

FACTS AND STORYS

Area 51, also known as Groom Lake, is a secret military facility about 90 miles north of Las Vegas. The number refers to a 6-by-10-mile block of land, at the center of which is a large air base the government will not discuss. The site was selected in the mid-1950s for testing of the U-2 spyplane, due to its remoteness, proximity to existing facilities and presence of a dry lake bed for landings. Groom Lake is America's traditional testing ground for "black budget" aircraft before they are publicly acknowledged. The facility and surrounding areas are also associated -- with varying levels of credibility -- with UFO and conspiracy stories. In 1989, Bob Lazar claimed on a Las Vegas television station that he had worked with alien spacecraft at Papoose Lake, south of Area 51. Since then, "Area 51" has become a popular symbol for the alleged U.S. Government UFO cover-up

The "Cammo Dudes" are members of the anonymous, camouflage-clad security force that patrols the outer boundary of the Groom Lake complex and adjoining public lands. They are a mixture of Air Force personnel and employees of a private contractor, probably EG&G. They are protected by the Lincoln County Sheriff's Department, the only local police force in the U.S. that acts in proxy for a secret Federal entity. Cammo Dudes detain tourists who wander across the poorly marked military border near the "E.T. Highway," State Route 375. Regardless of the circumstances, these tourists are turned over to the Sheriff's Department for the typical \$600 local fine. By dealing only with the local authorities instead of federal ones, the Cammo Dudes avoid having to identify themselves or appear in court.

Nevada Test Site

The Nevada Test Site is a Rhode Island-sized testing ground northwest of Las Vegas where the U.S. conducted the majority of its nuclear weapons tests during the Cold War. From its founding in 1951 until the final Divider test in 1992, over 900 atomic explosions were detonated in this barren desert. In the 1950s, atomic tests were conducted above ground and resulted in devastating health effects to the "Downwinders" northeast of the site in Nevada and Utah. Since then, tests were conducted only underground, resulting in a pockmarked "lunar" landscape. The NTS is operated by the Department of Energy, which has become increasingly open about the site's history and its environmental problems. The NTS is bounded on three side by the Nellis Air Force Range and adjoins "Area 51" a secret military base at its northeast corner. Today, the Test Site is under consideration for various storage and

processing projects for dangerous materials, and some non-nuclear and sub-critical explosions are still conducted there.

Rachel, Nevada takes us to a small town 110 miles from Las Vegas, site of a formerly secret US Air Force installation known as Area 51. The base develops new planes such as the stealth bomber. The secrecy shrouding Area 51 has given rise to suspicions over the years, earning the town of Rachel (primarily a collection of trailer homes) the title "UFO Capital of the World," and Nevada State Highway 375 "Alien Highway". The film focuses on the everyday people of Rachel, once left alone to service the military, now the center of tourism and a publicity boom. There are enough stories and photos to persuade even the most die-hard skeptics that something extraterrestrial may be going on.

Another MUFON State Director retired from the Air Force after 22 years as a Lt. Colonel. We were discussing the stories of UFO encounter witnesses that were most credible for us. He said, It's when someone you know and have known comes to you with a story that is believable because it's anomalous and the credibility of the person has already been established by 100% of the other things they have told you over the course of a long relationship.

For example, he said, I knew a non-commissioned officer who came to me one day scared shitless. He wanted to talk because he was afraid and didn't know where else to go. He had been to Groom Lake on assignment and encountered a 7-foot-tall alien there, working with the government.

Addendum: I was interviewing a witness recalling an incident of many years ago north of Manitowac Wisconsin when he was a teenager (1960s or 70s - I'd have to look it up.) He and a teen friend were being driven by his father past the Cleveland swamp when they saw a luminous UFO land in the swamp. They went on to their destination (the next town) and when returning by the same road an hour or so later, saw a "7-foot-tall alien by the side of the road right near where we saw the UFO go into the swamp." We wanted to stop, he said, but my dad was too scared and

stepped on it instead.

Lights Seen From Rhyolite, Nevada, Nov. 9, 1994

The following is an account of an event witnessed by my wife, 2 young daughters, and myself in the early evening of November 9, 1994 near the site of the old town of Rhyolite, Nevada.

The family consisting of myself, wife, and daughters (ages 9 and 7) had just spent the 2nd day of a mini vacation visiting the northern portion of Death Valley, California and Scotty's Castle. In the late afternoon I decided to drive over to Beatty, Nevada to fill up our diesel-fueled truck and, having done so, proceeded to drive to the site of the old ghost town of Rhyolite with the intent of camping for the night.

