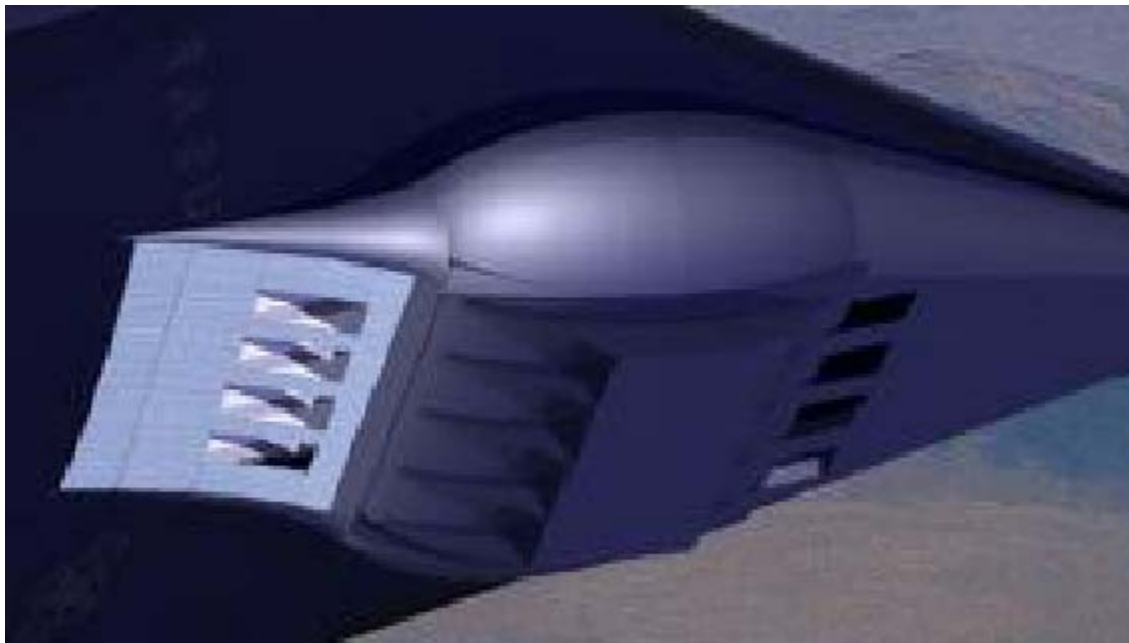


## UFO & ETT (Extra-Terrestrial Technology) – PHOTO ALBUM



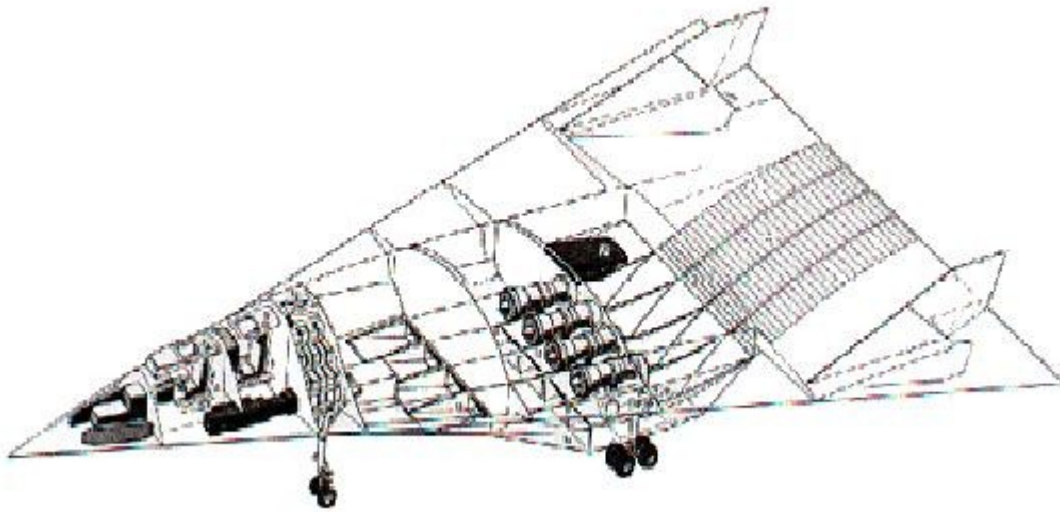
**Aurora Transport-Lift Vehicle & UCAV with Aero-Spike Engine**

Rare photo near Muroc, California (over Rogers Dry Lake area) of the Aurora Transport-Lift Vehicle with a newly designed Unmanned Combat Air Vehicle (aka) UCAV mounted on its underbelly. The BOEING Rocketdyne Aero-Spike XRS-2200 provides thrust-vectoring navigation engines. See convection diffuser vent areas on UCAV's underbelly.



**Aurora & UCAV Piggybacked (Aero-Spike Convection Intakes and Diffusers)**

Rare photo near Muroc, California over Rogers Dry Lake area of the Aurora Transport-Lift Vehicle with a new designed UCAV mounted on its underbelly. This is a close-up of the BOEING Rocketdyne Division Aero-Spike thrust-vectoring engine's convection diffuser vent areas for this low-observable air vehicle.



**Aurora Transport-Lift Vehicle - C-Section Diagram**

Early design of the Aurora Transport-Lift Vehicle pictured as NOT utilizing the new BOEING Rocketdyne Aero-Spike thrust-vectoring engine system. Seen here with only linear-mounted multiple Pratt & Whitney military jet engines. The Aero-Spike XRS-2200 engine is used on F-117E Stealth reconnaissance fighter-bomber aircrafts.



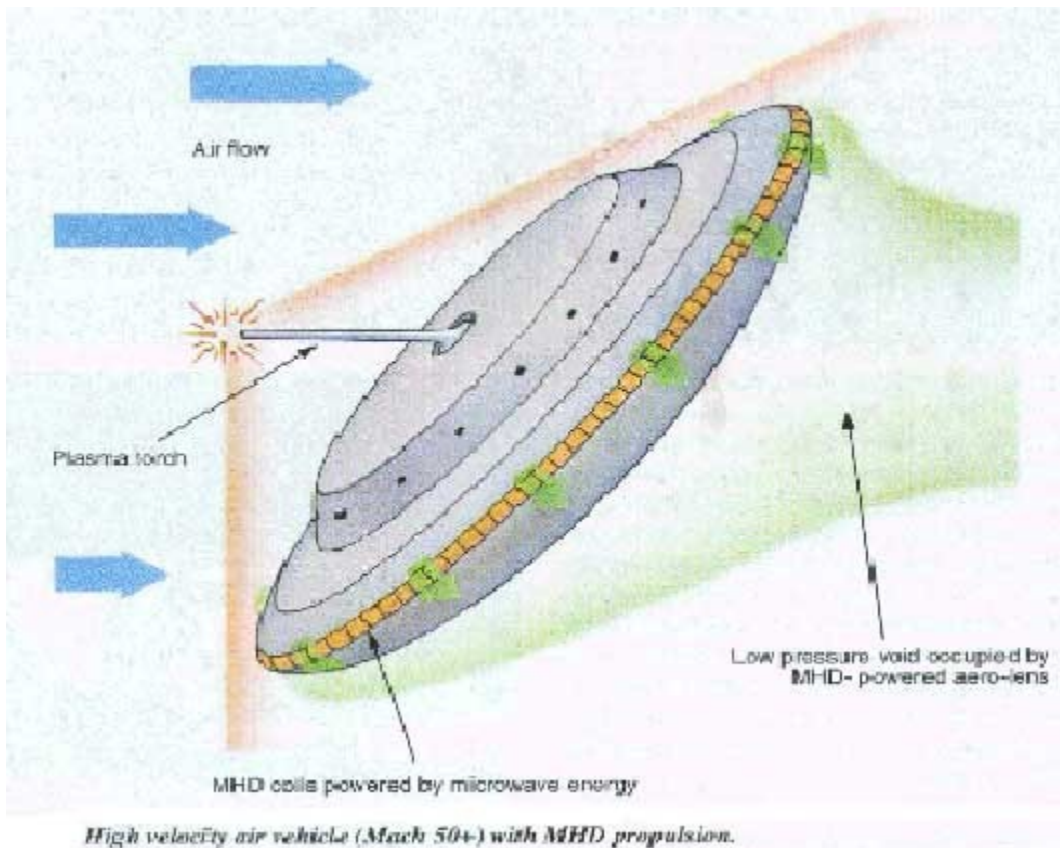
**LightCraft Model 1 (Miniature) – Wind Tunnel (Actual Photo)**



Dryden Flight Research Center EC62-175 Photographed 12OCT1962  
Proposed Ames Langley lenticular bodies. (NASA photo)



### Langley Lenticular Re-Entry Vehicle – Circa: October 12, 1962



### LTAV - Mach 50+

A Lenticular Tactical Air Vehicle (aka) LTAV designed to travel at speeds of Mach 50+. Utilizing a Plasma Torch (aka) Plasma Rectenna propulsion drive.

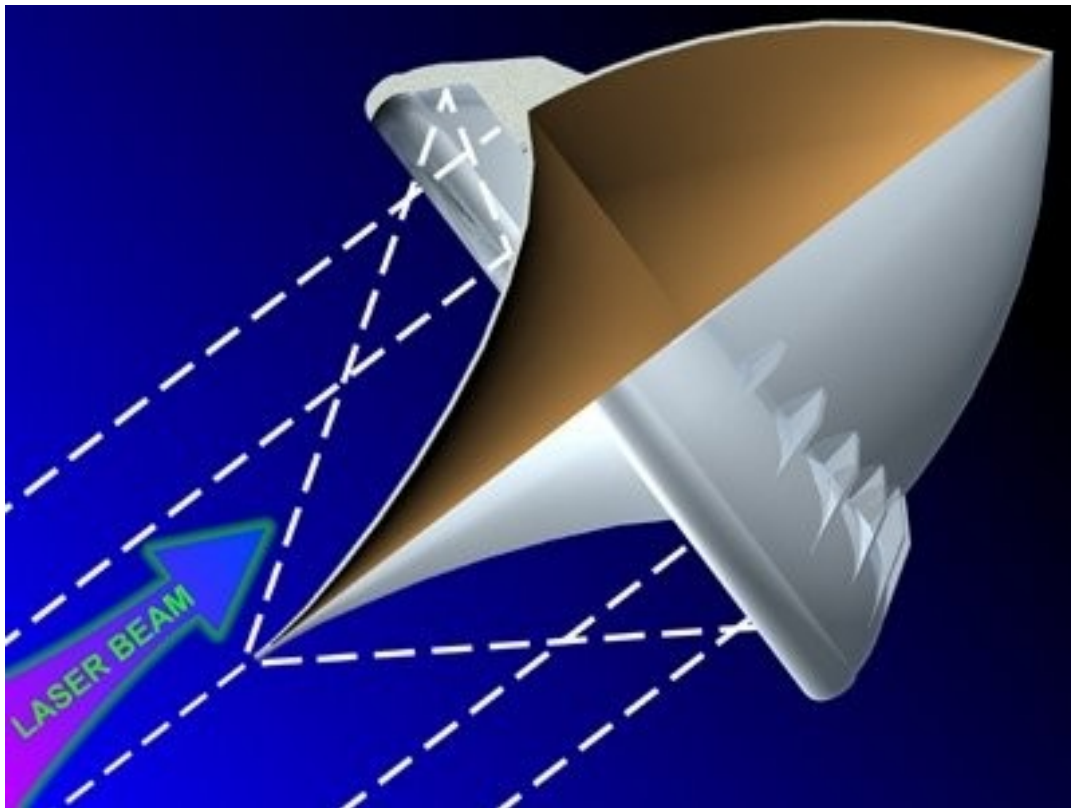




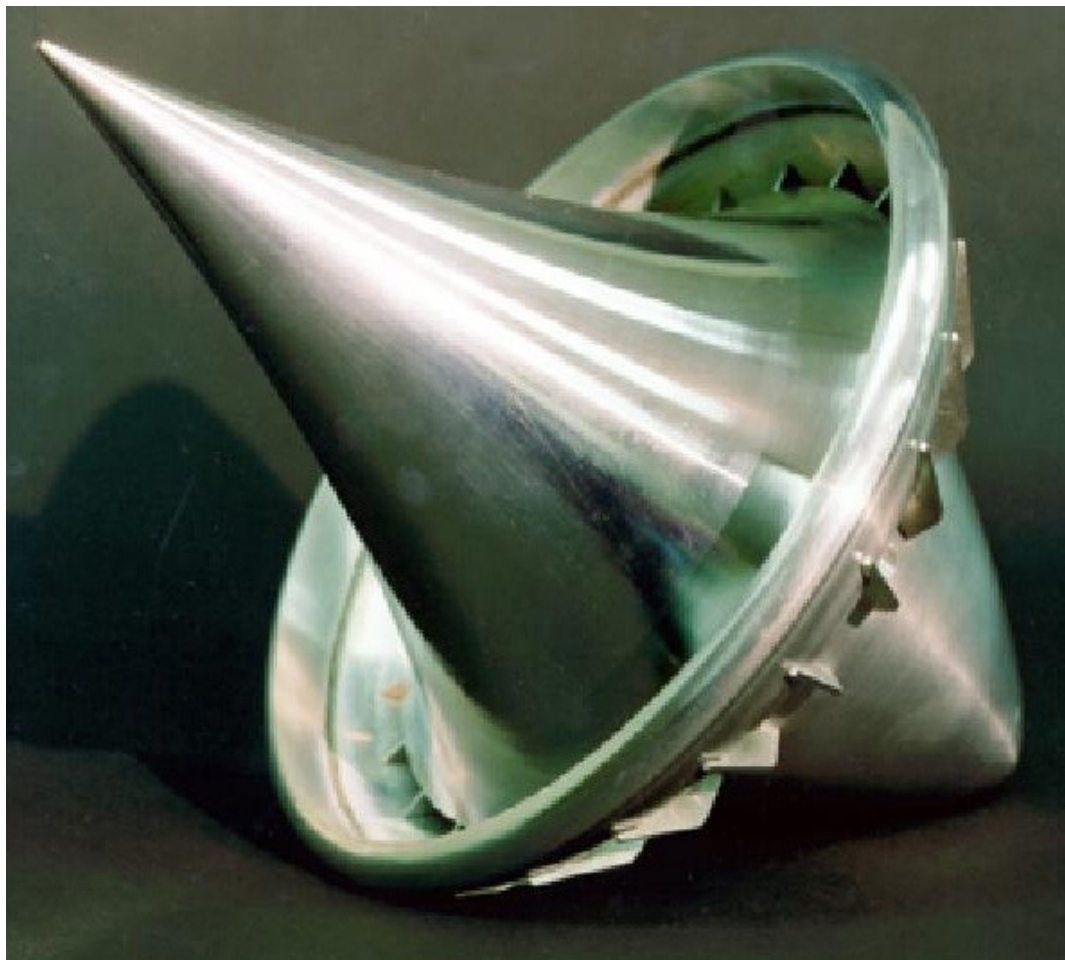
**LightCraft MASER Propulsion – Illustration**



