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Edgar Fouche presentation on Area 51, Part II

From: campbell@ufomind.com (Glenn Campbell, Las Vegas)
Date: Wed, 26 Aug 1998 19:15:08 -0800

[Part 2. Continued from <http://www.ufomind.com/misc/1998/aug/d26-001.shtml>]

Later, while back at the base, my routine went on as normal, as did my part time job that summer at the Silver Dollar Salon. My NSA friend, Jerald, who investigated and "watched" those with highly classified jobs at the Nevada Test Site and the Nellis Range, happened to show up. He was checking up on a guy who had a drinking problem, who worked at the Nevada Test Site, where they set off underground atomic explosions.

* * SLIDE 49: B-52 bomber landing

He happened to mention a vehicle that could be boosted into orbit, and return and land in the Nevada desert.

It was an unmanned reconnaissance vehicle which took off from a B-52 bomber and used booster rockets to place it in temporary low earth orbit for the purpose of taking reconnaissance pictures.

I thought he was feeding me a line of bull. Then he said,

* * SLIDES: 50/51/52: Virtual Reality Lab pictures.

"This vehicle is remotely piloted and communications are made via the DOCile system at Groom." I'm not usually too slow, but it didn't hit me until he repeated, "you know, the Direct Orbital Communications Link -- D. O. C. L." Bingo, the light-bulb went on. I had seen a piece of the DOCile equipment at Groom. The NSA unit with the large chips.

These are old pictures of the Virtual Reality Lab at Brooks Air Force Base where the software to remotely fly exotic aircraft was developed. Let Me Get Back To The Development of Alien Rapture - The Chosen.

After I agreed to write my co-conspirator's story, I talked to several military Judge Advocate General (JAG) lawyers. I told the lawyers that I wanted to write about some of my experiences in the military and had been on many classified projects. I was told that I had to write my-story as fiction, which I have.

I was told that I couldn't name any real individuals with clearances or covers, or use their working names. Which I haven't. I was also told that

I couldn't discuss any secrets of programs that I had been personally assigned to. Which I have not done. Then, I was told as long as I did that, I could damn well write anything I wanted to.

Of course, I didn't tell them I was going to write about the government conspiracy to cover-up UFO contact and the reverse engineering of alien technology. Or, that I was interviewing pilots who had flown classified air craft.

In the summer of 1992 we met again in Las Vegas. I had compiled my notes from our first meeting, my interviews, and the input the five friends had passed on to me. Each had reached out to their friends and contacts, which uncovered even more information.

We agreed I was the only one who could get away with writing about our experiences since I no longer worked for the DoD as military or government employee or as a defense contractor. My friends were still connected.

I took one last trip to Nevada in December 1994, without benefit of my friends. I wanted to see a few of my retired military friends to cross check some of my facts. Noet: This is when I first met Glenn Campbell in Rachel Nevada)

Bud, one of my conspirators, had informed me that he had a cancerous tumor and was going through some severe depression. He was dead thirty days later. It was a real blow to us. We had lost Jerrold a year before of a heart attack.

Of the remaining three friends, Sal has dropped of the face of the earth and none of his or my contacts have been able to locate him for two years now. He was extremely paranoid about the two deaths, and had second thoughts about the book. He said he was going to move and didn't know when or if he would contact me next.

* * SLIDE 53: black SR-71 with red stripes

Let me talk about my friend Doc. He has a theory that UFOs Seem To Like Fast Aircraft.

The SR-71 pilot whom I knew well, Doc, was stationed at Kadena AFB, where they were located on the SAC side of the base in 1973.

While flying back across the South China Sea from a reconnaissance mission, the SR-71 pilot encountered a shadow over his cockpit. Doc said his avionics systems went totally hay-wire, and he felt the aircraft nose down slightly, which can be dangerous at two thousand miles per hour, or 35 miles per minute.

When he looked up, he was so startled, that he almost panicked and immediately made an evasive maneuver to the right and down, which is one of the many maneuvers that they make if a missile is detected approaching.

