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## Dispatches from Richard Boylan

# Reply to Erik Davis

From: rich.boylan@24stex.com  
Date: Sat, 23 May 98 11:49:33 -0800  
Subject: Reply to Erik Davis

From: Rich Boylan  
To: Nids@kitfox.anv.net  
Subj: REPLY TO MSG# 3549 (RE: [FWD: [FWD: RE: WARP DR)

> 1) I'm not a government scientist and I have personally (within  
> feet) seen the B-2 and F-22 fly. They do not levitate or rotate in  
> mid-air. They "fly" by the standard methods of aeronautics. They  
> (the aircraft) are too small to contain any "antigravity" hardware  
> (since there isn't any yet because NASA is spending money to develop

Eric Davis,

As a scientist on the payroll of NIDS, Las Vegas billionaire Bob Bigelow's organization to understand "exotic" and extraterrestrial technology, you professed uninformedness about antigravity field propulsion systems is puzzling. You are in contact with (former) government officials, such as NSA (oops, "Army") Intelligence Colonel John Alexander. Since Mr. Bigelow has spent considerable sums trying to master extraterrestrial phenomena, and has some of the government's highest UFO experts on the NIDS payroll, your claim of ignorance about successfully-applied electrogravitics is most puzzling.

The B-2 Stealth bomber would certainly not display its highly-classified antigravity field propulsion during take-off or landings, when there are observers around, but rather use its conventional jet thrust propulsion. Your not observing the B-2s electrogravitics system in action is hardly proof that it does not exist.

Nobody claimed that the F-22 has electrogravitics on board. Please do not misquote me.

If however, you had seen the Lockheed-Martin X-22A two-man antigravity disc fly "impossible" aerobatics, as I did in a side canyon of Area 51, you would have little doubt that unconventional propulsion was in use.

Unless you have (undeclared) Above Top Secret clearance for black-program antigravity research and development, how would you know what size antigravity equipment is or how much space it takes? (To make the assertion that it "can't fit" within a B-2 Stealth bomber.)

You seem to take NASA/USAF's cover stories to shroud their black program's R&D at face value. One would expect more acumen of an NIDS employee working with "ex"-spooks.

> 2) Electrogravitics! It's actually  
> gravitoelectric and that is still in theoretical development with  
> hints that an industry scientist conducted gravitoelectric  
> experiments. The current Marshal Space Center antigravity research

Eric, no doubt you are sincere in what you believe and what you have been told. But my information on applied antigravity field propulsion in fully-operational U.S. craft comes from Colonel Donald Ware, USAF (ret.), Dr. Michael Wolf, NSA MJ-12 Committee, and Colonel Steve Wilson, USAF (ret.), in addition to my own personal observations.

> 3) The Venture Star is  
> not the X-33! The X-33 is a one-third scale experimental platform.  
> It is propelled by linear aerospike engines fueled by H2/O2. 90% of  
> the X-33 AND Venture Star's size is due to the huge fuel tanks  
> needed to carry fuel into orbit. Hydrogen is difficult to compress and  
> store, so it can only be put in relatively large tanks on launch

Lockheed-Martin in its official announcement describes the X-33 as the "first stage" of building its reuseable, single-stage-to-orbit vehicle. Your argument that the VentureStar will not have electrogravitics on board because you cannot figure where they would put it is hardly a scientific argument. But it is a classic CSICOP "argument".

> GEEPERS! If antigravity hardware did exist, the launch  
> vehicles, bombers and fighters would be much smaller than they are  
> now.

Again, it is interesting that you seem to know the precise size measurements requirements of antigravity hardware, and yet declare that it does not exist. Hmmm.

> In fact, they wouldn't need to be manned! Just have  
<  
> antigravity UAV's do all the combat/bombing work - don't need  
> pilots.

Your assertion seems to confuse antigravity field propulsion with guidance requirements. Antigravity field propulsion does not eliminate the need for a guidance system. Currently the U.S. chooses to use live pilots in its earliest publicly-operational vehicle, the B-2. Later on, they may choose to use remote guidance systems. I am informed by Colonel Wilson that the military have a remotely-guided antigravity military reconnaissance drone which is operational. This has been reported by other observers as well.

At any rate, pilots or remote guidance has little to do with the existence of operating electrogravitic/antigravity U.S. vehicles.

Richard Boylan, Ph.D.

Richard Boylan, Ph.D., LLC 2826 O Street, Suite 2, Sacramento, CA 95816, USA.  
(916) 455-0120 E-mail: rich.boylan@24stex.com ; Primary website:  
<http://www.ufonetnetwork.com/boylan/> Author of: "Close Extraterrestrial Encounters", "Labored Journey To The Stars" and "Project Epiphany".

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