

Area 51 Mailing List Digest v096.n031

25 Dec 1996

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Message #1

From: campbell@ufomind.com (Glenn Campbell, Las Vegas)
Subject: **Federal prisoner "Con Air" flights may use the "Janet" name**
Date: Fri, 20 Dec 1996 07:33:06 -0800

"Janet" might be used for other federally operated aircraft apart from the 737 flights to Area 51 and Tonopah. On Wednesday, I heard it used on the FAA tower frequency for a different jet arriving at McCarran Airport in Las Vegas. This appeared to be a 727 used to transport prisoners through the U.S. Marshall's convict transportation system, often referred to as "Con Air."

My evidence...

On Wednesday, 12/18/96, between 10:30am and 11am, I tuned my scanner radio to the McCarran Airport (Las Vegas) control tower at 119.9 Mhz, and heard a final landing clearance given to "Janet 639 heavy." What struck me as unusual was the use of the word "heavy", which usually denotes a wide-body aircraft that needs more runway than most. I had never heard this word for the Janet 737 flights, which don't need much runway at all. Although the radio indicated that the plane had landed, I did not catch the ground control frequencies in time to find out where in the airport it was heading. I watched the Janet terminal for about 15 minutes, and no aircraft arrived there.

I did notice an aircraft taxi in the direction of the Signature ramp about this time, and about an hour later, I went to check it out. The plane was a 727 parked in an open area of tarmac beyond the south end of Haven Ave. The plane was being serviced, and seemed to have a few more people than usual milling around it. The company name on the side of the plane was Miami Air, and the insignia on the tail said "Marlin" with a picture of the fish. The tail number was N808MA.

This and any other aircraft registration can be found at:

http://www.landings.com/landings/pages/search_nnr.html

It indicates the plane is a 727-231 is owned by "First Security Bank of Utah, NA, Trustee." This bank is also the former registered owner of one of the 737 Janet aircraft, N4529W. See <http://www.ufomind.com/area51/orgs/janet/equipment.shtml> . (This plane, N4529W, is now registered to the Air Force at Clearfield, Utah.)

A 737 did not strike me as "heavy", however, and I wasn't certain that this was the plane, so I circled the airport to look for other transient aircraft. (The only other candidate was a 747 parked near the cargo area, N703CK, "American International Airways.")

I returned to the "Marlin" plane about a half hour later, and there

was a lot more activity now. There was now a second charter-type plane, a 737 or smaller, parked beside the first. (I didn't write down the N number, but I have it on film.) Between the two planes, an unmarked bus with Nevada plates was parked, and in front of the bus stood a man with a shotgun. Now this plane was much more interesting!

There were, in fact, a lot of people in blue uniforms standing around the two aircraft. I also saw several men in orange uniforms and handcuffs standing against the bus. A car with a lightbar was also parked nearby, and on the side of it was simply the word "Detention." Looking at the second aircraft from a different angle, I could see a line of handcuffs inside the open cargo hold.

That's when I put things together. This was "Con Air," the federal transportation network for moving prisoners around the country. I had read about it in the newspaper, but had never seen it directly. For an article, see...

<http://www.lasvegassun.com/sunbin/stories/archives/1996/jul/19/504897707.html>

What was interesting about this occurrence was the use of the "Janet" name on the tower frequencies. This suggests the following....

-- "Janet" might be used for any federally operated civilian aircraft.

-- Other aircraft formerly or currently registered to First Security Bank of Utah could be interesting.

-- "Miami Air" could have interesting federal ties. Since the plane is registered to the same bank as known federal aircraft, Miami Air could be a front for a federal agency, not just a charter contractor.

In "Janet 639," I am fairly certain of the last two digits, but I am very certain of the name and the "6". The use of this number indicates that there must be coordination of the numbering system so that EG&G Janets and Con Air Janets do not overlap. However, I saw no obvious communication between the Janet terminal and these aircraft, which were separated by about a mile at the airport.

I am still not certain why the 727 was "heavy". I don't know the exact regulation, but "heavy" is apparently used by pilots to indicate to the tower that they need extra runway. The newspaper article above suggests that the convict transportation system is overloaded and these flights operate full, which might help explain the designation. I am now 99% sure that the 727 was the "heavy Janet" on the tower freq.

The presence of a second, smaller aircraft on tarmac suggests that Las Vegas is a Con Air "hub" of sorts. I wonder if they give frequent flyer miles.

