is a ramp down into a modern, active hangar below ground. He said he had been inside this hangar, and seemed to indicate that it was a regular part of his job.

3) There is an underground hangar at Groom Lake. Although he said he had never been there, I got the impression that he had pretty solid second-hand knowledge (since there is a lot of exchange of personnel between TTR, Edwards and Groom). He said on the surface, it looks like some munitions bunkers, but again there is a ramp for planes to taxi below ground.

This last claim I can almost confirm myself. Once while on Freedom Ridge, I observed a fighter jet land on the Groom runway. It landed from the north and then taxied from the south end of the runway toward the base on what I assume is the South Delta Taxiway. About 1/2 to

3/4 up the taxiway, the plane passed behind a berm and did not re-emerge on the other side. I waited and waited, but it never came out.

This location was not the Scoot 'N Hide (which I saw used on another occasion) and it was not the "High Security Compound" as indicated in the Mar. 1994 Pop. Sci. It was roughly between the two. I can't confirm anything corresponding to it on our satellite image poster, but the berms would be hard to see there. From my perspective on Freedom Ridge, the berms were still far from the base with no buildings near them.

All this proves nothing: They are just leads for future research.

BTW: The aircraft I saw using the Scoot N' Hide was a large fighter-shaped plane using a drag chute. It moved directly from the runway to the hangar without delay and the doors closed quickly.

I cannot recall the dates of either of these Freedom Ridge observations.

Glenn

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|                                                       *  |
| Area 51 Research Center      campbell@ufomind.com     |
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Index: [Det 3, AFFTC](#)  
Index: [Area 51 Operations & Facilities](#)  
Index: [Edwards North Base](#)  
Index: ["Aurora"](#)

[Mothership](#) -> [Area 51](#) -> [List](#) -> [1997](#) -> [Jul](#) -> [Here](#)

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PO Box 30303, Las Vegas, NV 89173 Glenn Campbell, Webmaster & Moderator

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