**LightCraft - MASER Propulsion – Illustration (Close-Up)**



LightCraft Directed Energy (Laser) Propulsion - Cut-Away



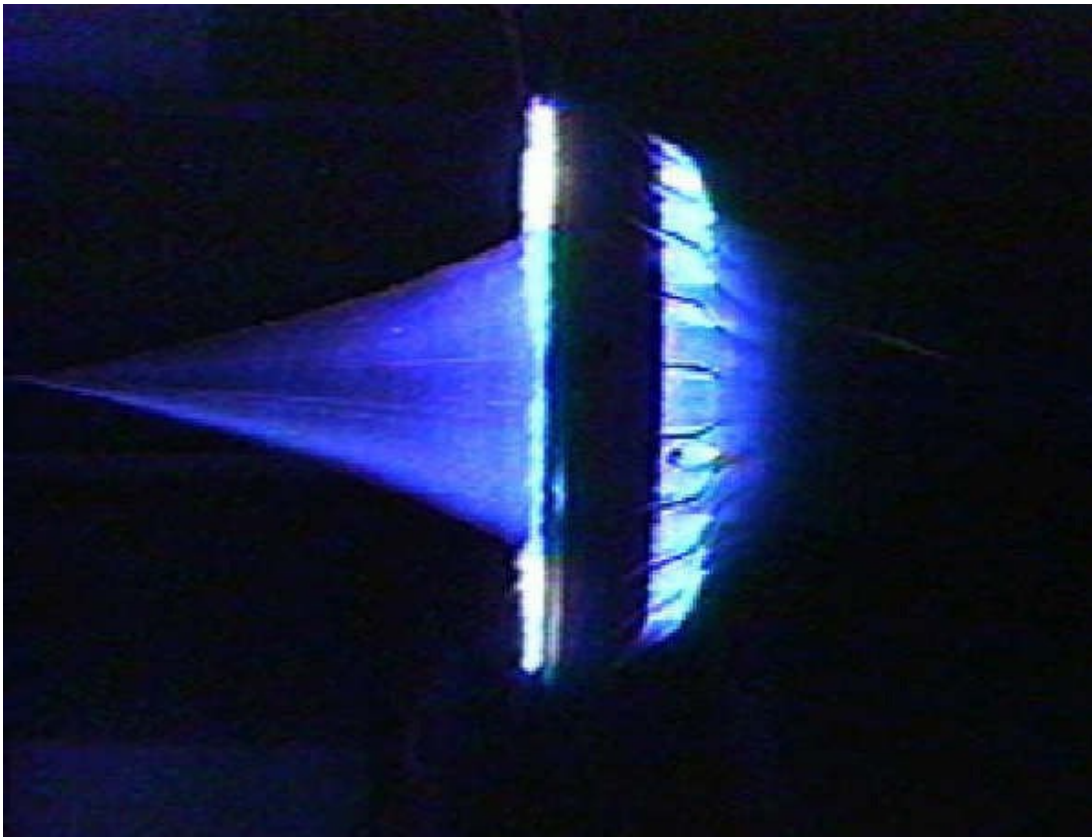
LightCraft Model - Rear-End Up



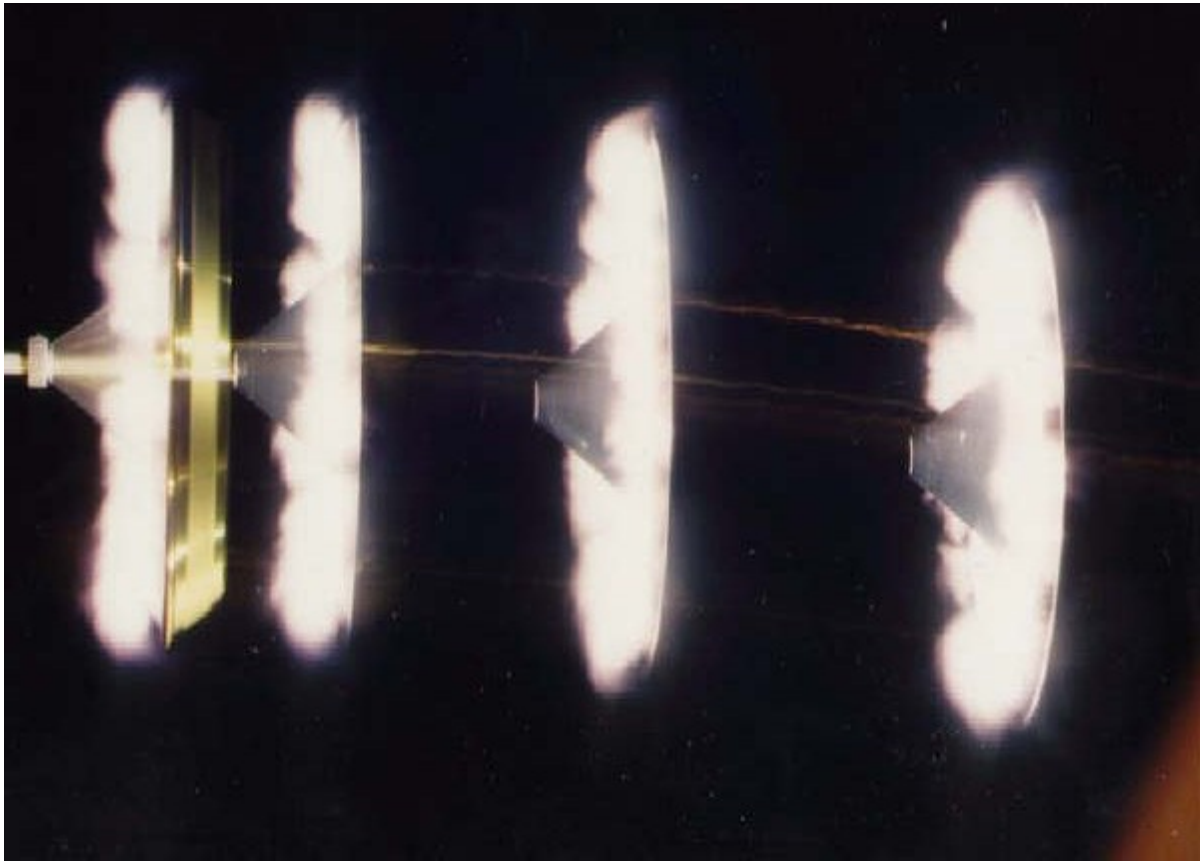


**LightCraft Model Object (Rear view of laser light entry tip)**

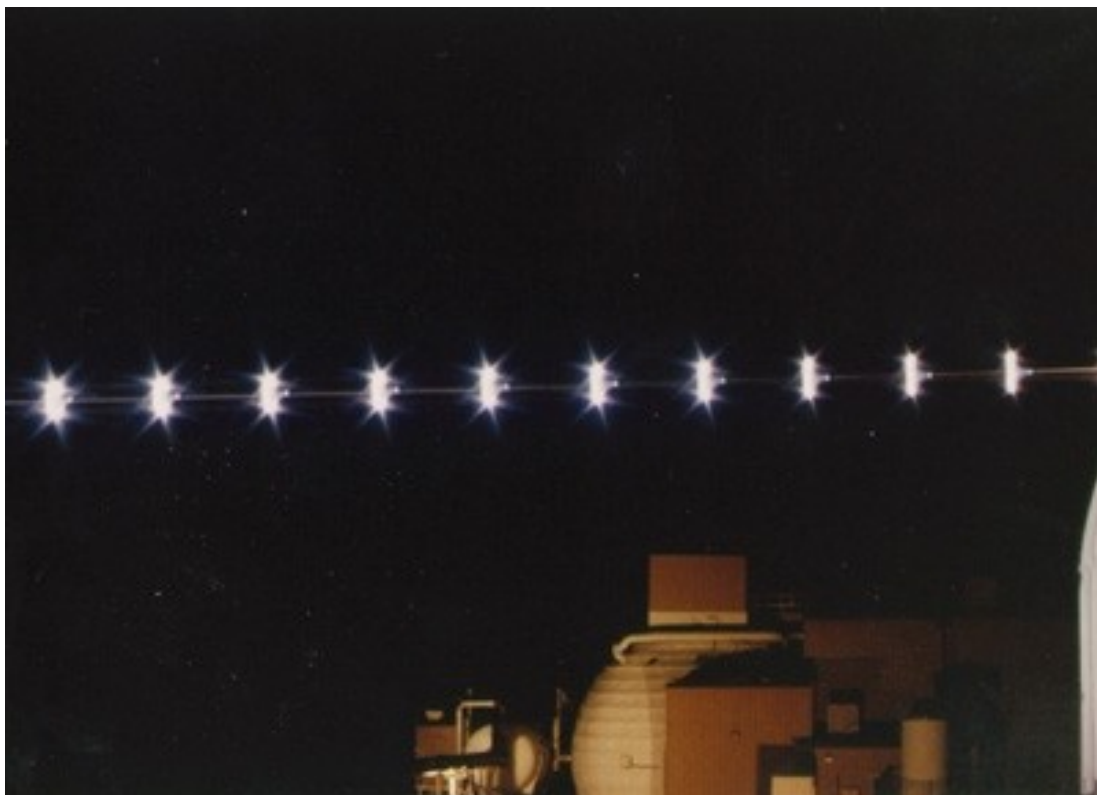
LightCraft experimental shown to scale with 5-cent coin in foreground.



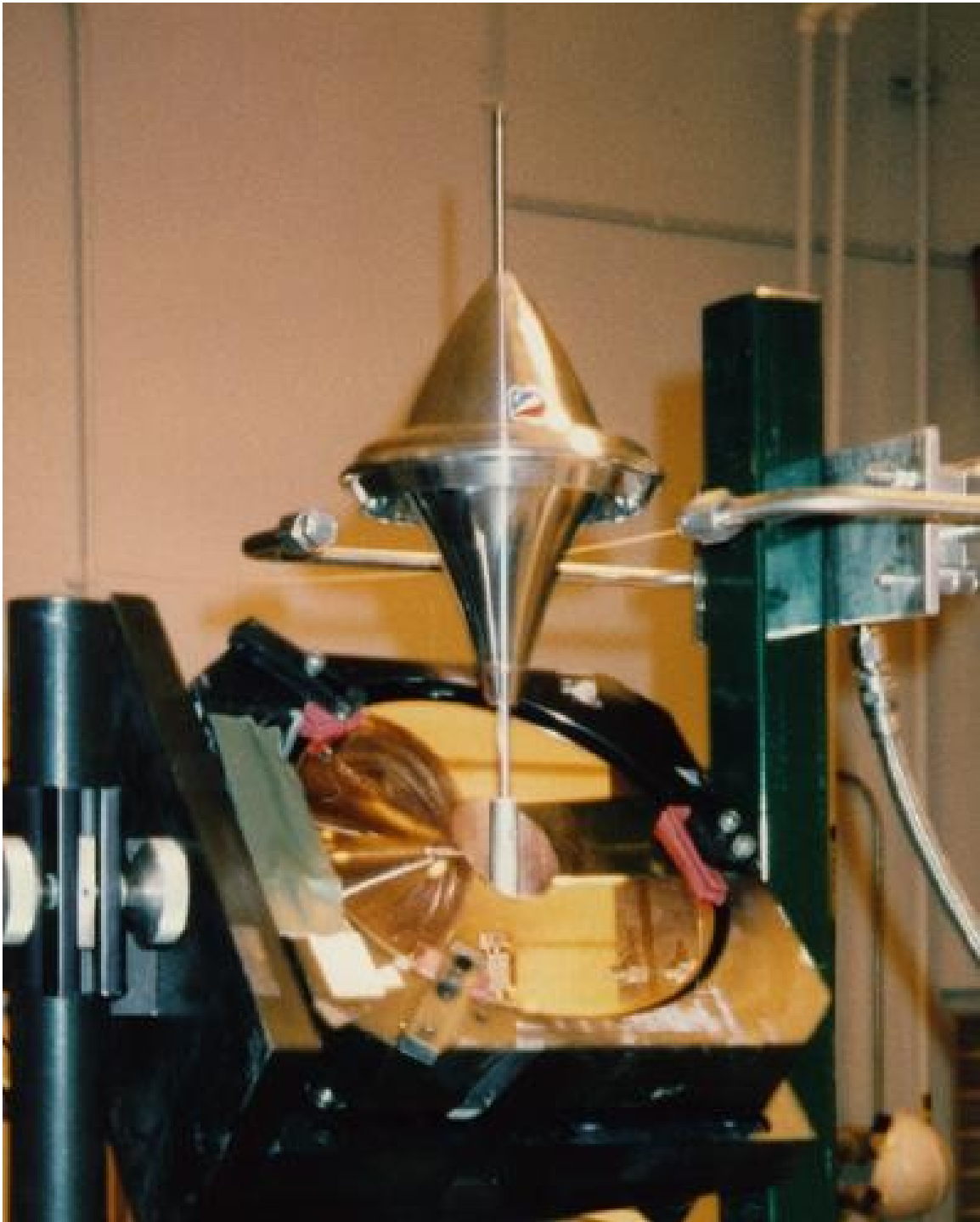
**LightCraft - Static Plasma Rectenna Propulsion (Photo – Close-Up)**