Glenn

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Message #2

From: "A.J. Craddock" <craddock@ix.netcom.com>
Subject: **Holiday Humor**
Date: Fri, 20 Dec 1996 13:23:07 -0800

It is a little-known fact that Santa has to keep his pilot's license current in order to make his deliveries every year, and so the old man wasn't too surprised when he got a letter from the FAA informing him that an examiner would be appearing shortly to run him through the usual recertification drill. A detail of elves was sent out to wash and polish the sleigh, another group was assigned to inspect, service, and repair all the tack, and a third squad started

curry-combing the reindeer. Santa himself got out his logbook and the rest of the paperwork and made sure that it was all in order. On the appointed day the examiner arrived, and after the ritual cup of coffee, he went over Santa's log and the paperwork, then followed Santa outside. After a meticulous review of Santa's weight and balance calculations, the examiner watched Santa do the preflight, then followed behind him, looking closely at everything from the bells on the back of the sleigh to Rudolph's nose. When he finished, he turned to Santa and said: "It looks pretty good so far. Let me get one thing out of my bags and then we'll take her up."

When the examiner got back, Santa was in the sleigh and ready to taxi. As the examiner climbed into the sleigh, Santa noticed that he was carrying a shotgun.

"What's THAT for?" Santa asked.

The examiner looked at him, then winked: "I really shouldn't tell you this, but you're going to lose an engine on takeoff."

Found on the skunkworks newsgroup

Tony Craddock

Message #3

From: "Michael J. Poirier" <mpoirier@cruzio.com>
Subject: **Re: AREA 51: Federal prisoner "Con Air" flights may use the "Janet" name**
Date: Fri, 20 Dec 1996 21:03:53 -0800
References: <199612201536.HAA20336@lists1.best.com>

Glenn Campbell, Las Vegas wrote:

> ...and heard a final landing clearance given to "Janet 639 heavy." What
> struck me as unusual was the use of the word "heavy", which usually
> denotes a wide-body aircraft that needs more runway than most.
>
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> regulation, but "heavy" is apparently used by pilots to indicate to
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> suggests that the convict transportation system is overloaded and
> these flights operate full, which might help explain the designation.
> I am now 99% sure that the 727 was the "heavy Janet" on the tower freq.
>
> The presence of a second, smaller aircraft on tarmac suggests that Las
> Vegas is a Con Air "hub" of sorts.

The term 'HEAVY' is actually used to warn other aircraft of possible hazards because of wake turbulence. The term is used to remind controllers and pilots to allow for adequate separation of aircraft using the same routes. FAA definitions are:

Term:	Take-off weight:	Examples:
HEAVY	greater than 300,000 lbs.	747, DC-10, B-52, C-5
LARGE	12,500 - 300,000 lbs.	C-130, 727, 737, 757
SMALL	less than 12,500 lbs	T-38, C-12

There are complex rules about the amount of separation based on what type is following what type (HEAVY following HEAVY, LIGHT following HEAVY, etc.) and in what environment (ground taxiing, IFR final approach, straight VFR flight, etc.). Basically other planes follow HEAVYs with more separation than SMALLs.

A Boeing 727-231 has a take-off weight of 142,000 lbs., in the LARGE category.

The point? Either the 'Janet 639 heavy' was NOT the 727 you saw _OR_ the system has been bastardized to give more space behind this flight, for whatever reason. (HmMMM...)

Message #4

From: Ken MacGray <mayor@tiac.net>
Subject: **Glenn's Fan Club**
Date: Sat, 21 Dec 96 11:22:42 -0500

More yuks from a.c.a51... -k-

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From: Mike Smith <msmith07@ix.netcom.com>
Newsgroups: alt.conspiracy.area51
Subject: **A One Thousand Roll TeePee Siege on the Area 51 Research Center**
Date: Sat, 21 Dec 1996 08:20:30 GMT

This is a public invitation to all concerned individuals that believe PsychoGlenn has overstepped the bounds of common human decency with his false allegations of the fine residents of Rachel any many others! His on-sided verbal and written attacks of demeaning comments have resulted in his being run out of town. It is time for him to offer an apology to those whom he has wronged!

The tacky and trashy turd-like trailer that he calls the Area 51 Research Center will be the target of a massive TeePeeing of one thousand rolls of new and/or used toilet paper. I, personally will supply the first one thousand rolls free to the ones that want to participate!!

This festive event will take place on March 15th 1997. Any and all persons that have been insulted by PyschoGlenn can now show your gratitude and participate!! The entire town of Rachel, the Lincoln county Sheriff's Department and multitudes of others have been notified of the upcoming event. The Sheriff asked if I'de let him start off this event with allowing him to be the first of the TeePee-iers!!

Early plans are for a group of one hundred heineys in a complete circle surrounding the Research Center and shooting one righteous moon to this vile producing facility!