We were towing a small camping trailer and found a suitable site next to a mining prospect hole after negotiating approximately 4 miles of rather rugged dirt road from highway 374. This site is tentatively identified as being in the southeast corner of Section 33, Range 46 E., Township 11 S. of the Beatty, NV/CA sheet, 1:100,000 scale (metric) topographic map.

Having arrived at a little past 4:00 p.m. in the afternoon, we explored to the south of our campsite and returned to prepare our supper before it got too dark. The weather was cold, probably in the mid 40's with a stiff wind blowing erratically from the south. The sky was clear and the stars were clearly visible. Our family has always had a penchant for stargazing and, coincidentally, had just purchased a computer disk containing a star watcher's map at the Stovepipe Wells Ranger Station at Death Valley the previous day.

I was cleaning up the cooking area set up on the back of our pickup when I glanced up at the now darkened sky to see a bright light approximately the size of the planet Jupiter moving rapidly (relatively) from just over the mountain ridge immediately to our west (Sawtooth Mountain) toward the east. My oldest daughter pointed out a fainter light trailing the main light a short distance to the rear. The motion of travel was erratic and somewhat zigzagged, as observed by my wife. For lack of a better explanation, I attributed the perceived erratic path as light distortion caused by the cold air.

I grabbed my video camera from the cab of our truck to capture the object from an apex now overhead to its disappearance over the hills to our east. The total transit of the object from horizon to horizon took something less than one and a half minutes. Observation of small propeller craft and large jet aircraft flying overhead prior to and after this occurrence proved that this object was easily better than 5 times faster than any other observed aircraft, and that audible noise from the engines of high altitude aircraft was easily heard, yet there was no perceptible sound from the object observed. My best guess is that the object was the space shuttle, which we knew was on an active mission at the time.

I video taped the sky just afterwards to establish relative brilliance from the half moon, star field, and jet aircraft which are clearly seen and heard on the video. My narration of the event is part of the video content. The wind became a significant factor as witnessed by the audio attenuation heard on the video tape.

Our camp was several miles north of the Bullfrog Mining Company Mill located adjacent to Highway 374. The noise of the motors and milling machinery were clearly heard at all times during our stay.

What occurred next was to become perhaps the most bizarre occurrence experienced by my wife or me in our well-traveled lifetimes. I had retreated from the biting wind and cold to our travel trailer at about 6:10 pm to read to my daughters from a definitive book on Death Valley of subjects seen by us earlier in our trip. My wife stepped out of the trailer at about 6:20 pm. to secure some of our provisions for the night. I suddenly heard my wife pounding on the outside of the trailer and shouting ...Get the camera! The tone of her plea was urgent, anxious, and bordering on panic. I've heard this cry before, but under more predictable circumstances.

What? I asked, needing confirmation of her demand and time to consider what circumstance might have provoked such an emotion-filled plea from her. Was it an animal? Another person? These and a hundred other scenarios at once filled my head as I decided my next action.

Get the camera!

The adrenaline now pumped as I dropped the book while making for the door of the trailer. I opened the trailer door to witness the source of her anxiety. To the north, just beyond a jagged mountain were two or three lights suspended in a horizontal pattern just above the mountain. They were separated by a distance of about a mile or two. They were a brilliant, steady orange-yellow, somewhat like automotive headlights, only more orange and certainly brighter. They appeared to be no more than 3 to 5 miles from us, relative to the mountain. The sight of these lights hovering above and to either side of a mountain maybe 2 miles distant, the surrounding hills bathed in the half moonlight and depicting clear definition to the mountainous terrain, was at once astonishing and frightening. My wife again admonished... Get the camera!

I rushed to the locked cab of our truck to get the video camera and, with my back to the lights, realized that my wife had the keys. I shouted back to her to get the keys and as I turned the lights winked and now there were 3 or 4 lights (my wife thought she saw 4; I thought I saw 3), still in the same horizontal line but in different positions and spanning a larger width than before. This phenomenon occurred almost literally in the blink of an eye. There was no flash or burst of energy prior to the split; only the wink. The multiple objects all retained the same apparent size and characteristics.

My recall of the event is that the lights seemed to drift to the south and then winked out, but it should be noted that I was distracted in trying to get the video camera from the truck. My wife's perception is that they drifted slowly behind the hills immediately to our right. By the time I had retrieved the video camera from the truck cab the event was over.

The winking effect was astounding in that the lights flattened into a thin line of the same apparent hue and intensity and then split into the multiple objects. My wife and I agree that the thin line appeared to connect the multiple objects at the instant of splitting. The entire event occurred in a time span of about 45 seconds to one minute.

