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Edger Fouche presentation on Area 51, Part I

From: campbell@ufomind.com (Glenn Campbell, Las Vegas)
Date: Wed, 26 Aug 1998 16:33:31 -0800

Below are notes for a presentation given by Edgar Fouche. Fouche is author of the new novel "Alien Rapture". He says he has worked at Area 51 and has collected UFO stories from pilots and other former government workers.

Catalog entry for Alien Rapture: <http://www.ufomind.com/catalog/r/rapture/>

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Presentation for UFO Congress
8 August 1998
Laughlin, Nevada
by
Edgar Rothschild Fouche
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Fouche Media Associates
at Web: Fouchemedia.com

Author's Note:

The draft of Alien Rapture was originally called The Abductors and was copyrighted in early 1994. The MJ-12 documents presented in the book were copyrighted also. The point is, these documents talk about a removable lens the aliens used for eye-wear.

Not until several years later did the Autopsy film and Colonel Corso talk about these lenses. The New MJ-12 documents I obtained prior to the film and Corso's book also speak of a central 'Geo' organ in the aliens. Although not mentioned by Corso, or pointed out in the Autopsy film, it can be clearly seen as they perform the autopsy.

From my sources, I firmly believe this about the autopsy; It was made by the military, in Lancaster, Texas, and an attempt was made to create the original Roswell autopsy film again with several changes. The Best Lie is the one that is closest to the Truth. The best way to

debunk the Roswell crash is to make a six fingered alien when all other information points to a four fingered alien. It worked! Hardly any serious researcher believes the autopsy film is based on reality.

Ed Fouche

* * SLIDES: {1/Alien Head until I start then> {2/Presented by slide

GOOD AFTERNOON:

My mother once told me that I was going to Hell if I didn't change my ways. Judging from the heat outside, I'd say I'm not too far from there.

* * SLIDES: {3/AF Thunderbird Aircraft, {4/Flags at Randolph AFB

My name is Edgar Rothschild Fouche.

* * SLIDE 5: MJ-12 Cover

I'm here to speak about Secret Government Technology, reverse ams I worked, that I was in a position to gather the information, I am presenting.:

My first job was as a machinist, making bombs for the USAF at R. G. Le Tourneau Industries in Longview Texas. For the next 25 years, I would be involved with the Department of Defense in one way or another.

After being drafted into the Vietnam conflict, I initially went through a year of electronics, communications, intelligence, and crypto-logical schools.

During the years 1967-1974, I was stationed or worked at many Tactical Air Command, Air Training Command, and Pacific Air Command Air Forces bases. During the Vietnam conflict, I assigned to special projects at Kadena AFB Okinawa; Udorn AFB Thailand; Ben Hoi AFB Vietnam, and spent anywhere from a day to a month at many other South East Asian military bases.

With my training and experiences with intelligence equipment, special electronics, black programs, and crypto-logical areas, I received other government opportunities. I filled positions as Major Command Liaison, Headquarters manager, and DoD factory representative for TAC, SAC, ATC, and PACAF following the Vietnam war. Later in my career, as a manager of defense contractors, I dealt with classified "black" programs developing state-of-the-art Electronics, Avionics, and Automatic Test Equipment.

* * SLIDES: {12/Shop F-16 Radar, {13/Test Equipment shop, {14/repair of LANTIRN unit

I was considered an Air Force expert with classified electronics counter-measures test equipment, crypto-logical equipment owned by the National Security Agency, and Automatic Test Equipment. I worked with many of the leading military aircraft and electronics manufacturers in the US.

I participated as a key member in design, development, production, and Flight-Operational-Test and Evaluation in classified Aircraft development programs, state-of-the-art avionics, including electronic countermeasures, satellite communications, crypto-logical and support equipment.

During my military career, I was "hand picked" (Development Cadre) for many of the Air Force's newest fighter and bomber development programs. I was cadre for:

SLIDES: {15/F111, {16/F-15 going up, {17/A-10 bottom, {18/4 F-16s, {19/B-1, show when named
the F-111 swing-wing fighter-bomber
the F-15 Eagle air superiority fighter
the A-10 Wart-hog close air support fighter and tank killer
the F-16 Falcon fighter
and the B-1 Lancer Bomber.

Other research and development programs I worked as far back as the 70s are still classified Top Secret. I received over 4,000 hours of technical training from the military and government, of which about half was classified training.

* * SLIDE 20: F-22 Raptor

This is a picture of the new Boeing-Lockheed F-22 Raptor, ATF or Air

Dominance Fighter. My involvement with black programs developing stealth aircraft is classified. I am perhaps the only person who has actually worked at the Top Secret Groom Lake Air Base, within Area-51 of the Nellis Range, and written about it.

