

## Some Hanger 18, area 51 Information

>A friend of mine who doesn't have access to the .net asks

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>"...what can you find out about Area 51, Facility S4 in the

> Mojave desert. I know SETI is, literally, right around the

> corner from it but nobody's talking about what the other

> is for."

OK ... Camp Fire Story Time!

Others have answered with the basic information about the Groom Lake Facility. Actually Groom is just one part of the Nevada Test Range, also known as the Nellis Test Range, or Nellis Complex.

The site for the base was allegedly discovered by Lockheed legendary aircraft designer Kelly Johnson and one of the Lockheed Company test pilots who were out in a light plane looking for a secure facility to use in the testing and pilot training phases of the CIA U-2 program. The U-2 pilots called the place Watertown Strip. Lockheed employees have usually called the place The Ranch.

The Lockheed Company pilot accompanying Kelly Johnson on this trip was supposedly the great Lockheed test pilot, Tony LeVier. I believe all this

was circa 1955 or so.

Recently the number of places called The Ranch by Lockheed employees, and other government and company employees, has grown to at least two. For example the Tonapah Test Range (TTR) is in the northwest corner of the Nellis Complex. TTR is also called The Ranch by some.

There is a little information about this very early Groom history in Kelly Johnson's biography. Also some of it is in Francis Gary Power's book "Overflight" and also in Gann's novel about U-2 pilots, "Black Watch".

Now for some interesting hints about some of the stuff they may have out there 'on the range'.

I have excerpted some interesting quotes from several issues of a leading aerospace publication, Aviation Week and Space Technology (AW&ST) and a less well known publication, that imply some really interesting things.

The less well known publication has nothing to do with aerospace, but the author of the second source article is an excellent researcher of BLACK (Top Secret Special Access Required) aircraft.

This researcher used a pen-name at the time, but I will name him because his real name has since come out.

The implications from these two different sources is that our country (the U.S.) is working on some VERY unusual aircraft.

More unusual than you think!

The implication is that the U.S. has not only JUST advanced the science of Aerospace, but that they're REALLY TRYING to advance it to an incredible level!

The journalists/writer I'm excerpting have excellent contacts with leading Aerospace people. These articles have been mentioned in other contexts before, but there is more interesting information in them. The fact that these people are aerospace journalists and not UFO journalists or writers is significant.

There are black aircraft flying in the Southwest as reported in the following AW&ST issues:

Dec. 18, 1989 issue. Pages 42-43,

Oct. 1, 1990 issue. Pages 20-23,

Dec. 24, 1990 issue. Pages 41-44,

Jan. 8, 1990 issue. Page 74 (A letter to the editor).

SOME (not all) of these aircraft are VERY unusual. The term 'exotic aircraft' has started to be used in referring to them.

Read each one of these carefully. I've capitalized certain words for effect, to make sure they're not missed.

First, some of the AW&ST articles:

"Although facilities in remote areas of the Southwest have been home to classified vehicles for decades, the NUMBER and SOPHISTICATION of new aircraft appear to have INCREASED SHARPLY over the last 10 years, when substantial funding was made available for "deep black" projects." (AW&ST 10/1/90 pg.20)

"Do we now possess the "ULTIMATE" WEAPONS featured in comic books- the ones SO DEVASTATING any potential adversary would never think of disturbing the peace for fear of the good guys' retaliation?" (AW&ST 12/24/91 pg. 44).

"SEVERAL VEHICLES, though, appear to INCORPORATE TECHNOLOGIES THAT OUTSTRIP THOSE now employed by engineers charged with developing MORE TRADITIONAL, CURRENT-GENERATION AIRCRAFT". (AW&ST 10/1/90 pg. 20)

"In addition, there is substantial evidence that another family of craft exists that relies on EXOTIC PROPULSION AND AERODYNAMIC SCHEMES NOT FULLY UNDERSTOOD AT THIS TIME" (AW&ST; 10/1/90; pg 20).

"Hard as it may be to fathom, there is REASON TO WONDER WHETHER COMPLETE KNOWLEDGE OF THE MOST EXOTIC AIRCRAFT MAY REACH "The Top," all for super-security." (AW&ST 12/24/91 pg. 44).

"Industry experts who have worked on "deep black" programs, believe that it would be HIGHLY UNUSUAL for all but a very few political officials to

have access to or knowledge of these programs. History has shown, they maintain, that elected officials and their staffs are poor security risks."

(AW&ST 10/1/90 pg 21)

"Several of these people had hands-on experience with a number of the classified vehicles. Although prevented from discussing specific projects, these individuals said, "There are BIGGER AND BETTER THINGS OUT THERE," referring to aircraft based at the Nevada test locations."

(AW&ST 10/1/90 pg 20)

Now for the second source article. This article was written under the pen-name of Al Frickey, and it's entitled: "A Look at Aurora and Some UnFunded Opportunities (UFOs)". This piece appeared in (of all places) the Feb. 1988 issue of "Gung Ho" magazine. The person using the pen-name of Al Frickey was James Goodall.

Jim has written several books on the Stealth Fighter (F-117A) and is planning several other books. He is a member of the Minnesota Air National Guard. Currently he is trying to get Zenith Aviation Books to publish the 400 page SR-71A Pilots Manual!

Note, the term UnFunded Opportunities (UFOs) is NOT new. One place where one can find it used, is in the Sweetman/Goodall "Lockheed F-117A" book; pg. 17.

There is no need to capitalize any of these paragraphs. The implications are more clear.

Allow me to quote several sections of it:

As for UnFunded Opportunities (UFOs), these are programs dealing with technology so advanced that one Air Force officer involved in SR-71 development said: "We are flight testing vehicles that defy description. To compare them conceptually to the SR-71 would be like comparing Leonardo da Vinci's parachute design to the space shuttle."

Other officers are similarly emphatic about the nature of these new systems. "We have things that are so far beyond the comprehension of the average aviation authority as to be really alien to our way of thinking," says one retired colonel.

"Let's put it this way", explained one retired Lockheed engineer. "We have things flying in the Nevada desert that would make George Lucas drool.""

Now remember, these are Aerospace people saying these things, NOT UFO researchers!

>Also, my friend would be interested in any new data on  
>Hangar 21.

I'm certain your friend is referring to the Wright Patterson AFB (WPAFB) Hangar 18 stories that surfaced in 1974 (?) or so. As someone mentioned, there was also a movie out by this name. Probably the most similar and reliable information about these stories is the Barry Goldwater WPAFB

story.