I kept our video camera trained in the direction of this phenomenon for several minutes in hope that the event would repeat itself. As I taped, I queried my wife about what she had just witnessed in order to compare my own

perception with hers. Since we were both pretty well shaken by this event, I wanted to establish an objective narrative of our experience.

She said that several minutes after stepping out of our trailer she noticed a single bright light just slightly above and to the left of the peak of what I refer to in our video tape narrative as the gunsight mountain, about 2 miles to our north. She watched it for a moment when it suddenly winked and separated into 2 objects, now to either side of the peak and in the same [horizontal] line. That's when she began to pound on the side of the trailer and shout ... Get the camera! The objects split once again perhaps 10 seconds later just as I emerged from the trailer.

We both agree that we independently expected an imminent encounter with the source of these lights. My wife felt that the lights would travel to the south behind the range of hills to our immediate right and then come up the long valley toward us from the east. I felt that they would bear straight toward us and would be upon us within the next 45 seconds. My thought was that perhaps these were military jets heading toward us, and that the lights were landing lights that had been turned on as they flew in formation. We have been buzzed by such aircraft on the Nevada deserts on several occasions in years past. But, as a licensed aircraft pilot, I've never seen any light or flare that even remotely matched what we had seen.

We saw nothing else that evening. I slept facing the window on the north side of the trailer, video camera at my side so that I could capture any further event. A long, restless night was spent with one eye generally open, hoping for a repeat of the sighting, but it was not to be.

The following morning proved to be cloudy due to a major storm coming in from the northwest. I videotaped the area while narrating an update of the previous night's events. Using portions of this tape and my computer equipped with a video frame grabber (Miro DC1-tv), Corel 3.0, and Adobe Premiere, I've created several reasonable stills and clips depicting what was seen. I did this not to deceive but to depict accurately and objectively what we saw.

My youngest daughter told me several weeks later that she saw the lights too. Doubting her somewhat, I asked her to draw a picture of what she saw. Her

rendering of the gunsight mountain and position of the lights convinced me that she had indeed seen the event, although my oldest daughter ducked under the blankets when she heard my wife's anxious tone that night. I am not necessarily inclined to relate what we saw to anything extraterrestrial. I have obtained maps of the area and have projected sight lines beyond the gunsight mountain. These lines extend into the northwestern boundaries of the Nellis Air Force Range about 20 miles north-northeast of our camp. Much attention has been given to the eastern boundaries of this test area due to professed secret Military activity. My interest in secret military activities is limited only to general observation and the wonder of advancing technologies. But if what we saw that night of November 9, 1994 is connected with an advancing technology, I'd like to see it again! I intend to visit the area to more accurately survey the area and interview some of the folks around Beatty and Springvale. Maybe I'll discover the source of this most unusual sighting.

Groom Lake sightings 15-16Dec94

Hoping to see or hear some evidence of an "Aurora", I arrived at the Medlin Ranch's Black Mailbox along Nevada SR375 on Thursday night, 15Dec94, at almost exactly 9 PM, PST. The weather was cold (low teens), and the skies were very clear, but there was a full moon. I didn't expect to see or hear anything because it wasn't a Wednesday night, and I've often read that, in general, secret aircraft avoid flying during a full moon, in case the moon provides enough light for someone to see something.

I had noticed some unusually asynchronous, very faint, reddish lights over the Groom Lake area as soon as I descended from Hancock Summit on Nev SR375 into the Tikaboo

Valley. As soon as I parked at the Black Mailbox, I aligned my rental car to point directly toward the runway, using my compass and Glenn Campbell's compass rose for the Black Mailbox (in his Area 51 Viewer's Guide Ed 2.04). With my 10x50 binoculars that I brought from home, I immediately noticed that these lights (and whatever was carrying them) were different from anything that I had ever seen.

One unusual characteristic was that the lights were very asynchronous -- except that out of every 15-second period of time, there were 1 or 2 sets of 3-5 consecutive flashes of light that flashed at a frequency of about 1 Hz (once a second).

The duration of the light flash was much shorter than that of regular aircraft beacons, but similar to that of the white strobe lights that regular aircraft use for increased visibility.

The color of the lights varied from pink to red to white to greenish white -- but the colors I saw didn't relate to whether they were moving generally to my right or to my left, which is unlike the navigation lights of regular airplanes.

The intensity of the lights increased in the same order as the color -- from pink to red to white to greenish-white. However, the intensity of even the brightest greenish-white lights seemed less bright than that of the white strobe lights on regular aircraft.