**LightCraft Night Flight - Time Sequenced Photo Images (Start: Left to Right)**



**LightCraft - Static Plasma Propulsion - Wire-Guided (Night Experiment)**



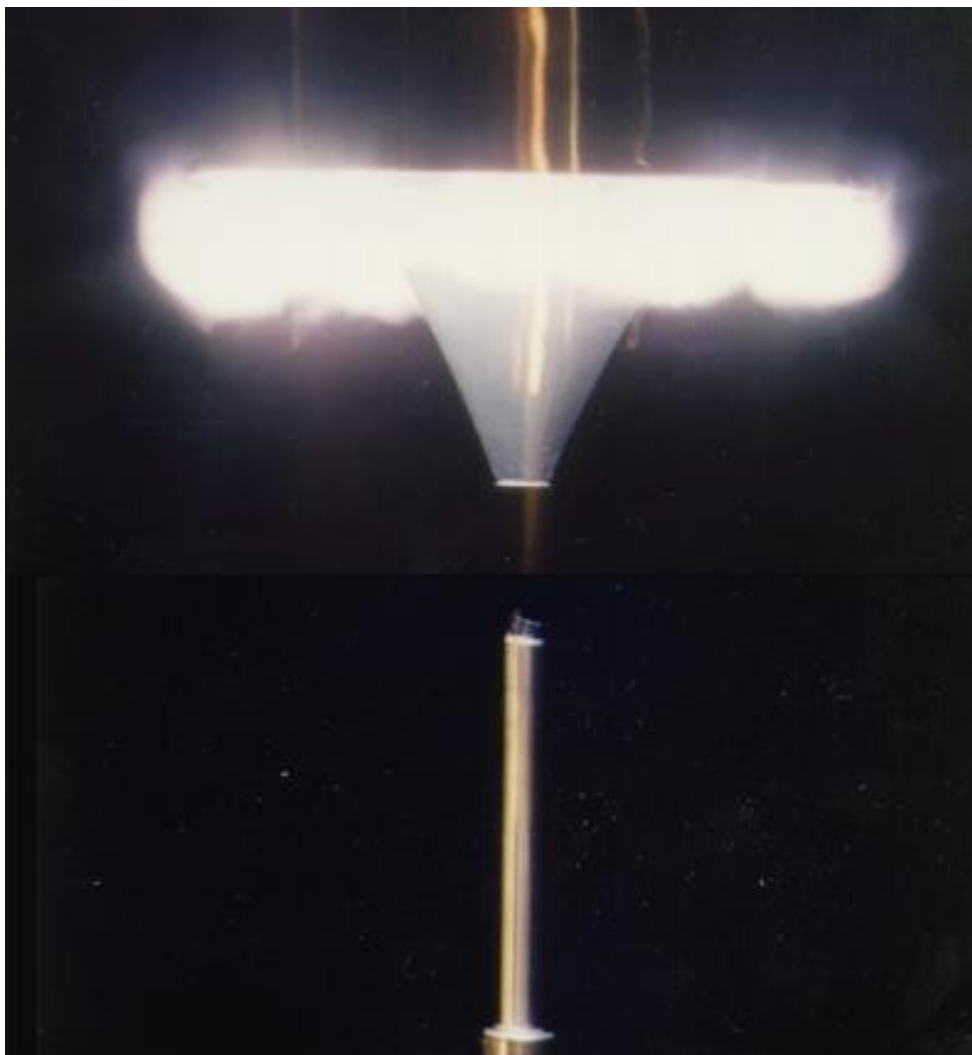
### **LightCraft Prototype & Directed Energy Laser Launch Base System**

LightCraft guidance and propulsion launch facilitated via a non-weaponized gimble mounted Directed Energy Laser mirror. Note the reflection of the rear collector area on this launch prototype model. The gimble-mounted Directed Energy laser mirror system is extremely similar in design although much smaller than its weaponized counterpart system tested at the U.S. Air Force Research Center in Albuquerque, New Mexico and at the U.S. National Laboratory at Los Alamos, New Mexico for use onboard their larger military aircraft retrofitted with a DEW anti-missile and anti-aircraft system.



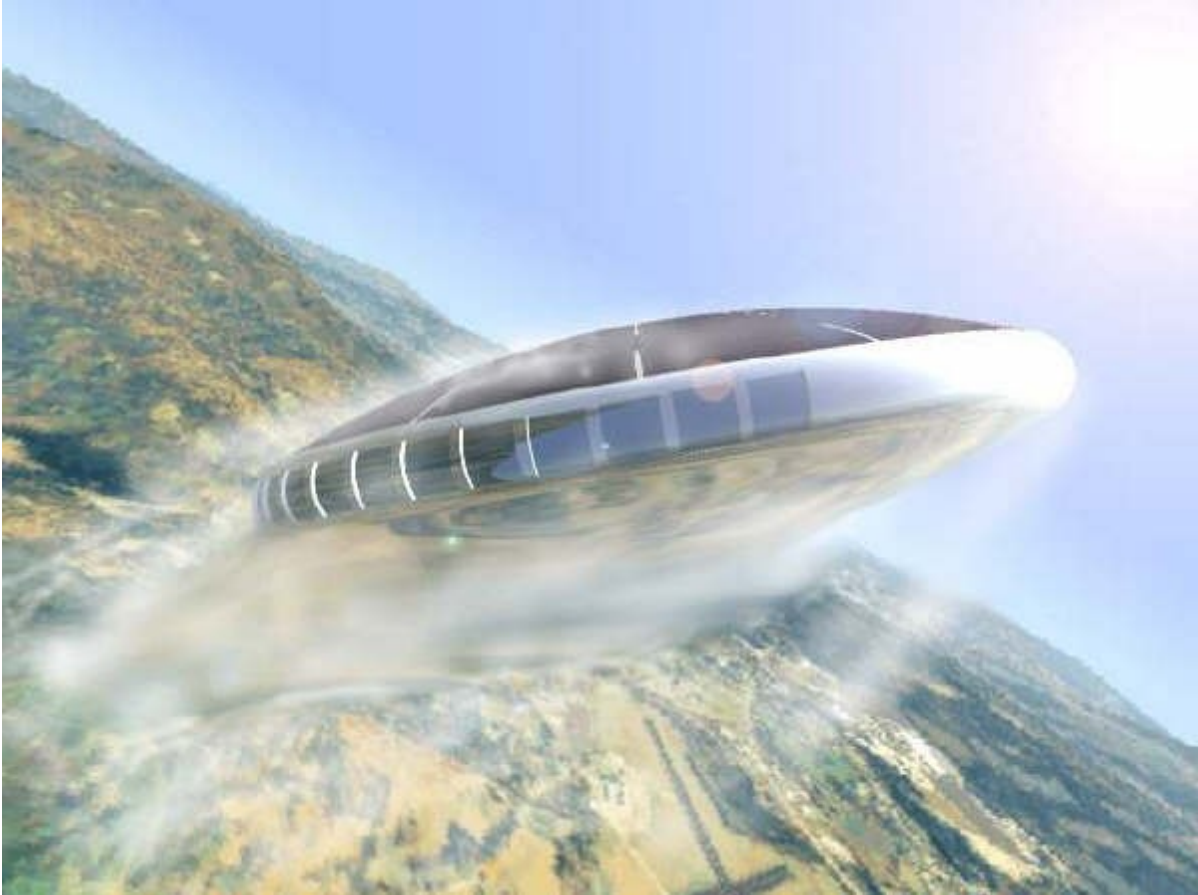


LightCraft Test Facility Map



LightCraft Prototype Launch – Directed Energy Laser System (Actual Photo)

Night launch of LightCraft prototype, using gimble-mounted Directed Energy Laser mirror system launch pad system. Note the needle used as light beam waveguide



**LightCraft (SSI) Launch - Rendition**



**LightCraft – Rendition**



**LightCraft - Trans-Projection - Rendition**



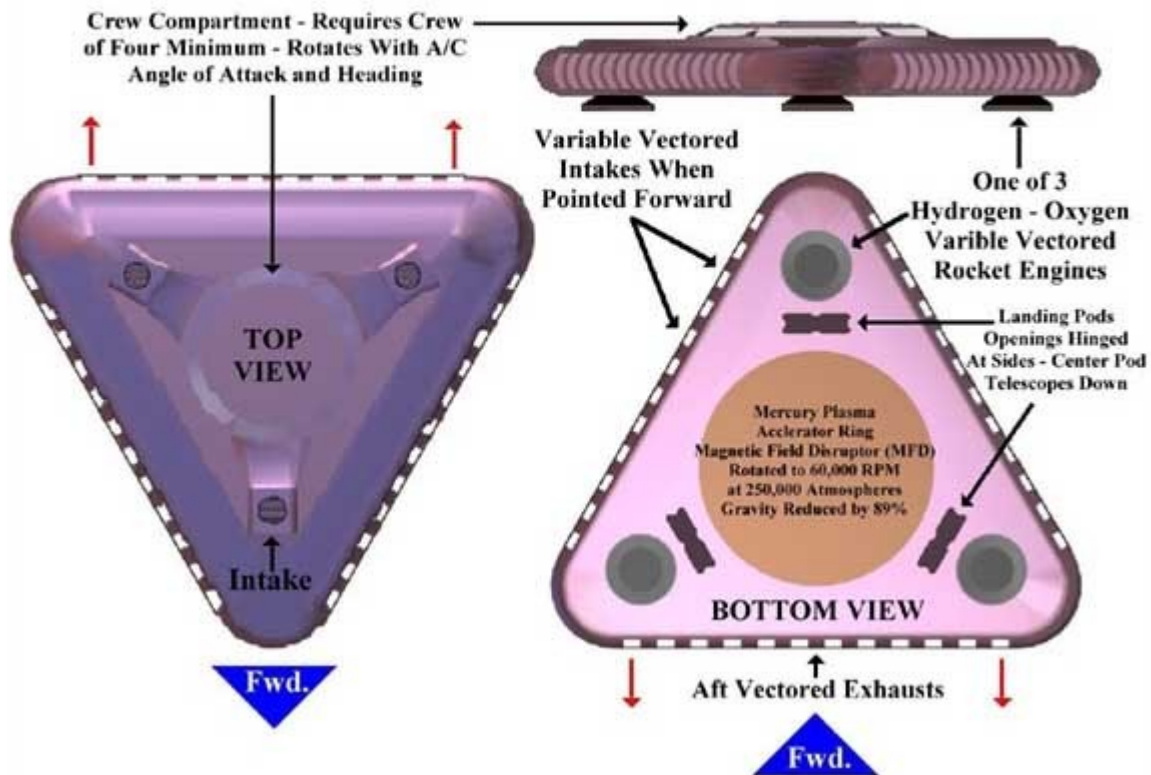
**TR3-B "ASTRA" (Aurora Program) Circa: 1995 - Rendition**

The best rendition of this air/spacecraft vehicle that became fully operational in 1995 at the Nellis A.F.B. Test Range (known as S-4) near Papoose Lake, Nevada, USA. The TR3-B is reported to be between 300 to 500 feet in diameter, flies at Mach 15+, a bright blue-gray colored (bio-electro-chromatic coatings with 3-D Penrose tiling that provides



for highly advanced stealthy and triangle shape altering qualities, carries the Direct Orbital Communication Intelligence Link Electronics (DOCILE) system, runs on a set of Rockwell-designed nuclear-powered back-up electric engines and, is held as a highly sensitive strategic defense link in the "Aurora Program". It in no way resembles the TR-3 Manta craft. It utilizes quasi-crystalline energy to fuel its plasma fluidic propulsion drive system with MFD (aka) Magnetic Field Disruptor quantum-flux transduction field generation booster technology. It emits cyclotron radiation, performs pulse detonations and carries EPR quantum receivers.