Doc said the object was so big that it totally blocked out the sun. His estimate was that it was 250 to 300 feet across. It was oval in shape, and appeared to be a bright blue-grey in color, but he wasn't sure, as a shimmering halo of energy surrounded the vehicle.

About three minutes later, and some thousands of feet lower, the vehicle reappeared on his left wing tip. He tried his UHF radio and all he could pick up was a deep electrical hum. He abandoned his attempts to use his radio, as his immediate survival was more important for the moment.

For the next ten minutes, the large oval vehicle moved from his left wing tip, to the rear of the aircraft, and then to his right wing tip. Doc said he got this sound in his head, 'like a swarm of bees in my brain' as he described it. The movement from the left, to the rear, to the right wing tip took about two minutes, and then it reversed the movement.

On the UFO's last swing to the rear of his SR-71, his aircraft started buffeting wildly, which is terrifying at Mach 3, then it stopped after about fifteen seconds and he never saw it again.

When Doc returned from the mission he immediately went to his debriefing. The minute he mentioned the incident, with the unidentified aerospace vehicle to his commander, he was pulled away from the debriefing and taken to his commander's office. His commander, a colonel, filled out an incident report, in detail, and then told my friend not to mention the incident to anyone or he would be subject to severe and speedy penalty under military regulations.

Doc told me that he didn't know one SR-71 pilot or astronaut, who

hadn't had a close encounter or a UFO sighting. He felt that not one of them would ever go on record with their experiences, because of fear of retaliation from the Department of Defense, and loss of their retirement pay and benefits for breaking the secret's acts.

During the nine years after this in-flight incident, Doc related that, a few of his trusted friends related similar incidents with the same type vehicles, or glowing orbs of dense light dancing around their aircraft.

Then Doc told me another story.

His friend Dave, another SR-71 black-bird pilot, while drunk on Sake' in Japan, told him in whispers that he didn't use to drink until, he made a reconnaissance flight over the Eastern border of Russia six months before.

When Dave returned, he was delirious, and semi-conscious. His crew had to pull him out of the cockpit. The Flight Surgeon attributed his symptoms to loss of oxygen. He didn't share his night-mares with the Air Force doctors, for fear that the Flight Surgeon would ground him, and he would lose his flying status. But, under the influence of alcohol, in a quiet bar, with a trusted fellow SR-71 blackbird pilot and friend, Dave opened up.

He tearfully related in an emotional story, that he had nightmares every night, that something had gotten to him during his flight over Russia. What made matters worse for him was that he had absolutely no memory of the flight, from the time he lifted off from the Air Base until the day after he returned, and found himself in the Naval Regional Hospital in Okinawa. I managed to track down Dave, who lives in Southern California, and he confirmed, off-the- record, that the incident as related to me was true. Dave said that he was actually happy someone was writing about stories of contact and sightings by military pilots. He also said he was sure he had had some type contact with the UFO.

* * SLIDE 54: F-15 over Arizona

One day, while still at Nellis, We were informed that their was an F-15 that had crashed on the Nellis Range, which is where Area 51 is located. The F-15 crash happened in 1977. A Lieutenant Colonel, and Doc Walters, the Hospital Commander actually flew into the side of a mountain while doing a routine, Functional Check Flight.

I've written about this incident in Alien Rapture - The Chosen.

A sergeant who worked for me recovered the F-15 Heads Up Display film cannister, while assigned to the Accident Investigation Team.

He told me a guy in a dark jump suit, who was out of Washington DC, personally took it from him, which was unusual since everything else was picked up and logged, and taken back to the assigned hanger for analysis. A prototype video camera was also on the aircraft. It was recovered as was the flight data recorder, and also handed over to the guy from Washington.

One night, a couple of weeks after the crash, my NSA friend, Jerald related to me at the Silver Dollar Saloon, that the Lieutenant Colonel had radioed the Nellis Tower that he had an extremely large 'thing' over his aircraft, right on top of him, and that he was experiencing loss of flight systems. His communications went dead, and a few seconds later the aircraft exploded into the side of a mountain top.