What I consider most remarkable is that the color and the intensity of the lights seemed to be directly related to

the speed and distance that the vehicle moved *with each impulse of energy that it expended*. Also, the vehicle appeared to come to a stop in mid-air between each movement, perhaps because of the strobe-light effect of the lights. Even with the full moon that night, I still couldn't make out the shape or size of the craft that I was watching. I also couldn't see any other lights (on these craft) except the "strobe light." However, the strobe light definitely had a horizontal shape of some kind -- either elliptical or rectangular. The lights were either extremely well stabilized horizontally, or else the vehicle was, because, during my more than 8 hours of observation, I never saw one of these lights vary from perfectly horizontal -- even during the extreme maneuvers described below. In other words, even with the horizontal nature of the lights, I never saw any apparent turns or changes in direction during the flashes of light; again, perhaps because of the strobe-light effect of the lights. The motions of these craft were usually very random, jerky, and zig-zagging. From one impulse to the next, they often moved up, down, left, right, forward, or backward -- even at high speed -- again, with no visible change in direction or turning between impulses -- and with no regard to the previous impulse's direction or speed of movement (as if the craft had no mass or inertia). However, when any one craft wanted to move in generally one direction, they could do so. During the more than 8 hours that I watched them, I only saw a handful of instances when a craft appeared to move in a relatively straight line like a regular airplane, and all of these lasted less than 5 seconds. I ruled out the possibility of these lights being from a helicopter within my first 5

minutes of observation, because of their speed and remarkable changes in direction, regardless of their movement during the previous impulse.

Another notable feature is that there was absolutely no sound from any of these craft, even though I observed and easily heard a couple of high-performance fighter-type of aircraft, maybe F-15s, during the daylight the next day -- and the F-15s seemed to be several miles farther away. Also, unlike with the F-15s, I did not see any exhaust smoke or contrails from these craft at any time, during either of the two nights I watched them.

From triangulation (plotting lines of sight on a DOD 1:250K JOG Chart), using the black mailbox and two other viewing spots a few miles north and south along SR375, the 5-6 craft I watched were between 15 and 20 miles away from SR375. I had a very good view of snow-covered Bald Mtn, and used that as one of my primary references. Formations of 2-3 craft would follow the north-to-south ridge just behind Bald Mtn to the northern edge of the restricted area, and then reverse course to due south. The other group of 2-3 usually flew to the east from just south of the Groom Lake runway, until they appeared to reach the eastern edge of the restricted area, and reverse course to the west. However, at least one of them appeared to leave the restricted area and keep going almost due east until it went out of sight.

The "light show" was almost continuous from 9 PM until 3 AM the first night I watched, but I noticed a pattern to their activity after about 3 hours of observation.

These 5-6 craft appeared to take off from near Papoose Lake, one at a time, individually practice "hovering" (with small, jerky movements centered at one spot in the air) over the runway at Groom Lake for at least 10 minutes, then flew in one large, loose formation, with their crazy lights really putting on a fantastic light show across a sphere of 2-5 miles, for another 10-15 minutes. Then they broke up into 2 groups of 2-3, and flew in slightly tighter formations, one n-s, and the other e-w. Several times during this period of 15-20 minutes, I saw one of the craft from each group approach each other to within about 5 miles, and then seem to "hover" there for a minute. At least twice, I thought I saw a very thin laser light shine between them, as if they were communicating via an intraformation data link, after which each craft rejoined their group and continued their formation flying in groups of 2-3. After a total of 45-50 minutes of "flight," both groups appeared to split up, and individually head back toward Papoose Lake. The individual craft reappeared no more than 10 minutes later, to start the cycle again, with individual craft practicing "zig-zag hovering" over the Groom Lake Runway.

The altitude of these craft usually stayed between 3000 and 7000 feet above ground level (AGL), probably in an attempt to stay below the ridge lines for anyone viewing from afar. About once an hour I saw one of them climb to approximately 10000 AGL for a minute, apparently to observe (or remotely control) one or more of the other craft in maneuvers such as the "forward somersault" described below.

I had my VHF scanner with me, but I didn't have any

frequencies for Groom Lake. I did have the frequencies for Nellis AFB and McCarran Airport, but I didn't hear much traffic from them, and what I did hear didn't seem related to what I was seeing. There wasn't anything to see after the craft all landed at about 3 AM, but at 3:30 or 3:45, I heard a "Janet" 737 leaving Nellis AFB. When it came in for a landing at Groom Lake, it flew only a few miles south of me, and its lights looked like those of any normal 737, i.e. -- much different than the ones I'd been watching all night.