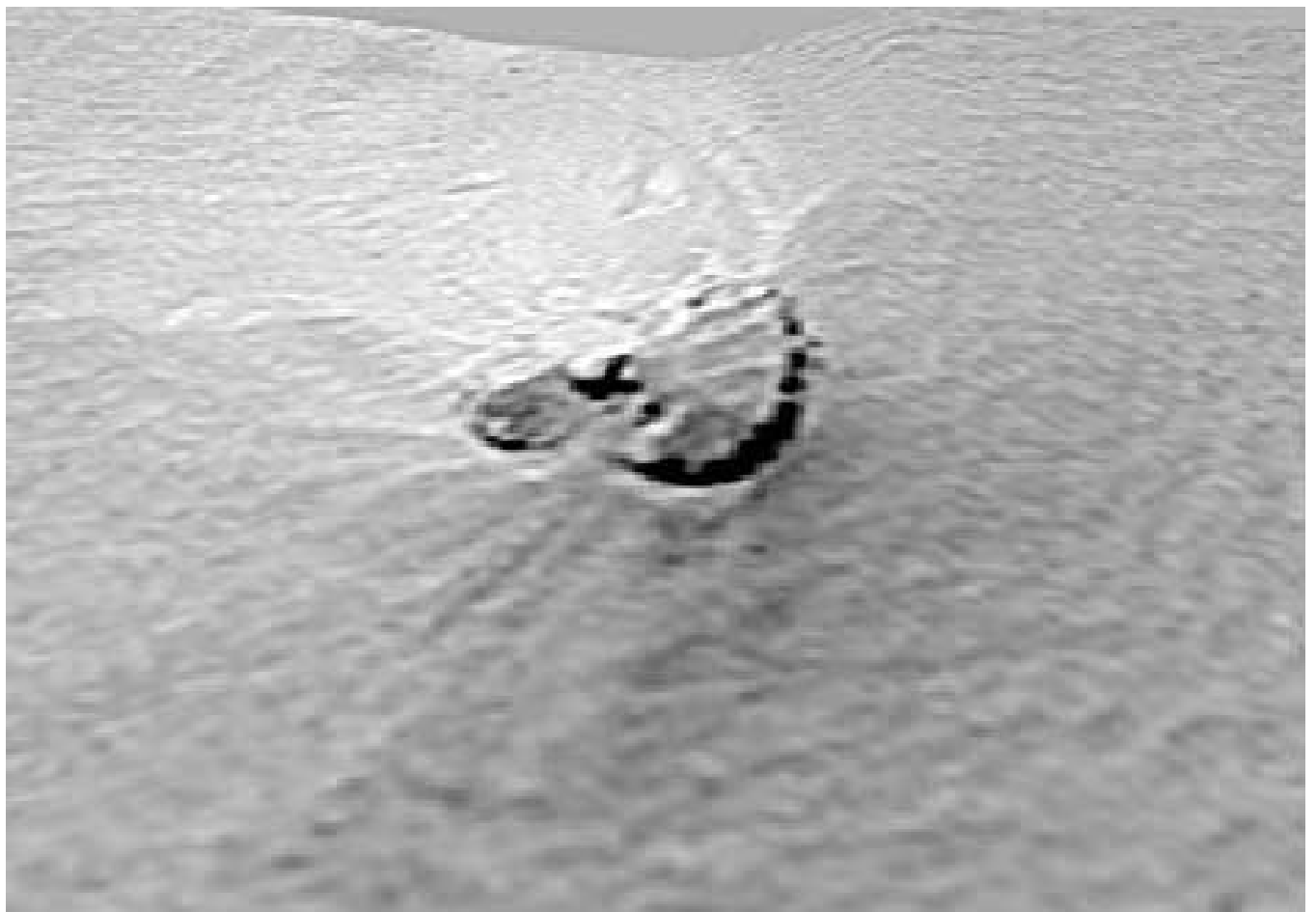
## Flying Triangle - The TR-3B



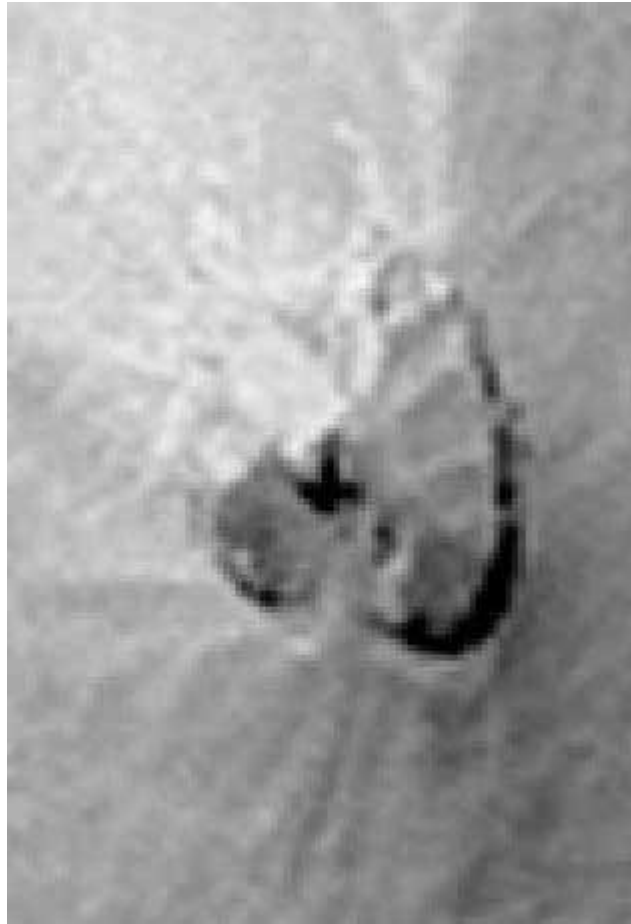
TR3-B "ASTRA" (Aurora Program) Rendition - Diagram



**TR-3B – Earth Moon Surface Crash Site (Actual Photo - 1)**



**TR-3B – Earth Moon Surface Crash Site (Actual Photo - 2)**

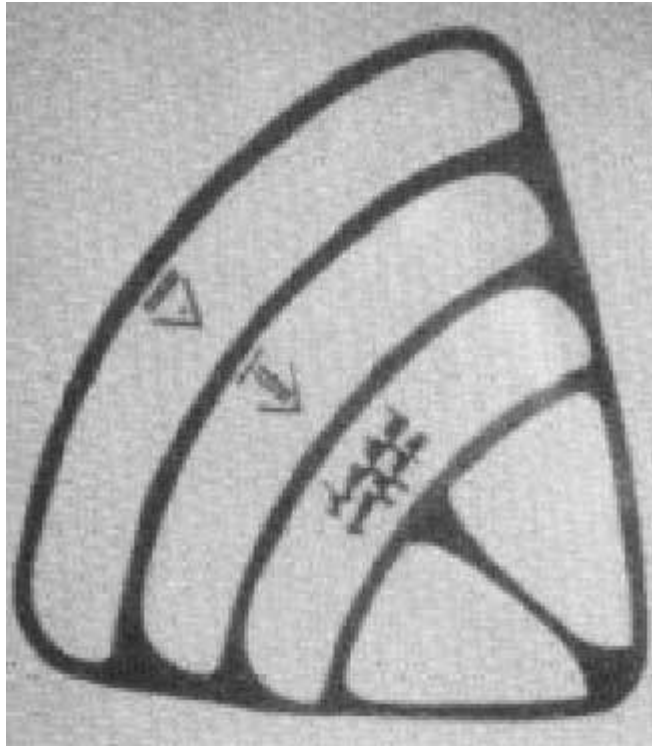


**TR-3B – Earth Moon Surface Crash Site (Actual Photo - 3)**



**TR-3B – Earth Moon Surface Crash Site (Actual Photo - 4)**

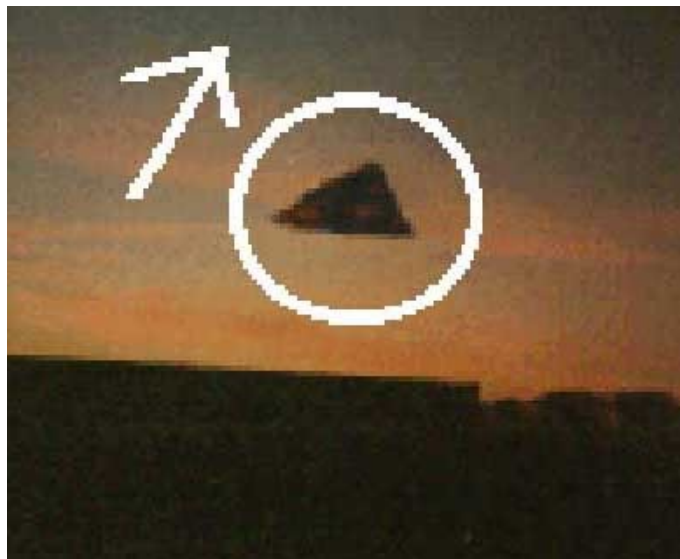




**Triangle UFO Craft Compartment Template Image Marking (Actual Photo)**



**Triangle UFO Craft**



**Triangle UFO Craft**

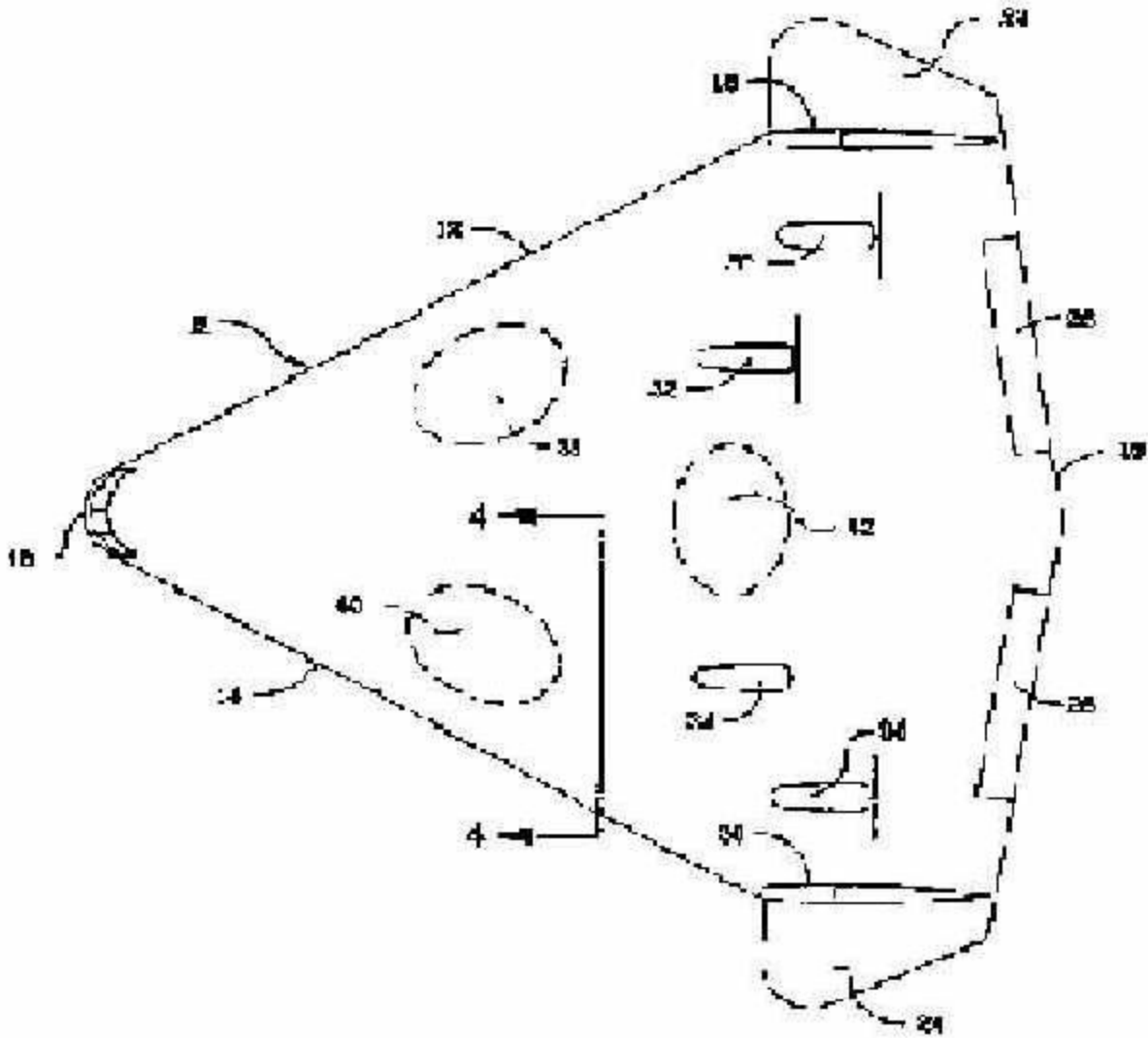


**Triangle UFO Craft - Heat Signature Analysis (3 Frames)**

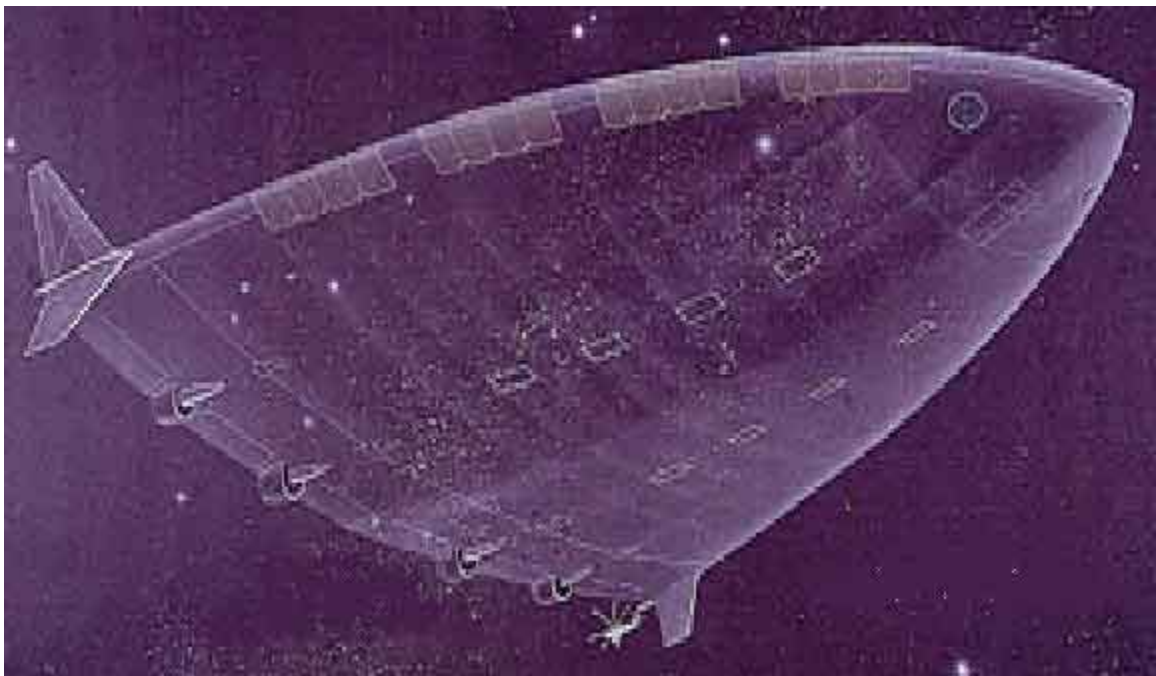


**LiftAir Vehicle Technology - NASA 2001 Project**

Lenticular Air Vehicle. LiftAir Vehicle. Rendered using new inductive technology form of linear acceleration with 2-D Asymmetrical High Potential Thrust Capacitor Module Generators. U.S. Patent # 6,317,310 (NASA).