Jerald who was the most 'connected' person I ever knew, told me that the viewing of the 'video,' showed, that some type of oval vehicle of tremendous size, was so close to the F-15 that the camera was out of focus.

When Doc and the Lieutenant Colonel ejected, the UFO was still above them, and their bodies were torn to shreds. Officially, it was determined, as is always the case, that pilot error caused the perfectly functional aircraft, in clear airspace, with maximum visibility, to crash.

These are some of the types of stories that we shared, and many of these stories and my experiences are detailed in Alien Rapture- The Chosen. SLIDE 55: Area 51 Groom Lake Air Base

Nevada calls itself the silver state, the battle-born state, and the sagebrush state. A more appropriate motto, would be the conspiracy state.

Of the 111,000 square miles of land in Nevada, over 80 percent is controlled by the federal government--the highest percentage of any state in the union. If it were not for the gaming industry, the federal government would be the largest employer in the state, with 18,000 federal and military personnel and another 20,000 government contractors and

suppliers. The Nevada Test Site, Nellis Air Force Base and Range, Fallon Naval Air Station, the Tonapah Range, and the aerospace industry eat up a lot of U.S. tax dollars. SLIDE 56: Satellite photo of Groom Air Base / Area 51

The Nevada Test Site, and the Nellis Range have lots of secrets, yet to be revealed. Including a super secret laboratory named DARC, the Defense Advanced Research Center. It is located inside the Nellis Range, some 10 stories built underground, and was built in the mid 80s with SDI money. It is next to a mountain near Papoose Lake south of Groom Lake. The TR-3Bs were stored in a hanger built into a side of a mountain near DARC. The Nellis Range covers more than 3.5 million acres. One operational TR-3B is now stationed in Scotland, another in Diego Garcia, and the other TR-3B is at Papoose. To my knowledge there are only 3 of the 600 feet Operational Models. I believe there were only two or three 200 feet prototypes built.

EG&G provides classified research, development, and services for the military and government. EG&G company supplies technical and scientific support for nuclear testing, and energy research and development programs. In addition, EG&G provided large diameter drilling, mining, and excavation for underground, and mountainside facilities. EG&G built these hidden bunkers, mountain hangers, and vast underground facilities at Groom, Papoose, and Mercury for the government.

These facilities and observations posts are well camouflaged, inside the Nevada Test Site, and the Nellis Range.

Starting in 1971 and continuing through 1975, a massive amount of excavation took place at the Groom and Papoose facilities. Most of the subsequent construction has also taken place underground.

In 1972, EG&G was granted an indefinite contract, called "Project Redlight" to support the DOE and the military. This contract gave them responsibility to assist in the recovery of nuclear materials, in cases of mishaps and to provide aerial and ground security, for highly classified government and military sites. My sources say that the DOE and NSA are primarily responsible to the MJ-12 committee, for reacting to sightings of UFOs and recovering artifacts in case of a crash.

So What's Going On Today, You ASK. Let's talk about the newest secrets and rumors:

* * SLIDES: {57/Hillary Platform, {58/Avro Saucer, {{59/Northrop Wing.

The Hillary platform and the Avro saucer and the Northrup wings were aerospace vehicles, where advance technology was developed and tested. Each emulated some characteristic of UFOs as described by the late Dr. Paul Hill. Hill was a NASA UFO investigator who talks about the UFO's technology in his book Unconventional Flying Objects.

Lockheed's Advanced Developmental Projects Division, known as the "Skunk Works," developed the A-12 for the CIA, and a later version called the SR-71 for the USAF in the early 60s. Thirty years later, the SR-71 was still breaking world speed records. SLIDE 60: SR-71 spy plane.

The sleek, matte-black, stiletto shaped spy plane, the SR-71, broke the world air speed record from LA to Washington DC on it's retirement flight in 1990. 2,000 miles in 1 hour and 4 minutes.