* * SLIDE 21: F-117 Stealth Fighter tested at Groom at night with fog engines in work for cover.

I spent twenty years working directly for the US Air Force and DoD Agencies followed by another eight years as a Defense Contractor Manager. My last position for the Air Force was as a Strategic Air Command Liaison

* * SLIDE 22: SR-71 3D Wire Frame

As a Defense Contractor-Manager; I performed as an Engineering Program Manager and Site Manager for DOD contractors involved in classified development, logistics support, electronic engineering, and technical data development from 1987-95.

I am now CEO of Fouche Media Associates, which I run with my beautiful wife, Rebecca. I am also the inventor of Neurosync MIME, a behavior modification software using hypnotic Entrainment and Subliminal Messages.

* * SLIDE 23: AR Book Cover

I wrote Alien Rapture - The Chosen in 1994 and 95, after my last trip to California, New Mexico, and Nevada.

I undertook this trip to do research for the Alien Rapture, which included a meeting with five close friends who had agreed to release confidential information to me, and discuss their closely guarded personal experiences. I also interviewed other contacts who had worked classified programs or flown classified military aircraft to gather information about UFO sightings and contact.

At this point I was blessed with teaming up with a great man and a great writer, Brad Steiger. I had decided to get out of the Defense Industry, as I felt that fraud, waste, and abuse was rampant, both on the government and contractor sides.

I wanted to work for myself as a writer and develop some product ideas that I had. So far I've been a terrible boss, I've worked myself long hours, without many benefits, and the salary is meager, compared to what I made as an Engineering Program Manager.

WHO WERE THE FIVE FRIENDS AND CO- CONSPIRATORS and a host of other insiders, You may ask?

It started when some old friends of mine, met in the spring of 1990 in Las Vegas. There were five of us then, all who had remained close following the Vietnam War. I've always been the networker for my DoD, Military, and Contractor friends, so I'm the one who set up the meeting.

I. The First friend, Jerald, was a former NSA or National Security Agency TREAT Team member. TREAT stands for Tactical Reconnaissance Engineering Assessment Team.

He worked for the DOE or Department of Energy as a National Security Investigator. That was his cover, but he really worked for the NSA. His job required him to 'watch employees' with Top Secret and "Q" clearances at the Nevada Test Site and the Nellis Range which includes Area 51. Area 51 is where the most classified aerospace testing in the world takes place. You may know the base as Groom Lake Air Base, Watertown, the Ranch, or Dream-Land. He was found dead of a heart attack a year after our last meeting.

II. The Second friend, Sal, was a person who had worked directly for the NSA with Electronic Intelligence (E lent) and became a Defense Contractor after his retirement.

* * SLIDE 24: SR-71 Spy Plane - black with red stripes.

III. The Third friend, Doc, was a former SR-71 spy plane pilot and a USAF test pilot at Edwards Air Force Base.

IV. The Fourth friend, Dale, and I were in the service together during the Vietnam conflict, and I've known him since the early 70s. His father worked for over 20 years for the NSA and he is the one who sent me the MJ-12 documents his father had obtained. I'll discuss the MJ12 documents last.

V. The Fifth friend, Bud, was a DoD Contractor and Electronics Engineer. He had worked on Top Secret development programs dealing with Electronic Counter Measures, Radar Homing and Warning, ECM Jammers, and Infrared Receivers. He retired as a Program Manager and later died of a brain tumor within 30 days after his symptoms appeared.

* * SLIDE 25: TR-1 black glider - over clouds

I also received input from four other SR-71 pilots, two U-2 pilots, a TR-1 pilot, and about two dozen bomber and fighter jocks. I got the picture of the TR-3B from a person in this latter group.

* * SLIDE 26: TR-3 flying triangle - side view

At the time, I had no intention of writing about programs I was involved with due to the Secrecy Act and classification documents I had signed. I'd had my fill of working with the government, military, and defense contractors.

However, it bothered each of us that we'd had experiences with unusual phenomena, extremely advanced technology, and witnessed Unidentified Aerial Contact, that had not been previously reported.

As we sat at a table in a dark corner, of the Silver Dollar Saloon and Casino in Las Vegas, discussing our experiences and swapping knowledge. Each of the group of five assured me that, they had enough confidence in me, to believe that I could write the story about their guarded experiences.

We agreed to get together again the next year with the understanding that I would contact each of them to set up the meeting. In the meantime, each member of the group, including myself, was to write down as much information as he could remember about unusual phenomena and personal sightings.