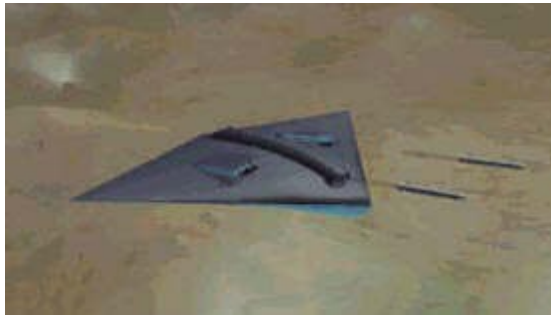


AEREON Trans-LightCraft – Circa: 1990 Patent Drawing



AEREON Trans-LightCraft





**TR-3A Black Manta "Coupe" AeroSpike Series TCAV**

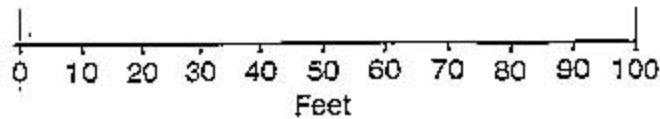
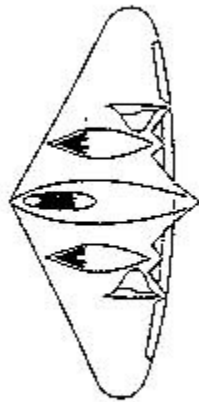


**TR-3A Black Manta "Coupe" Bomber Series TCAV**



**Stealth Bomber Series TCAV – Based on B-2D Stealth Wing Bomber**

TR-3A



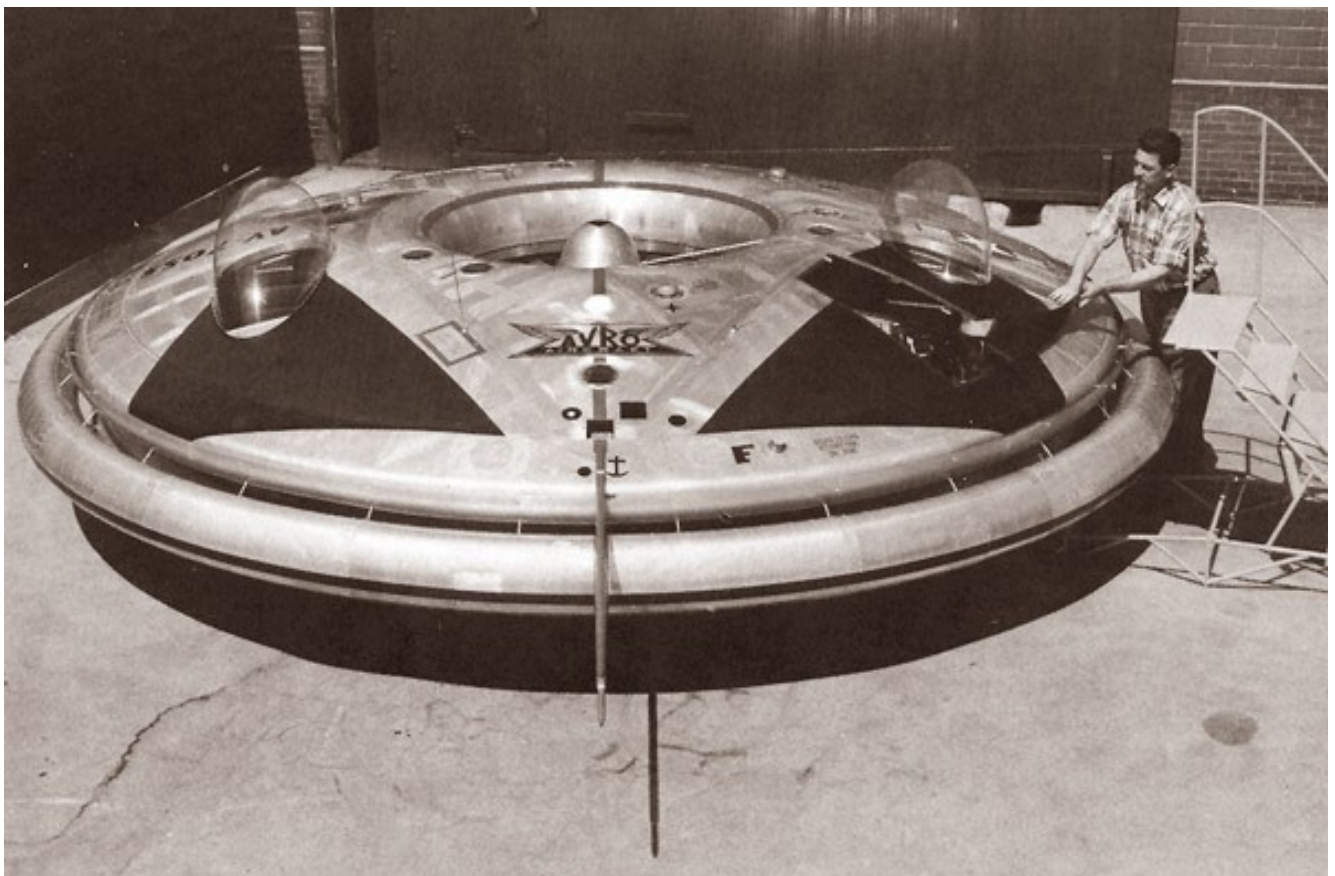
**TR-3A Black Manta "Coupe" TCAV (based on B-2D Spirit)**

This sketch of the Black Manta Combat Air Vehicle based on the B-2D "Spirit" Bomber.



**AVRO VZ-9A – Canadian Facility C.I.A. Test Flight (Circa: 1960s)**

Canadian-based AVRO manufacturing facility under CIA contract for the DoD with Avrocar test pilot flying surveillance saucer vehicle prior to delivery in the U.S..



**AVRO Avrocar VZ-9A (Circa: 1950s-1960s)**

Flying vehicle or flying car, the AVRO, built in Canada for the U.S. under CIA contract.

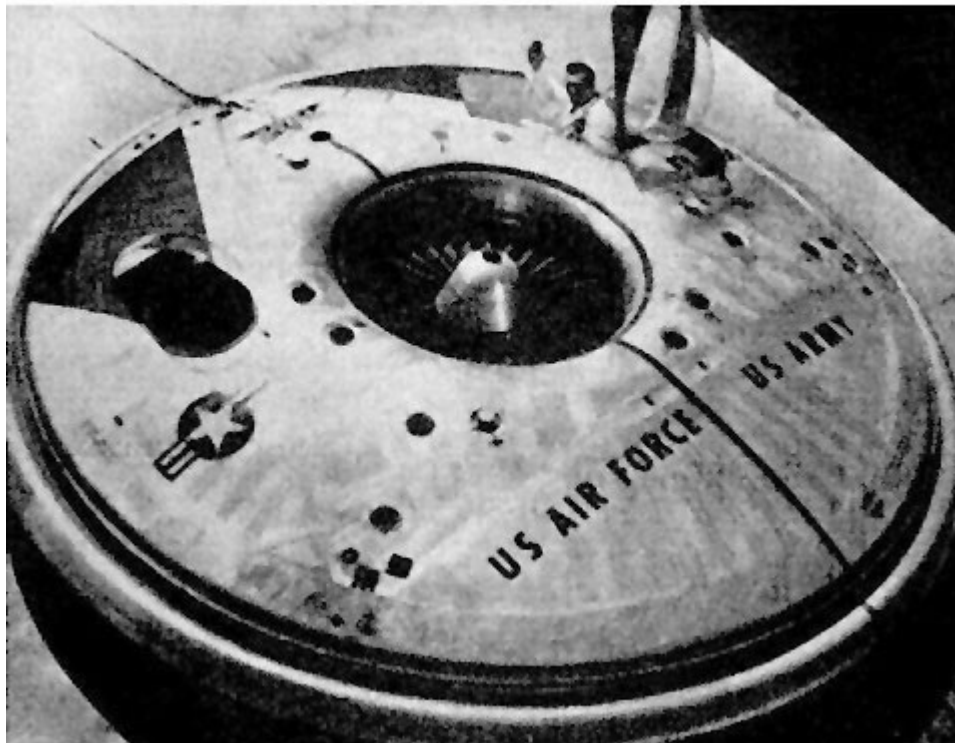




**AVRO VZ-9A - U.S. Air Force AV-7055**

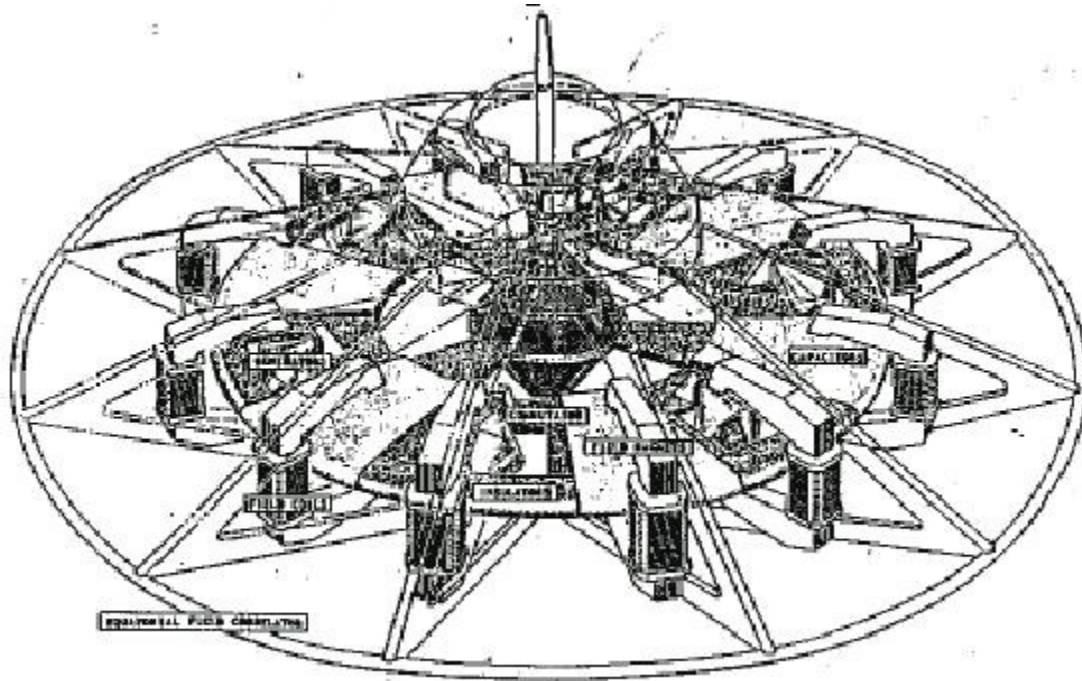
Circa 1956-60-era. Canadian manufacturer AVRO, built this hovering flying saucer-car for the United States Air Force (see wing-designation #AU-7055).

**AVRO (Canada) VZ-9      Avrocar Mk. 1**



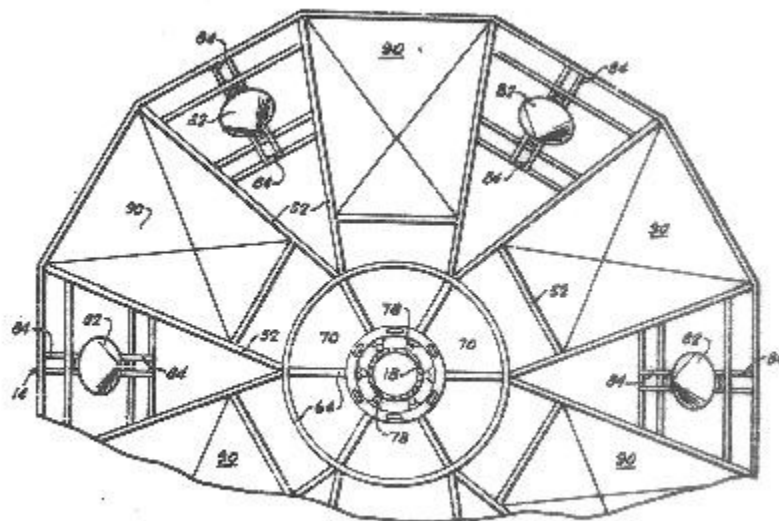
**AVRO VZ-9A Avrocar - Mark I**

Black & white photo of the Canadian-built VZ-9A Avrocar built by AVRO for the U.S...



**Otis Carr Vehicle – Electromagnetic Disc Portion**

Otis Carr (C-section) electromagnetic powered disc-shaped vehicle. Patent drawing.

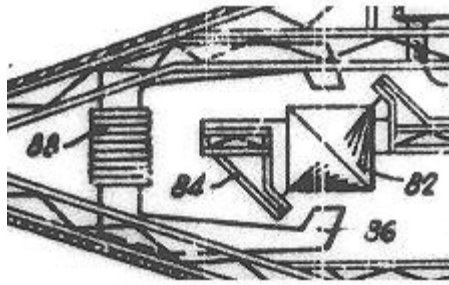


**Fig. 5**

**Otis Carr Vehicle - Carr Capacitor Plates - Patent Drawing**

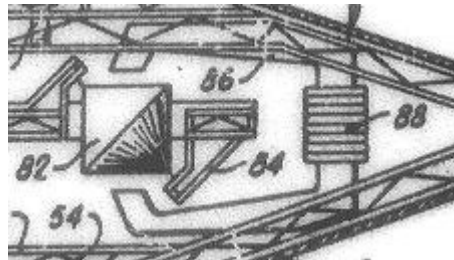
Otis Carr Vehicle (C-section - Top) electromagnetic generator area with Carr capacitors.