After watching the first Janet 737 land at about 4 AM, I drove to a bigger parking spot just a mile or so south of the Black Mailbox, to get farther away from the road. I then tried to sleep for a few hours before sunrise. However, it was so cold that even wearing thermal underwear, two medium-heavy coats, two pairs of gloves, and two stocking caps, I could only sleep for about 15 minutes at a time before the cold awakened me and I had to start the car to get warm. Then, a few "cammo dudes" started coming in to work at about 5:15 AM, and all of them honked their horns (vigorously) as they drove by on SR375, to make sure I was awake.

16Dec94 Night

I went out to watch again Friday night (16Dec94), from a spot that I liked the best of all (of those along SR375). It was a small pull-off on the north side of SR375 about 75 yards from the Groom Lake Road (after passing Groom Lake Road on the left as you're heading toward Rachel). It seems to be the best place to watch from, because it's higher than all

of the other viewpoints along SR375, which enables viewers to see more airspace behind the ridge lines. However, there's only room for a couple of cars to park at this spot, without blocking each others' ability to enter or leave. This spot was where I got closest to the craft flying east and west over Hancock Summit -- when they passed about 13 or 14 miles due south of this spot.

When I arrived at 9 PM, "they" were already flying. At about 1010 PM, I watched one group of 5 vehicles split into two groups, one of 2, and another of 3. The group of 3 flew north to Bald Mountain, and turned around to fly back south. One of the 3 stayed up higher and behind the other two, who were flying south at about 450 knots, with one object flying directly behind the other. I was watching very carefully, expecting something to happen, because I had seen this before; and also because of the way the third, up-high one was obviously positioned to watch (or remotely control?) the other two. Sure enough, the craft behind the other one did a "forward somersault" over, in front of, under, and then back behind the one in front. I would bet my pilot's wings that this craft exceeded 1000 knots (see calculations below) without generating a sonic boom (which usually occurs at about 660 knots), and pulled more g's than any manned aircraft that I've ever seen, while its lights maintained their perfectly horizontal orientation. I'm confident that I saw this "forward somersault" cover at least 1/4th of the field of view of my binoculars, because I was using Bald Mountain and a background star above it as a reference, so that any jiggling of the binoculars didn't affect my perception of the maneuver. Based on my binoculars' field of view of 367 feet per 1000 yards, and my distance of more than 15 miles (26,400 yards), I've calculated that my

total field of view was 1.88 miles. The maneuver was a circle that covered at least 1/4th of that distance -- a diameter of .47 miles. Therefore, the maneuver covered the circumference of a circle of diameter of .47 miles -- a circumference of 1.48 miles, in less than 5 seconds. From all this, I calculate the speed to be between 1066 mph (using 5 seconds for the maneuver); and 1328 mph (using 4 seconds for the maneuver). Unfortunately, I can't really calculate the g's for the maneuver without a weight for the vehicle.

I watched only the 9, 10, and 11 PM flying periods that Second night, because of the cold, and my need for sleep.

No interferences was noted on any commercial AM or FM radio Frequencies, nor on the military VHF frequencies, at any time.

Conclusions and Further Speculations

In summary, I don't really know what I saw, because I didn't See anything except lights in the sky. However, based on my experience as an ex-Air Force pilot who's been at the Controls of 11 types of jets and 5 types of prop-driven Aircraft, for a total of more than 2400 hours of flying time, I'm certain that I wasn't watching lights on a helicopter. I still have 20-20 vision, and I used the same 10x50 binoculars that I've been using for more than 7 years (for astronomy, and for the local dirt track races every Saturday night). I'm sure that the lights weren't from a helicopter because of the "forward somersault" maneuver, and from the

way that these lights changed directions and moved in any direction, regardless of their previous motion. In addition, a 6Feb95 AvWeek article said (on page 21) that a "manned aircraft at Groom Lake" was testing an "aircraft coating that changes hues and brightness when subjected to an electrical charge." This "aircraft" was mentioned separately from the "black helicopter" described earlier in the article. I think that enough other people have seen the same lights I have, to cause someone at AvWeek to print this "cover story," with this one sentence buried in a 4-page article that mostly talked about a new "black helicopter."

Furthermore, my experience with conventional propulsion, aerodynamics, control surfaces, and control systems tells me that whatever I saw wasn't using any of these conventional systems.

I'm submitting this "eyewitness account" in hopes that others will go and watch for themselves, and submit their observations to the public.