* * SLIDE 61: Satellite of the Groom facility

Area 51 - the Groom Air Base facilities, has a 6 mile long runway, the longest in the US. The Department of Defense and CIA's most exotic aerospace vehicles are tested and modified at the Groom Lake facilities.

Why a 6 mile long runway? You need a runway this long if the minimum, or stall speed of an aircraft, is a very high speed. Aircraft without wings, like wedge shaped lifting bodies, or those with 75 degree swept back wings, have a very high stall speed. So they take off very fast and land even faster. It's a place where curious outsiders circulate rumors, about aliens and extra-terrestrial technology, being utilized to accelerate the various programs at Area 51.

My sources estimate that up to 35% of the SDI funding was siphoned off to provide primary expenditures for the Air Force's most secret 'Black Program', which started in 1982. It is called - The Aurora Program. Aurora is the code name of the ongoing project to build and test advanced aerospace vehicles.

As early as 1992, the Air Force had already made contingency plans to

move all of it's aircraft out of Groom Air Base. The public eye was on the base and they didn't like it one damn bit. Everything like the SR-75 were removed by early 1992 to other bases in Utah, Colorado, Alaska, Greenland, Scotland, Diego Garcia, and another remote island in the Pacific.

Glenn Campbell, more than anyone, of UFOmind.com, and the Area 51 Research council and Desert Rat news sheet, spooked them. Short take-off and landing vehicles, especially the bat-wing TR-3A and the triangle TR-3B were relocated to Papoose in the Southern part of what used to be called area S-4. If I indicate otherwise, it's because all of my research and contacts took place prior to 1994. I take off my hat to him, a true patriot who had the guts to stand up to the government.

* * SLIDE 62: SR-75 side view

For the last few years, high-tech buffs speculated that at least one new and exotic aerospace vehicle existed. The SR-75, the first operational Aurora Program vehicle, went operational after 2 years of flight testing and modifications in 89.

The top secret SR-75 is a hypersonic strategic reconnaissance, or SR spy plane, and is called the Penetrator. It is also a mothership, which I will explain shortly. Hypersonic speeds start at approximately Mach 5.

The SR-75 replaced the SR-71 spy plane, which was retired in 1990, by the Air Force, who said, "there is no replacement, all we really need is our spy satellites to do the job. Ha!

* * SLIDE 63: SR-75 view with specification data at bottom

The new SR-75 is capable of positioning anywhere in the world in less than 3 hours. It carries multi-spectral sensors, such as optical, radar, infrared, and laser.

It collects images, electronic's intelligence, signals intelligence, and illuminates targets.

The Top Secret SR-75 far exceeds the classified military speed and altitude records set by the old SR-71, which could fly at a still classified Mach 3.3 and reach a ceiling of 85 thousand feet.

The SR-75 attained altitudes of over 120,000 feet and speeds exceeding Mach-5, or 5 times the speed of sound. That's over 3300 miles per hour. From take-off to landing, the stealthy 75 can make the round trip from central Nevada to Northeast Russia and back in under 3 hours.

It's 162 feet long and has a wing span of 98 feet. The belly of the vehicle stands 10 feet off the ground.

It carries a crew of 3 - a pilot, a reconnaissance officer, and a launch control officer, who doubles as the electronics warfare officer.

Two methane and LOx fueled, high bypass turbo-ramjet (combined cycle) engines are housed under each wing, and the bays run some 40 feet under the wings, terminating at the trailing edge of the wing.

The explosive Pulsed Detonation Wave Engines that push the huge SR-75 to speeds above Mach 5, are now reported to be pushing Mach 7, or 4500 miles per hour, with the latest engine modifications.

Although this plane has been sighted on numerous occasions, has been picked up on military radar, and the pulse detonation wave contrail it leaves behind it has been seen, the Air Force vehemently denies its existence.

* * SLIDE 64: Radar operator

The 2 large engine bay inlets located under each wing of the awesome black SR-75 mother ship, hang down 7 feet from the underside of the wing and are twelve feet wide. You could drive a Volkswagen Beetle into one of the engine exhausts.