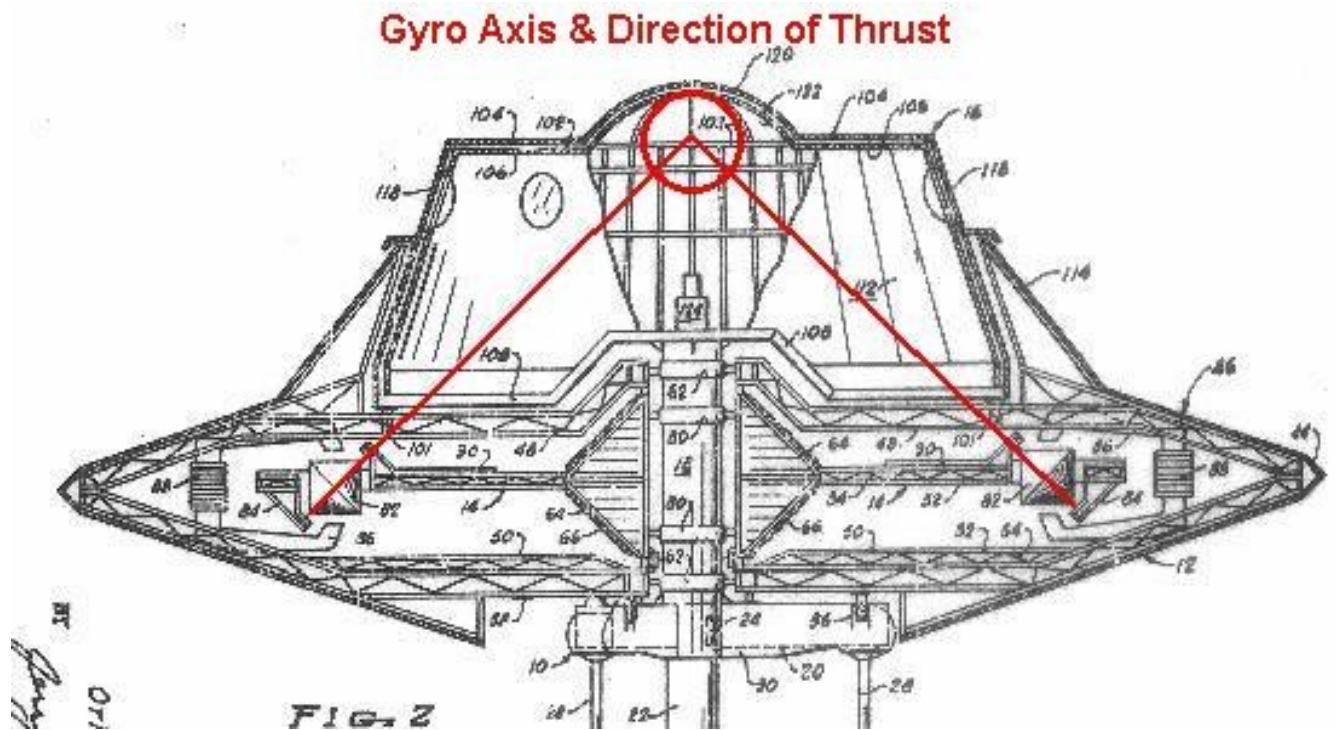
**Otis Carr Vehicle – Magnet and Capacitor - Left**

Otis Carr Vehicle (C-section diagram - Left) exposing U/C-shaped electro-magnet (the vehicle's electromagnetic generator inner area) with a Carr capacitor in-place between U/C-shaped magnets' top. Patent drawing.

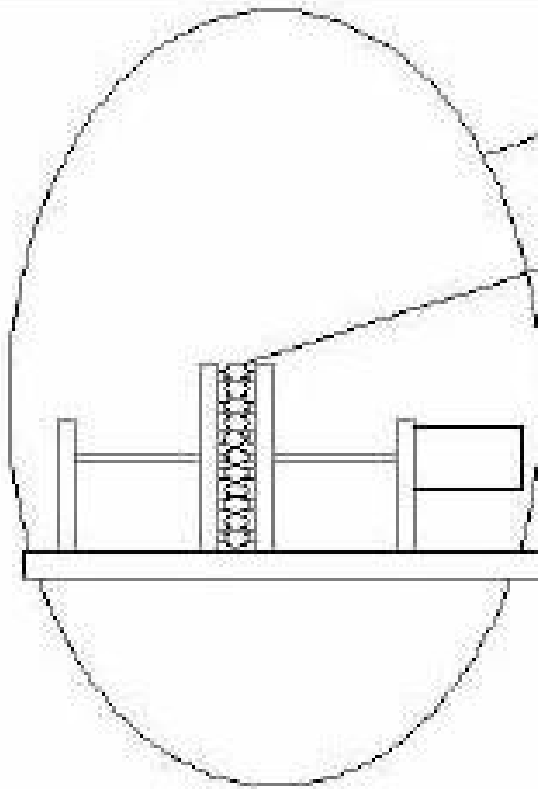


**Otis Carr Vehicle – Magnet and Capacitor - Right**

Otis Carr Vehicle (C-section diagram - Right) exposing U/C-shaped electro-magnet (the vehicle's electromagnetic generator inner area) with a Carr capacitor in-place between U/C-shaped magnets' top. Patent drawing.



**Otis Carr Vehicle's Electromagnetic Thrust - Gyro Axis Rotation**

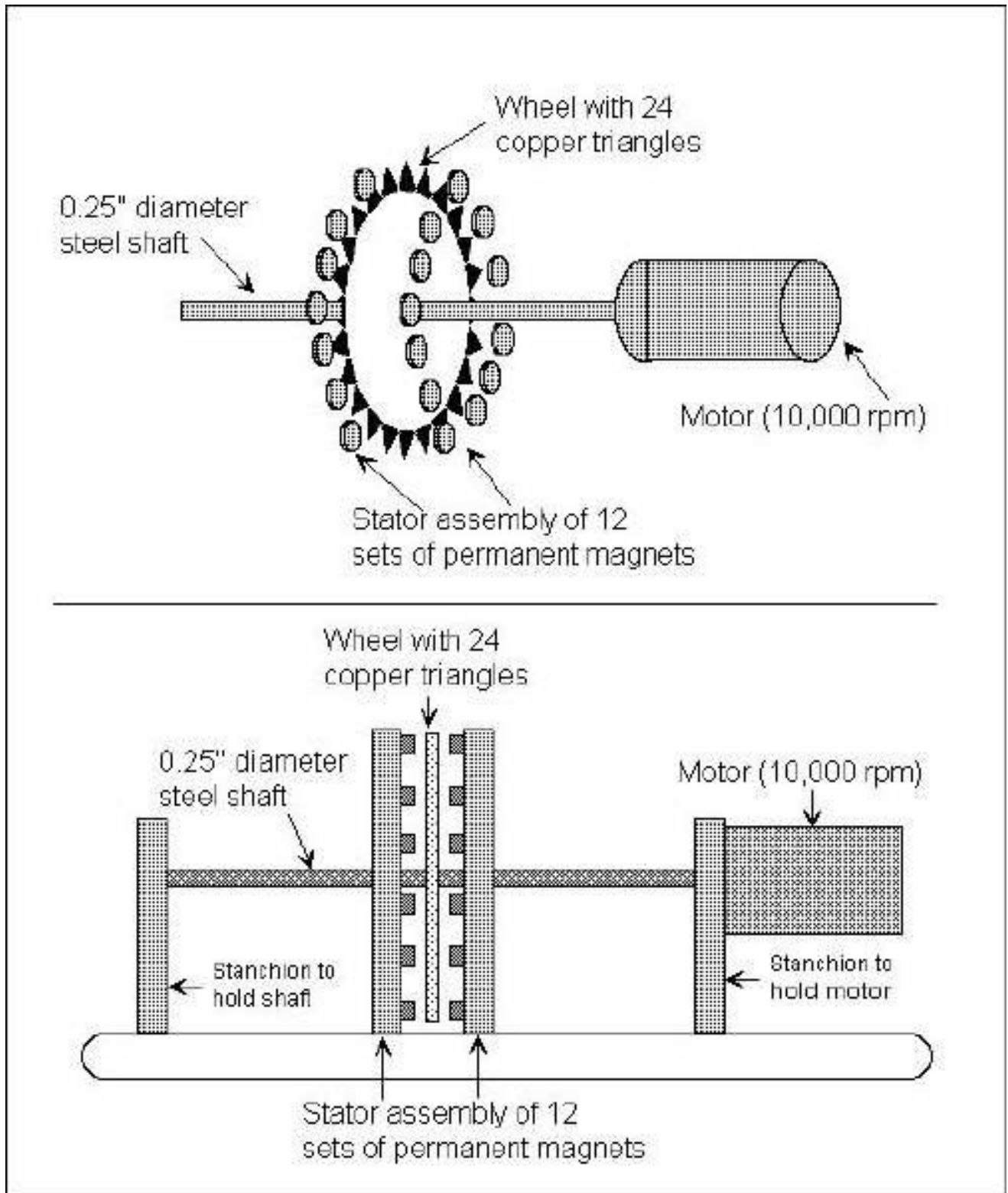


Large force field surrounding the experimental setup.

Small force fields surrounding each of the triangles, which are placed around the circumference of the gyro wheel itself.

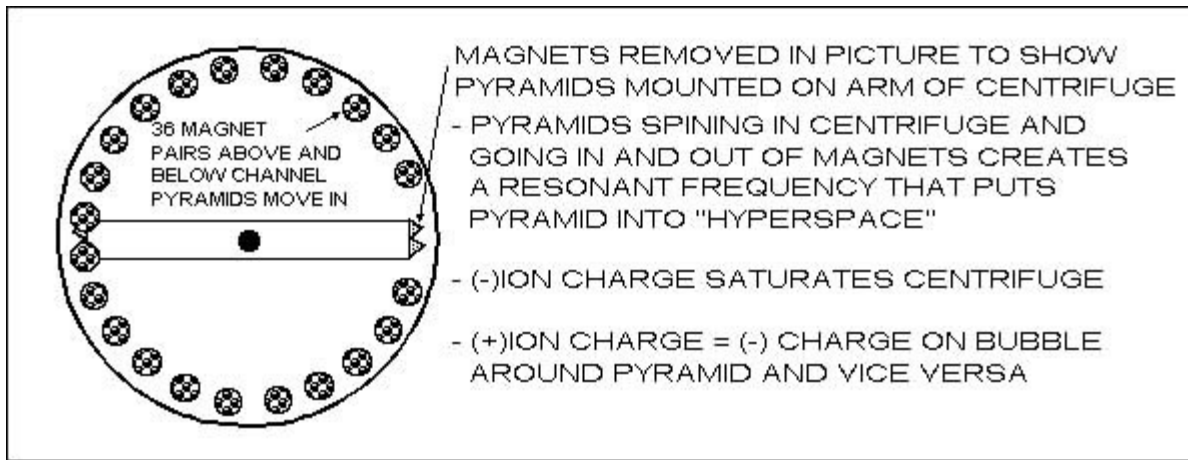
### **Ovoid Force Field Generator**

Otis Carr and Dan Davidson.



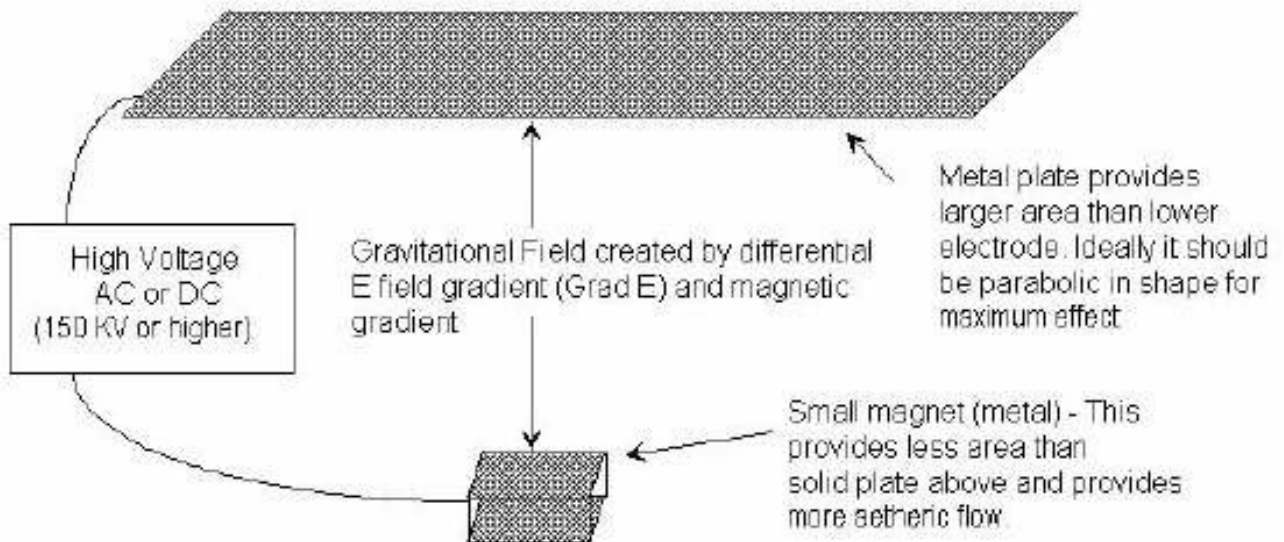
**Electromagnetic Force field & Anti-Gravity Generator**

The Parr electromagnetic generator produces a force field of invisible energy, which repels inward atmospheric and gravitational forces.