I urge all of you to use restraint and not to do any physical harm to PyschoGlenn or his property, but instead show him that he needs to be more dedicated to his Area 51 research, without trampling on everyone and their brother!! I beleive that he may have one little spark of good in him that it needs to be coaxed out.

PsychoGlenn can prevent this siege from taking place if he'de just make a humble apology!!

Smitty

Smitty...96 F250 4X4 PowerStroke
and 86 Ranger STX 4x4 ...257,000 mile

Ken MacGray/Administrator - Virtual Village BBS
508-368-4222
mayor@tiac.net - <http://www.tiac.net/users/mayor>
Area 51 Images/Lore/News:
<http://www.tiac.net/users/mayor/a51/>

Message #5

From: "A.J. Craddock" <craddock@ix.netcom.com>

Subject: **New Delorme 3-D Explorer CD-ROM**

Date: Sun, 22 Dec 1996 19:53:20 -0800

Freedom Ridge Accessible Again! Well - sort of!

Now there is no need to leave your armchair to go on those taxing hikes with agents with such bizarre nom de guerres as "Psychospy" to view the Government's most publicized "secret" base.

Thanks to an amazing CD-ROM I just purchased called 3-D Explorer USA you can hike anywhere in the good old US of A and look at the view from the ground or any altitude above the terrain up to about 13,000 ft. altitude

Possessing a whole host of options such as lighting variables, true or magnified heights, terrain following while flying over the countryside, multiple throttle settings, the ability to "helicopter" in one spot and look around, variable surface detail, this thing blew me away.

It is made by DeLorme, the mapping people, and can also be integrated into their Street Atlas USA. Thus you can plot a trip with the mapping CD, save the file, and then fly over the desired route using 3-D Explorer. Or you can just freelance with the 3-D Explorer CD-ROM.

In answer to the question: what does Groom Lake like like? The answer is I don't know yet, as I am still trying to find the co-ordinates. However, based on local "flybys" I have done, there will be not much to see in the way of buildings, but you can see roads, mountains etc. from any vantage point you choose.

And how much does this baby cost?

I got the introductory offer from DeLorme (I have some of their other mapping and phone search CD's), and paid a paltry \$19.99 for it!

When I think of the money I have blown on useless software and CD-ROMs over the years, this is incredible value for money. Glenn, you should stock it!

And no, I have nothing to do with DeLorme whatsoever.

Tony Craddock

Message #6

From: tonydinkel@clubnet.net (Tony Dinkel)

Subject: **Los Alamos listens for meteors**

Date: Mon, 23 Dec 1996 20:06:02 -0800

Found at:

<http://www.lanl.gov/projects/PA/Releases/96-201.html>

Los Alamos National Laboratory
Los Alamos, New Mexico 87545
public information group news release

CONTACT: James E. Rickman, 505-665-9203 (96-201)

When it comes to detecting meteors, Los Alamos researcher is all ears

SAN FRANCISCO, Dec. 18, 1996 - Chicken Little might have liked Los Alamos National Laboratory researcher Doug ReVelle, a guy who keeps an "ear" to the sky listening for falling objects that travel many times faster than the speed of sound.

And each year at least one fairly large extraterrestrial object comes rumbling into Earth's atmosphere, said ReVelle, who presented information about using very low-frequency sound waves to detect meteors today at the American Geophysical Union's Fall Meeting in San Francisco.

ReVelle and colleagues Rod Whitaker, Tom Armstrong and Paul Mutschlecner

work in the Comprehensive Test Ban Treaty International Monitoring System infrasound program in Los Alamos' Earth and Environmental Sciences Division.

Using data from Los Alamos listening stations originally set up to monitor underground nuclear explosions, ReVelle, a meteorologist in Los Alamos' new Atmospheric and Climate Sciences Group, hears the infrasonic signature created when meteors enter the atmosphere - even if no one is around to see them. The Los Alamos stations, around since 1983, still are enlisted in the nation's nuclear non-proliferation efforts, but have provided a way for scientists to gain insight into the proliferation of bolides, larger-than-average space debris that slams into Earth's atmosphere and creates brilliant fireballs in the sky.

"Each year, we see at least one object entering the atmosphere that's about six meters in diameter," he said. "These make an infrasonic signal similar to what you'd see from a 15-kiloton explosion, an explosion of 15,000 tons of TNT, depending on the object's velocity and density. And each year we see around 10 objects entering the atmosphere that are equivalent to a one-kiloton blast - or about two meters in diameter."

ReVelle often speaks of meteor size in terms of explosive yield because meteors and nuclear tests have something in common: Each creates a sound/pressure wave in the atmosphere that can be "heard."