Many of the things the group revealed to me were startling: I used this information to piece together the story now titled, Alien Rapture- The Chosen.

I'll Share some of these Secrets and Unusual Phenomena with you:

* * SLIDE 27: SR-71 with gold plasma ball on wingtip

The SR-71 was designed as a spy plane for the CIA in the 60s and designated the A-12. The Mach 3 plus aircraft first flew in 1962, taking off from Groom AFB in Area 51. Later, once the Air Force operated it as a reconnaissance plane, it was designated the SR-71 black-bird.

My friend, Chuck, a SR-71 pilot, related to me an in-flight incident he had in the 1970s. He was returning from a reconnaissance flight, and, while at an altitude of 74,000 feet and at the speed of almost Mach 3, (3 times the speed of sound) he noticed something flickering in his peripheral vision. Hovering over his left wing tip was a ball of dense plasma-like light. It was so bright, that when he stared at it for more than a few seconds, his eyes hurt

* * SLIDE 28: SR-71 red arrow pointed to air inlet spike. Chuck tried to use his UHF-HF and VHF communications sets to no avail. There was nothing but static. Repeatedly glancing briefly at the ball of light, he watched in amazement as it moved effort-less-ly about his aircraft

At one point the light positioned itself a few feet in front of the large spiked cone at the air Intake Inlet. The enormous amount of air rushing into the engines should have sucked in, and shredded almost anything in its path, but the light orb was mysteriously unaffected.

* * SLIDE 29: SR-71 with gold plasma ball on wingtip again

The light, he noted, acted in a curious manner, if something inanimate could act at all. It moved from time to time to other parts of the vehicle, staying with him until his approach to Beale AFB in California. He was in sight of the Air Base when the light swung away from his aircraft in a wide arch with ever increasing speed.

Of course, after reading his incident report, his Operations Commander told him not to ever speak about his experience. When Chuck related the story to me, he told me he was absolutely convinced, that the ball of light was controlled by some form of intelligence. I have about two dozen stories from pilots of similar in flight incidents with UFOs and plasma balls.

* * SLIDE 30: TR-3B triangle schematic diagram with Top-Bottom-Side views

Have You Ever Heard Stories about Missing Memory?

Sal worked a program, for almost two years, in a Top Secret Research Facility in California. At the end of the program he started having flu-like symptoms, and after several days of worsening symptoms, he went to the doctor. His company doctor prescribed some medication and sent him home for two days of rest. When Sal got up on the third morning to go to work, he couldn't remember where he worked, or who he worked for. His brother called his company, and asked what he should do.

The person at the company related, that my friend had been terminated because his contract had run out. To this day, the only thing Sal knows about that project, is from his notes, pay records, and letter of offer when he was hired. The company in question was involved with developing the TR-3B gravity disruption device called the MFD. His paranoia now exceeds my ability to describe it.

Has Anyone Ever Heard of the super strong foil like Material recovered after the Roswell Crash?

Another friend who worked for General Dynamics in Fort Worth, TX, described a program in which he worked with a plasma accelerator in the mid-60s researching gravity warping techniques. He is a physicist by education and work experience. This was his first Top Secret Program. He described tenant organizations from NASA to a Jet Propulsion Laboratory facility.

* * SLIDES: {35/black F-111, {36/F-15, {37/F-16, {38/A-10, {39/B-1 (Shown quickly as named)

I worked with the F-111 swing wing bomber, the F-15 air superiority fighter, the F-16 fighter, the A-10 close air support attack aircraft, and the B-1 stealth bomber. I was involved with these and other classified development programs, when they were just a gleam in some pilot trainee's eyes.

* * SLIDE 40: A-10 aircraft with external engine pods. and snarling teeth on aircraft nose.

One night a long time friend of mine and I were standing on top of the Fairchild A-10 hanger. It was about 2 AM, and was a clear night with millions of stars visible to the naked eye. This was a common clear, cool night. I noticed a group of stars that seemed to be shifting in color. At the time I could name most of the visible planets and constellations. I pointed out to my friend that the three bright stars in triangular formation, were not part of the big dipper.

We watched as the strobing stars shifted from bright blue to a reddish-yellow in color. After a period of about 20 minutes we could tell that the objects probably weren't stars, because they were getting larger. This was somewhat unnerving. It was further unnerving, when the space in-between the enlarging lights, began blocking out the stars in the background.