**Parr Pyramid Gravity Centrifuge**

**ADVANCED TOWNSEND BROWN EFFECT PREDICTED BY PAUL STOWE'S MATHEMATICAL HYDRODYNAMIC GRAVITATIONAL MODEL**

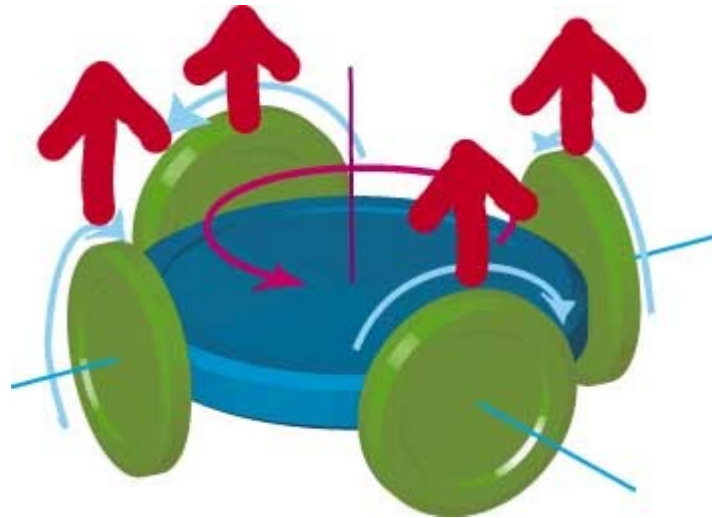


Experiment suggested by Paul Stowe (June 29, 1994)

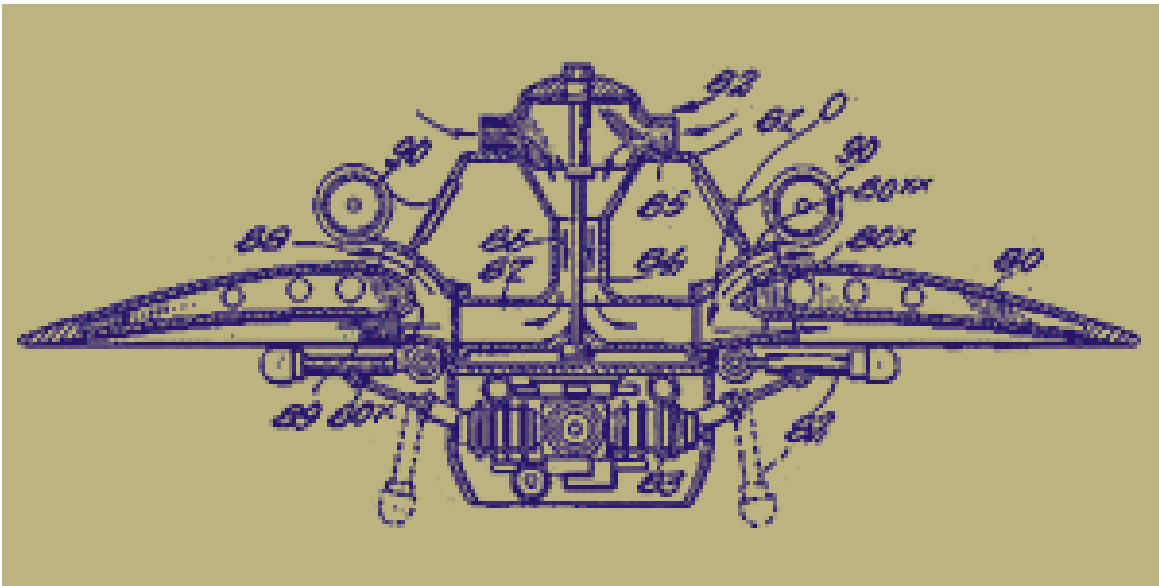
1. With a difference in area between plates a gradient in voltage exists which is an artificial gravitation field
2. The aether is pumped in the local space between plates
3. Treats aether as hydrodynamic superfluid whereby AC or DC will work since direction of field does not affect direction.
4. Direction is determined by area of two plates.
5. Analogous to venturi (impulse or force direction is immaterial to flow direction)
6. Should be able to test weight of object in between plates and get difference with the high voltage turned on. Need 150,000 volts to get measurable effects.

**Hydrodynamic Anti-Gravitation (Paul Stowe) Experiment**





**Carr Gyroscope Wheel Motions Produce Upward Thrust**

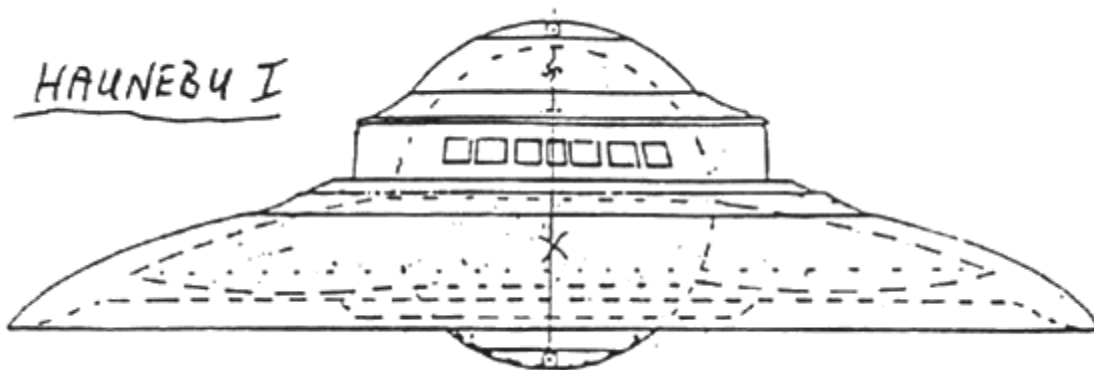


**The Horten Patent – Germany**

Horten, brought to design this roughly scaled saucer/disk-shaped craft for future German military aviation considerations.



**1938 Vril I (Vril Society) Craft**



**Haunebu I - 1930s-era German Air Vehicle**

Germany had this design of their air vehicle on their drawing boards during the 1930s.



**Haunebu I (1930s era German lenticular designed Craft)**

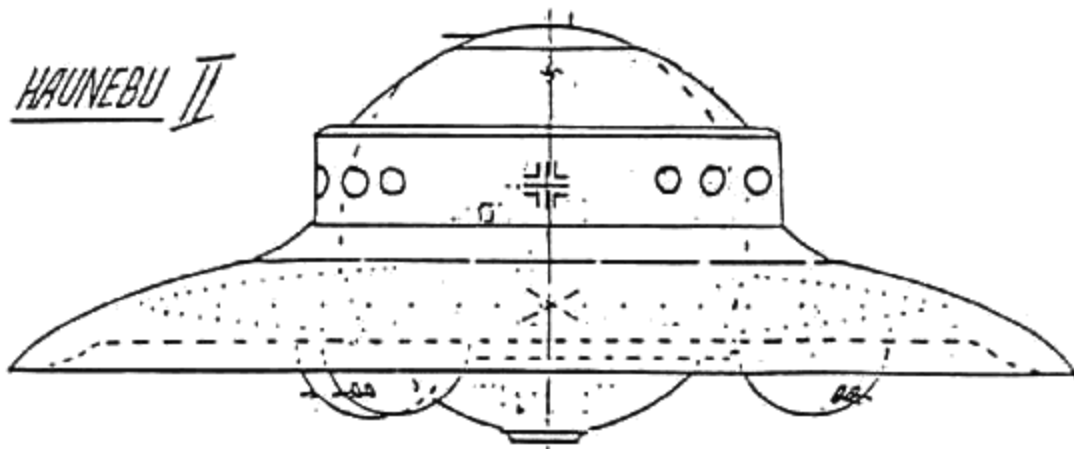
Color photo taken (recent) of a 1930s-era German flying craft flying. The German aircraft historian, i.e. Henry Stevens said that the Haunebu I, was one of the first large flying saucer air ships developed in Germany. According to plans obtained from classified German SS files, the Haunebu 1 was approximately seventy-five feet in diameter and lifted off for the first time in **August 1939**, a few weeks before the outbreak of World War II.



**1938 Vril I (Vril Society) Craft**



**1939 Vril II (Vril Society) Craft**



### **Haunebu II - 1930s-era German Air Vehicle**

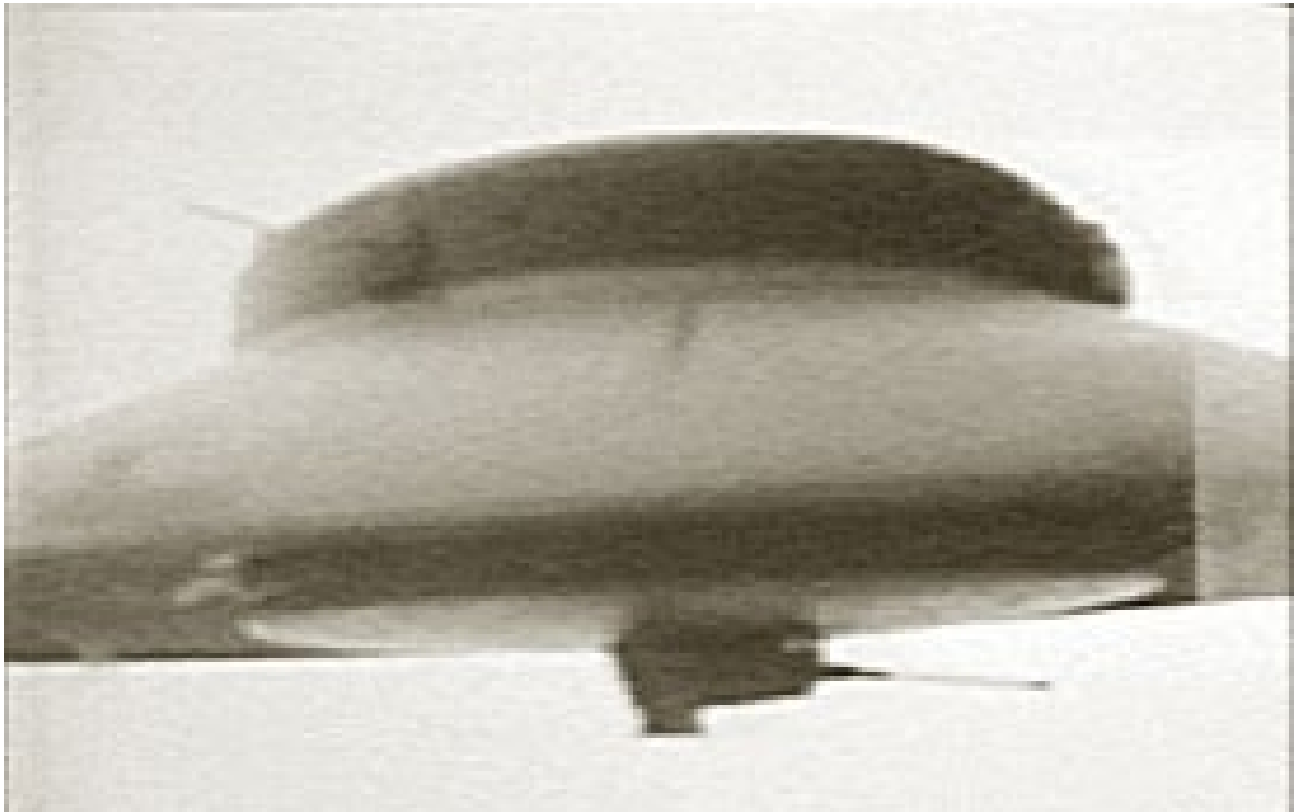
1930s-era German patented airship design was later manufactured by the Vril Society and later by, Hitler's German military war machine scientists during the early stages of World War II.



### **Adamski Film Footage - Still Photo**

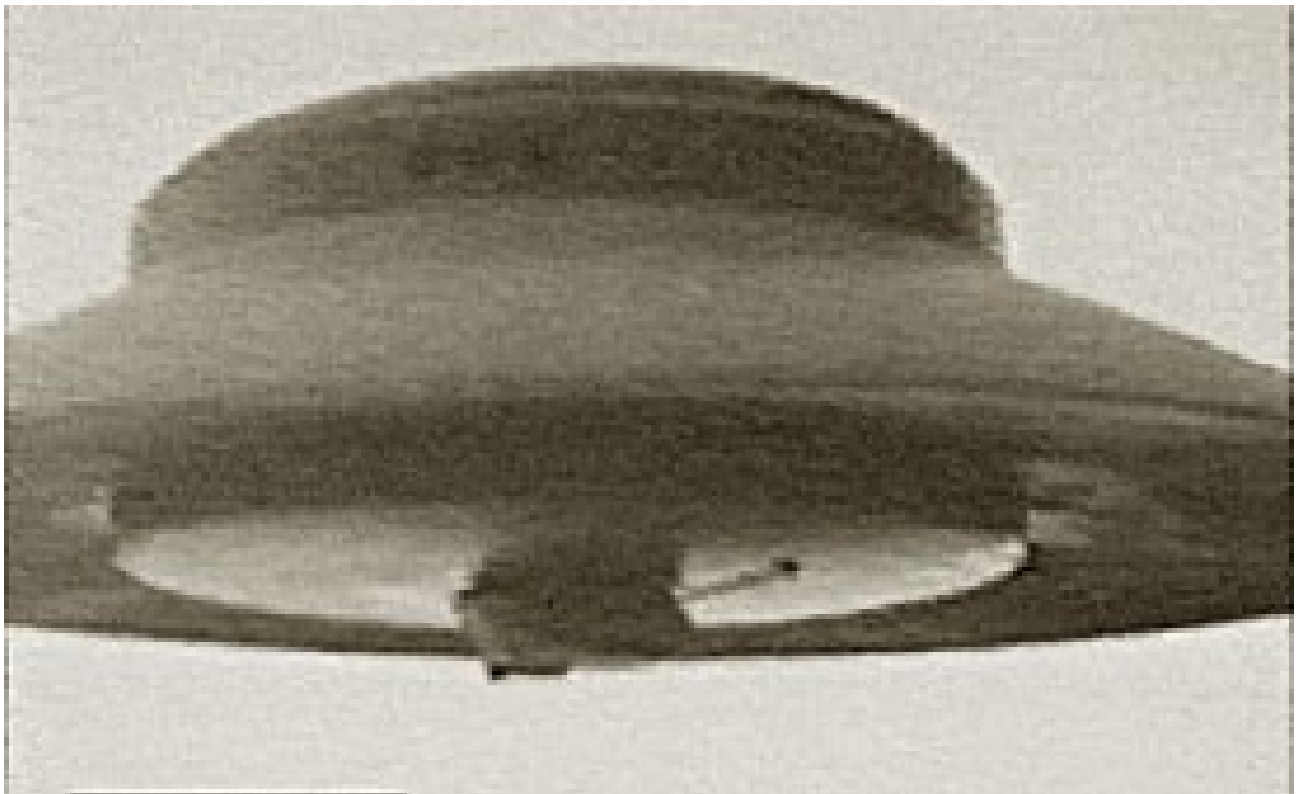
Adamski's film of this craft (presumed by some to be a fake photo) nearly resembles an earlier World War II-era German spacecraft said to be the Haunebu II.