"Infrasonic waves are very low frequency sounds that exist somewhere in the realm between hearing and meteorology," ReVelle said. "These sounds are well below the range of human hearing, which ends at about 30 Hertz, but actually can be detected as small changes in atmospheric pressure. If you had a barometer that was sensitive enough, you'd be able to see fluctuations of several microbars when the waves arrive."

The United States Air Force operated a network of stations to listen for nuclear weapons tests. The network was the nation's first line of warning during the 1960s and early 1970s - until the rise of the satellite era - ReVelle said. With the array, scientists could determine the size and origin of the infrasonic waves.

And in the early days of listening for nuclear weapons, the arrival of these very low-frequency sound waves sometimes put the nation on very high alert.

"On Aug. 3, 1963, just before the Bay of Pigs, the stations detected a one-megaton event south of Africa," ReVelle said. "As you can imagine, it must have created quite a stir. It turned out to be a bolide that could have been as large as 25 meters in diameter."

Since infrasound monitoring stations were set up, a number of large events have been recorded, among them:

-- On Sept. 26 and 27, 1962, two separate objects with an equivalent explosive force of 20 kilotons and 30 kilotons (each at least six to eight meters in diameter), respectively, entered the atmosphere above the Middle East .

-- On April 1, 1965, the network detected the Revelstoke Meteorite, an object somewhere around six meters in diameter. The meteorite yielded enough infrasonic and seismic data that researchers were able to plot a trajectory and comb an area of Canadian wilderness in search of the crater. It was never found, but scientists did find about two grams of the object on the ground. The Revelstoke Meteorite was the smallest ever recovered and it was comprised of a very soft material known as carbonaceous chondrite, which will crumble when lightly squeezed.

-- On February 1, 1994, an object that was about 15 meters in diameter slammed into the atmosphere over the Marshall Islands in the Pacific at a velocity of about 25 kilometers a second. Luckily, the fireball, reported by some witnesses as being brighter than the sun for about a second, most likely came down in the ocean, ReVelle said.

Many large events have been recorded since the 1960s, but 1996 was a particularly good year for fireballs, particularly the nights of Oct. 2 through 4, when nearly a dozen bolides were seen over the Earth.

"The Earth ran into a swarm of these things in October," ReVelle said. "Who knows where they came from; perhaps they were the result of a near-Earth asteroid that had collided with something, maybe the moon."

During that period, at least five separate fireballs were noticed and recorded above California, as well as two above New Mexico and others above the Pacific Northwest. A particularly bright fireball appeared near Little

Lake, Calif., on Oct. 3 at around 8:45 p.m. PDT, and could be seen above Los Angeles and San Francisco; about 105 minutes earlier, a fireball had appeared in the skies above New Mexico.

The California bolide - estimated to be about three-quarters of a meter in diameter and detected by three infrasound stations that were nearly 600 miles away and 31 California seismic stations - was seen by more than 200 people. Many actually heard the object.

"Sometimes you'll actually hear a hissing or a buzzing noise and you'll turn around, look and see a fireball," he said. "What you're hearing is more of an electrical disturbance caused by the object interacting with Earth's geomagnetic field. The perturbation travels at nearly the speed of light, while the bolide itself only travels 50 to 100 times faster than the speed of sound, and that's why people were able to turn around and see the thing after they heard it."

The October fireballs above California and New Mexico were the subject of plenty of publicity and speculation. Researchers originally believed that one fireball had entered the atmosphere, skipped back into space, orbited Earth once and re-entered the skies again.

ReVelle's infrasonic data and subsequent reports from ground observers indicate, however, that the fireballs seen that night above New Mexico and California came from two different objects - trajectories indicate that the first bolide didn't enter the atmosphere at an angle that would allow it to skip back out into space.

Still, the events intrigue ReVelle and other researchers at Los Alamos, Sandia National Laboratory, the University of California at Los Angeles and the University of Western Ontario.

"There are a number of questions left to be answered about the Oct. 3 fireballs," he said, "and there are some things which don't quite add up. You know, I'm not really sure what was happening in the sky that night."

The four arrays of listening stations operated by Los Alamos - the only such network left in regular operation in the world - can detect meteors that are as small as a few centimeters in diameter. The stations are useful because they can help validate other non-proliferation and verification techniques, and they cost very little to operate and maintain.

"In the realm of non-proliferation, it's a very inexpensive insurance policy, and the array gives us a tremendous opportunity to learn about meteors and atmospheric phenomena as well," ReVelle said.

Los Alamos National Laboratory is operated by the University of California for the U.S. Department of Energy.

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