The SR-71, and 75, and the daughter ship, the SR-74, were all built by the Lockheed Advanced Development Company, commonly known as the Lockheed "Skunk-Works."

The SR-74 Scramp is the daughter ship and rides piggyback on the huge SR-75 until take off. Scramp is from Scram-jet and rocket propulsion. Scram-jet means a supersonic combustion ram jet.

Jerald witnessed the flight of the big black Air Force SR-75 carrying

the little unmanned SR-74 while inside Area 51. It was sitting piggy-back on its upper raised platform on top of the SR-75 Penetrator.

I heard talk about the 75 as far back as the late 70s while at Groom, and I have 2 additional friends who have seen it at Groom.

Remember, the SR-74 Scramp can't take off from the ground. It can only launch from the SR-75 mother ship at an altitude above 100,000 feet, and then it can attain orbital altitudes of well over 800 thousand feet or 151 miles.

The Air Force uses the Scramp to launch small, highly classified, ferret satellites for the National Security Agency. It can launch at least two 1000 pound satellites measuring 6 feet by 5 feet. The Scramp is roughly the equivalent size and weight of a F-16 fighter. It can easily attain speeds of Mach 15, or a little less than 10 thousand miles per hour.

* * SLIDE 65: NASA Shuttle on gantry

The NASA Space Shuttle is an antique by comparison. The joke is on the taxpayers. If you think these rumors are far-fetched. Look at the YB-49 and XB-70 flown in 1948 and 1964 respectively. Now look at the SR-75 which has been spotted numerous times. You say, the government can't keep a secret. You're wrong if you think they can't.

* * SLIDES: {66/YB-49 wing, {67/XB-70, {68/SR-75 front view

There are new Rumors that we've placed two new vehicles in permanent orbit. One of these is the Space Orbital Nuclear - Service Intercept Vehicle (SON-SIV). It is code named Locust. The SR-74 and the TR-3B can deliver spares replacement units or SRUs, service fuels, fluids, and chemicals to the SON-SIV.

Then, the robotic SON-SIV uses these deliverables to service, calibrate, repair and replace parts on the newer NSA, CIA, & NRO satellites, which are built to be maintained in space.

* * SLIDE 69: TR-3B Operational Version

Finally, I've saved the best 4 last. The Operational model of the TR-3B

A friend said, he would never forget the sight of the alien looking TR-3B based at Papoose. The pitch black, triangular shaped TR-3B was rarely mentioned--and then, only in hushed whispers--at the Groom Lake facility where the government will go to any lengths to protect this technology. The plasma, mercury based, is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin and accelerated to 50,000 rpm to create a super-conductive plasma with the resulting gravity disruption.

The MFD generates a magnetic vortex field, which disrupts or neutralizes the effects of gravity on mass within proximity, by 89 percent. Do not misunderstand. This is not antigravity. Anti-gravity provides a repulsive force that can be used for propulsion.

The MFD creates a disruption of the Earth's gravitational field upon the mass within the circular accelerator.

The mass of the circular accelerator and all mass within the accelerator, such as the crew capsule, avionics, MFD systems, fuels, crew environmental systems, and the nuclear reactor, are reduced by 89%.

This causes the effect of making the vehicle extremely light and able to outperform and outmaneuver any craft yet constructed--except, of course, those UFOs we did not build.

The TR-3B is a high altitude, stealth, reconnaissance platform with an indefinite loiter time. Once you get it up there at speed, it doesn't take much propulsion to maintain altitude.

At Groom Lake there have been whispered Rumors of a new element that acts as a catalyst to the plasma.

With the vehicle mass reduced by 89%, the craft can travel at Mach 9, vertically or horizontally. My sources say the performance is limited only the stresses that the human pilots can endure. Which is a lot, really, considering along with the 89% reduction in mass, the G forces are also reduced by 89%.