**Haunebu II (1930s-era Germany) - Lenticular Vehicle**

Haunebu II, a 1930s-era German air vehicle. Note: tank-type turret canon/gun mounted on the bottom of craft.



**Haunebu II (1930s-era Germany) - Lenticular Vehicle**

Haunebu II, 1930s-era German air vehicle. Note the top band porthole design and tank-type turret canon/gun mounted on the bottom of craft.



**Haunebu II (1930s-era Germany) - Lenticular Vehicle**

Note: tank-type turret canon/gun mounted on the bottom of craft.



**Haunebu II (1930s-era Germany) - Lenticular Vehicle**

Note: tank-type turret canon/gun mounted on the bottom of craft.

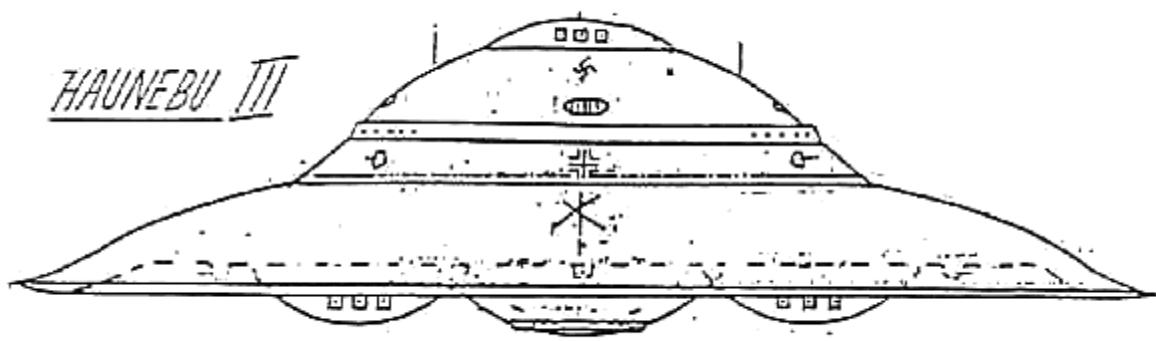


**Haunebu II (1930s-era Germany) - Lenticular Vehicle**



**Haunebu II (1930s-era Germany) - Lenticular Vehicle**

Note turret canon gun mounted (barely visible) and SS insignia marking on bottom.



**Haunebu III - 1930s-era German Air Vehicle – Patent Drawing (Photo)**

German patent design drawing for a lenticular designed Combat Air Vehicle.

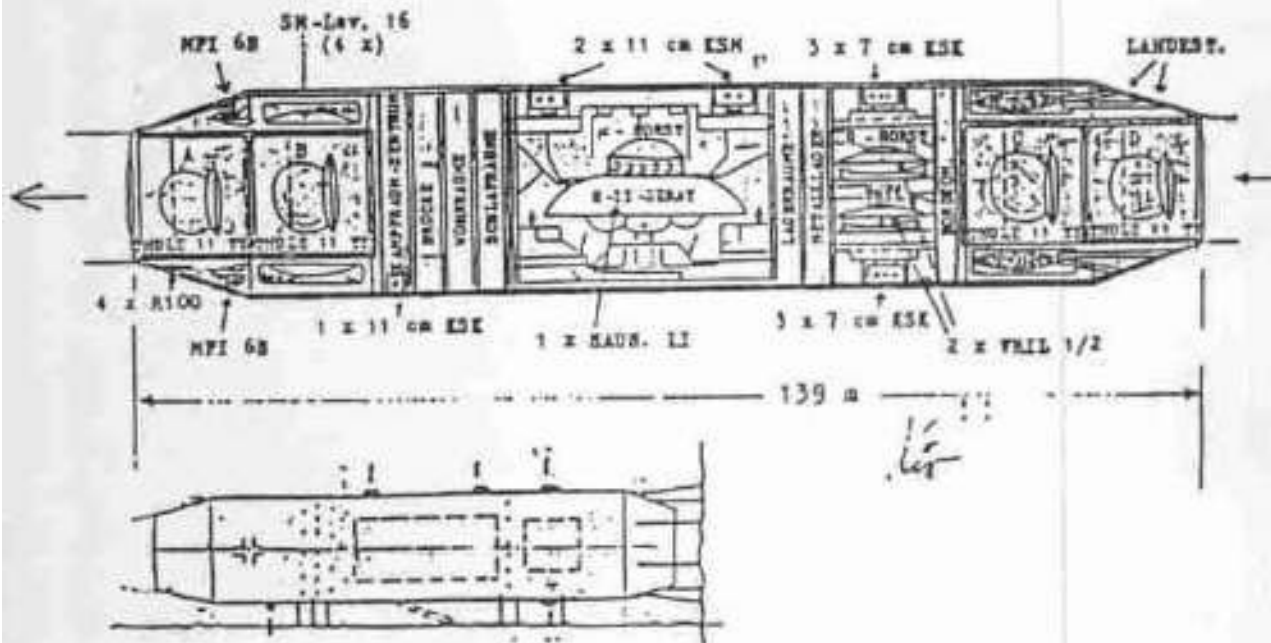


**1941 Vril VII (7) Craft**



# ANDROMEDA-GERÄT

X-V, 2. Dez. 44



## BEWAFFNETER TRÄGER - WFD LÄNDESTRASSENANSCHELTZ "ANDROMEDA-GERÄT"

Länge : 139 Meter

Durchmesser : 30 Meter (in der Mitte, erwachsen)

Antrieb : 4 x Thule-Fachpropatoren 1), 4 x Schumanna-Levitatoren 16 (guyanaert)

Steuerung : Mag-Feld-Impulsor 6h

Geschwindigkeit : Keine Angaben, theoretisch sollten fast 300 000 Kilometer p. Sekunde möglich sein

Reichweite : Keine Angaben, sein theoretisch unbegrenzt

Bewaffnung : 2 x Drahttürme u. 2 x 2 x 11cm ESK,  
1 x Drahturm u. 1 x 1 x 11cm ESK,  
2 x Drahttürme u. 2 x 3 x 7cm ESK,  
4 x R100

Luftkondensierung : Unbekannt, vermutlich Dreischicht-Fiktalen wie bei Hamnebu-III

Besatzung : 130 Mann (errechnete Durchschnittswahl)

Verweildauer : 100 x

Stilleschwebefähigkeit : Unbekannt, vermutlich 75 Minuten wie bei Hamnebu-III

allgemeine Flugvermögen : Unbekannt, vermutlich wie bei Hamnebu-III  
weiterunabhängig bei Tag und Nacht

Grundstatistische Einsatztauglichkeit : Unbekannt, doch vermutlich war 1945/46 geplant.

Teilbauten : H - Horst = 1 x Hamnebu-III, B - Horst = 2 x Vriil-1 + 2 x Vriil-2

## Andromeda Gerat - 1944 German Mother Airship

This 1944 military drawing was of a German Mother Airship designed to carry: "1" Haunebu II, "1" Haunebu III, "2" Vril I's, "2" Vril II's and, "1" Herat air vehicle. It was to measure 139 meters in length with a central airframe fuselage of 30 meters in diameter.

Its propulsion was designed with "4" THULE tachyonators ("2" in front & "2" in aft compartments). Levitation was to be performed by using "4" Schumanna levitators.

Defense weaponry was to consist of a magnetic-field laser (referred to as, a "LAPNLASER") system. Other miscellaneous armament was designed for onboard utilizations.



**Area 51 - Groom Lake, Nevada (Circa 1995)**

This is the closest photo taken 'after' the Nellis Air Force Base's, Test Range Site. This is the north central test site area of Nellis A.F.B.. The southern area test site area, known as S-4, is reportedly where the TR3-B (flying, Triangle) had been brought up to its fully operational capacity in 1995. The TR-3B triangle-shaped air/spacecraft vehicle is reported to be at least 500-feet in diameter.



**Groom Lake, Nevada - Area 51- Nellis A.F.B. Test Site & Launch Pad (Circa: 1993)**



**Area 51 – Photo (Circa: 1990)**

Closest publicly released photo taken 'before' the real estate expansion that pushed back this photo access area of Area 51. Beyond the foothills (foreground) and before the mountain ranges (distant horizon), is this secretly hidden valley of U.S. government experimental base building structures at the Nellis Air Force Base remote facility known as "Area 51" pictured here. This particular photo was taken in 1990, prior to additional real estate area purchases by the U.S. government. This land purchase then eliminated access to the area where this particular photo was taken, making it a classified land

area restricted to even public viewing today. Many previous Area 51 projects were moved near a U.S. Army facility at Dugway, Utah.



**Area 51 - Groom Lake, Nevada – Russian Satellite Image Photo (Circa: 17JUL88)**



July 17th, 1988 Soviet satellite back & white image of the north central portion of Nellis Air Force Base's, Test Range Site known as Area 51, a restricted over flight area. Still hailed today as one of the U.S. Government's most sensitive compartmented information test and modification site areas. The site or " test range" is used for reverse-engineering experiments delving into a variety of UFO technologies. The incorporation of such technologies for our privately piloted test flights here and elsewhere (Time folding is said to perhaps also be occurring just outside of this little spoken of area located in this desert area near Groom Lake, Nevada, USA). This image is prior to the expanded real estate property of this Nellis Air Force Base test site for this particularly and much larger range site, which still exists as an active and highly secretive test site for the U.S. Government military.



**Zeta 2 Reticuli - Origin**

This star chart provides NASA, et al with significant points. Where we're headed without a "NASA decal" on the side of a craft. Believed to be where we've been receiving visitors. Whether it's just an alien's home world or our original point of origin, there may be no difference in all our points of origin. ETT's (Extra-Terrestrial Technology) ability to "fold time", has been undergoing testing so we too may perfect it for our own use. ETT "new technology," leads us further than just to the cost savings realized when we run tap water over modern day bent eyewear frames in order to straighten return the shape of material that was previously bent out of shape. Some of this type of new or E.T. Technology is growing in types of designs and becoming more and more available for daily use however, most of us are unaware of these types of new technologies that are said to be from beyond our own world. Who really knows our "true" point of origin.

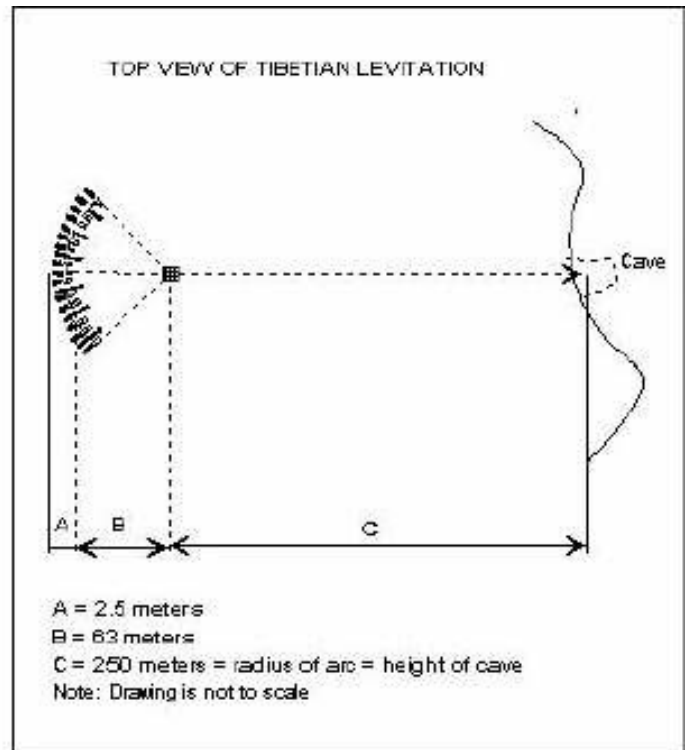
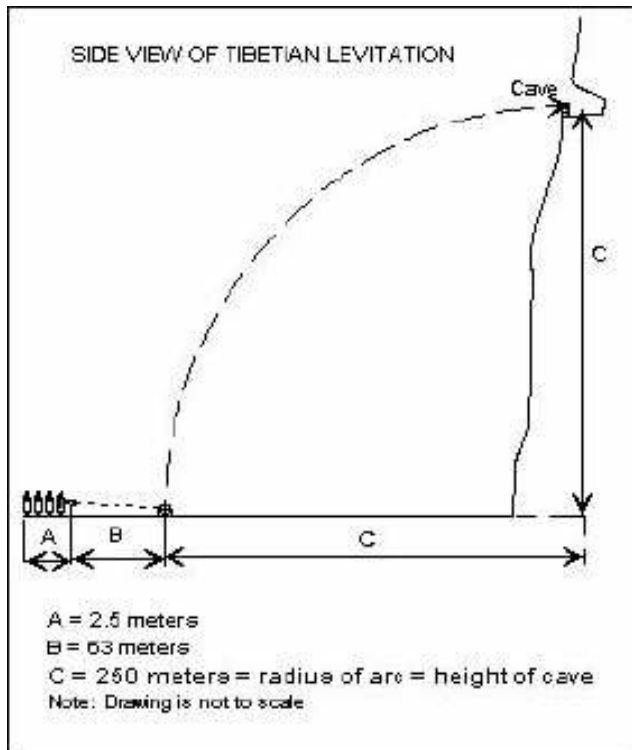


Figure 3 Geometry of Levitation in Tibet  
**Levitation Geometry – Exercise**

An interesting levitation exercise reportedly used in Tibet and surmised to have been used elsewhere throughout history (Pyramids) in order to move large stones or boulders with only the use of a 'sound' or tonal frequency.



**LRV20 - Flying Bedstead – Piloted Landing & Re-Entry Vehicle (Circa: 1999)**