We decided it probably was a Top Secret Air Force vehicle of some type. Still, we weren't sure. The vehicle had gone from half the size of the big dipper to twice it's size in under a half hour and had moved from the west to the east towards the base. About the time we could make out a silhouette or outline, of the triangular vehicle, the lights, or possibly exhausts, flared brighter and vanished from the sky in an instant. This experience wasn't my first sighting, but it was one of the few where I had a witness.

* * SLIDE 41: Nevada

In the summer of 1976 I relocated to Nellis Air Force Base north of Las Vegas. I spent the next 3 and a half years there. I worked primarily with the F-15, Electronics Countermeasures, and Automatic Test Equipment. I had heard rumors of airbases located in the desert, at places called Mercury, Indian Springs, and others that didn't even have names.

Before the fall of the Berlin wall, and the collapse of the USSR, no-one talked about their classified work experience, nor did we repeat rumors of Top Secret technology and aircraft. Most of us who had Top Secret clearances, never even told our wives what we were doing, and where we were going, when on these type projects. I once spent six months in Vietnam, while my ex-wife thought I was attending a classified technical school in Colorado.

* * SLIDE 42: Groom Lake:

The Military, in a court of law, actually denied the existence of a classified Air Force Base, Inside The Nellis Range, out in the Nevada Desert. Don't you know, the plaintiffs, who had worked at Groom, and their lawyer were surprised to hear this. But, that's another story.

I was one of the few personnel at Nellis who had a Top Secret clearance with Crypto access. I was certified to work on Mode 4 IFF, (an aircraft system which responded to classified, encrypted codes.) I was also certified to work on other Crypto equipment which I cannot discuss.

It was due to a combination of coincidences and my technical experience that I was requested to be temporarily assigned to a place, which had no name. I was told by my commander that I was to report to an office on the base, and that he didn't have a clue where I was going or what I was going to be working on. And let me tell you, he wasn't too happy, to have been left in the dark.

I left one Monday morning long before sunrise. It was 4:30 AM when I boarded a dark blue Air Force bus with all of the windows blacked out. There were 28 other people on the bus, not including the 2 security policemen, holding M-16 automatic weapons, and the bus driver. We were each told when boarding, "Do Not Speak on this bus, unless you are spoken too." Not one of us uttered a word, believe me. There is nothing which can inspire compliance like an M-16 sticking in your face, I assure you.

The bus drove through the desert, this much I know from the poor air-conditioning on the bus and the amount of fine dust that came through every crack in the old vehicle for several hours and it was soon obvious where I was

* * SLIDES: {43/SR-71, {44/TR-1, {45/F-117, (Shown quickly as named)

In the 1950s the government started building the super secret Groom Lake facilities for the CIAs U-2 spy plane. It's located in the north central part of the Nellis Range and is designated as Area 51. Construction of facilities within the Nellis range continues, even to today. The SR-71, TR-1, F-117, and B-2 were tested at Groom.

* * SLIDES: {46/SR-75, {47/TR-3B

Now the Top Secret SR-75, SR-74, and TR-3B are operated there. Many of these aircraft have been mis-identified as UFOs.

* * SLIDE 48: Nevada Topographical Map / or satellite

When we reached Groom, the bus pulled into a hanger and they shut the doors. The security personnel checked me in, while other security personnel dispatched the others to their places of work. I was given a pair of heavy glasses to wear, which can only be described as looking like welder's goggles. The lenses were thick, and the sides of the goggles were covered to obliterate my peripheral vision.

Once I had these goggles on, I could only see about 30 feet in front of me. Anything beyond that distance became increasingly blurred. If an M1 Abrams Tank barrel, had been pointed at me from about 50 feet away, I would not have seen it. It was very disconcerting to have to wear those glasses.

The whole time I was there, some 10 consecutive days, followed by several follow-up visits, the routine was the same. Leave Nellis before sunrise and return home to Nellis after dark every day.

Only once did I get a chance to see the whole base, and that was when I was flown up from Nellis, in a helicopter to Groom, for emergency repairs of their crypto test equipment.

For those stationed at Groom, or commuting there daily, the flight schedules are posted for classified flights. Everyone not cleared for that particular program and flight, must be off the ramp and inside 30 minutes prior to the scheduled operation.

A couple of thousand personnel are flown into Area 51 daily, from McCarrin Air Port in Las Vegas and from Edwards AFB in California, on contractor aircraft. Several hundred commute from Tonapah and Central Nevada via the North entrance near Rachel Nevada. Other commuters use the South entrance via Mercury or Indian Springs, which is West of LV.

All the Top Secret aircraft that flew out of Groom were transferred and dispersed to other bases by December 1993. Still Top Secret Research and

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