The crew of the TR-3B should be able to comfortably take up to 40Gs.

The TR-3Bs propulsion is provided by 3 multimode thrusters mounted at each bottom corner of the triangular platform. The TR-3 is a sub-Mach 9 vehicle until it reaches altitudes above 120,000 feet--then God knows how fast it can go!

The 3 multimode rocket engines mounted under each corner of the craft use hydrogen or methane and oxygen as a propellant.

In a liquid oxygen/hydrogen rocket system, 85% of the propellant mass is oxygen. The nuclear thermal rocket engine uses a hydrogen propellant, augmented with oxygen for additional thrust. The reactor heats the liquid hydrogen and injects liquid oxygen in the supersonic nozzle, so that the hydrogen burns concurrently in the liquid oxygen afterburner.

* * SLIDE 73: TR-3B Operational Version

The multimode propulsion system can; operate in the atmosphere, with thrust provided by the nuclear reactor, in the upper atmosphere, with hydrogen propulsion, and in orbit, with the combined hydrogen\ oxygen propulsion.

What you have to remember is, that the 3 rocket engines only have to propel 11 percent of the mass of the Top Secret TR-3B. The engines are reportedly built by Rockwell.

* * SLIDE 74: C-130 special Ops plane - front view

The original picture of the TR-3B was taken with a digital camera that was carried onto a black - special operations C-130. An Air Force Special Operations sergeant took the picture while The C-130, was flying mission support for the TR-3B.

The current picture, a computer graphic representation, was created from the sergeant's digital picture using 3D studio. This picture hangs on the wall in the black vault, at the Aurora Program Office. I'm not at liberty to say where I got these other pictures of the TR-3B.

* * SLIDE 75: TR-3B Original

From the evolution of exotic materials, advanced avionics, and newer propulsion engines the stealth aircraft were born. Leaps in technology have been obtained with reverse engineering of Alien Artifacts as described in the newly released MJ-12 Revised Charter, signed during the Regan administration.

According to Jerald's account, the technology developed at Papoose far exceeded any known within the world scientific community. Technology that we can assuredly assume was developed, from reverse engineering of recovered alien artifacts.

The control of all Alien Artifacts; the research, the reverse engineering, and analysis of the extraterrestrial biological entities (EBEs) has been transferred to the super-secret laboratory called the Defense Advanced Research Center or DARC.

* * SLIDE 76: TR-3B 600 feet wide Operational Model

Many sightings of triangular UFOs are not alien vehicles but the top secret TR-3B. The NSA, NRO, CIA, and USAF have been playing a shell game with aircraft nomenclature.

Creating the TR-3, modified to the TR-3A, the TR-3B, and the Teir 2, 3, and 4, with suffixes like Plus or Minus added on to confuse further the fact that each of these designators is a different aircraft and not the same aerospace vehicle.

A TR-3B is as different from a TR-3A as a banana is from a grape. Some of these vehicles are manned and others are unmanned.

* * SLIDE 77: Strange picture of aircraft with pilot's head in open.

Before Jerald died, we had a long conversation. He was sure he had documentation that would prove the existence of the MJ-12 committee and our using crashed alien vehicles to reverse engineer their technology.

I also believe, the recently deceased Colonel Corso, who discloses the governments involvement with alien technology, was a honest and honorable man.

* * SLIDE 78: Earth pictured with TR-3B and worm-hole

Now, with the remaining time I have, I'm going to run through some of the new MJ-12 documents I received via my friend Dale who I've known and trusted for almost 30 years.

His father, who worked high up in the NSA for over 20 years acquired these documents. I believe these documents are real.

Many of the names and Dates were blanked out when I received them. The complete documents are attached to Brad Steiger's and my book, Alien Rapture - The Chosen.

It is written as a fiction story with characters on a quest, to uncover the truth, much like the one my five friends and I started out on.

I've just barely scratched the surface of the details and facts presented in Alien Rapture.

Thank you all who have taken the time to read this posting of my presentation. Ed Fouche

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