

Cosmic Disclosure: William Tompkins Bio

Narrated by William Tompkins

Season 5, Episode 11

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David Wilcock: I'm glad you're here for this one, because this is going to blow your mind. You're about to see a biographical sketch of William Tompkins, an aerospace engineer, who has come forward as an insider with exclusive knowledge in a wide variety of aspects, specific data points related to the Secret Space Program that we have been disclosing in the show that I have here with Corey Goode.

I want you to see this now and get into the details of all the amazing intricacies of William Tompkins' illustrious career. Check it out.

Narrated by William Tompkins:

I had, for whatever reason, been interested when I was a kid, nine years old, in building Navy ship models.



To get more information, I'd go to the library and I'd try to find what you could get on the library, and then there's be news broadcasts about different Navy ships sometimes.

My dad though took my brother and I, older – he's older than I am – down to Long Beach. We were living in Hollywood.



And he would take us down to Long Beach on the weekends, where in the early '30s there, the Navy was concerned about what the Japanese were doing in China.



They decided to move the Eastern Navy to the West Coast, but they didn't have a harbor.



So they had to wait for the construction of a breakwater right off of Long Beach.

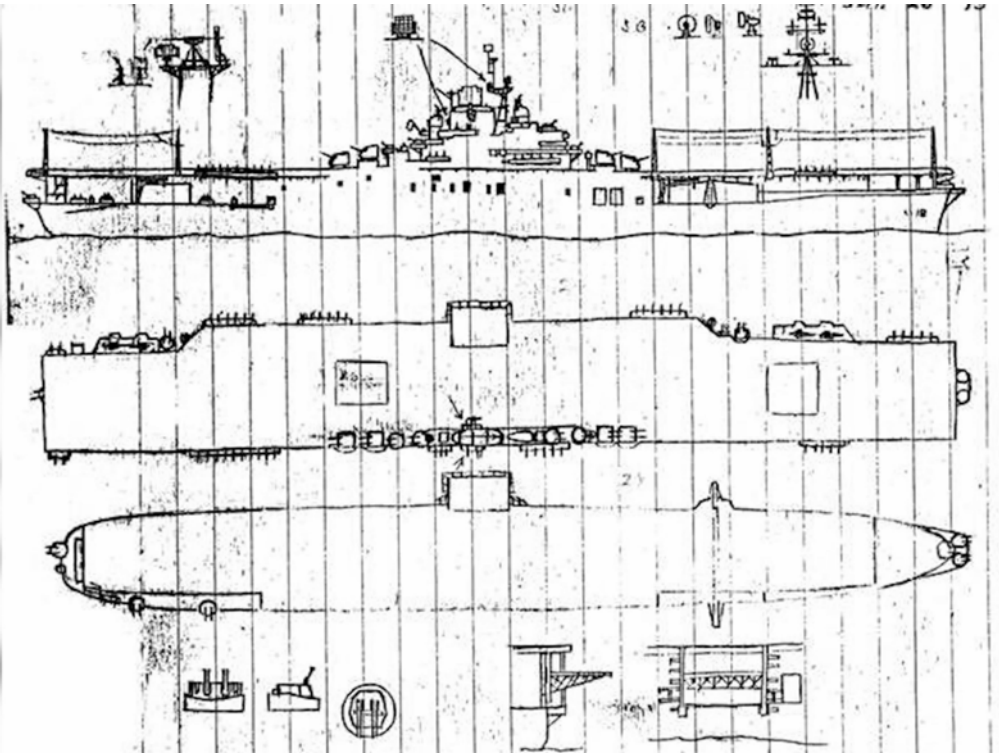




And this breakwater then was large enough to actually handle both the Eastern Navy and the Pacific Fleet.



So this was all new to everybody when these ships came in. And to me it was wonderful, because I could go down to the bay and I could . . . You can't use cameras, but I could sketch all the radar and the classified stuff, because the ships are only 10 or 12 blocks off of Long Beach.

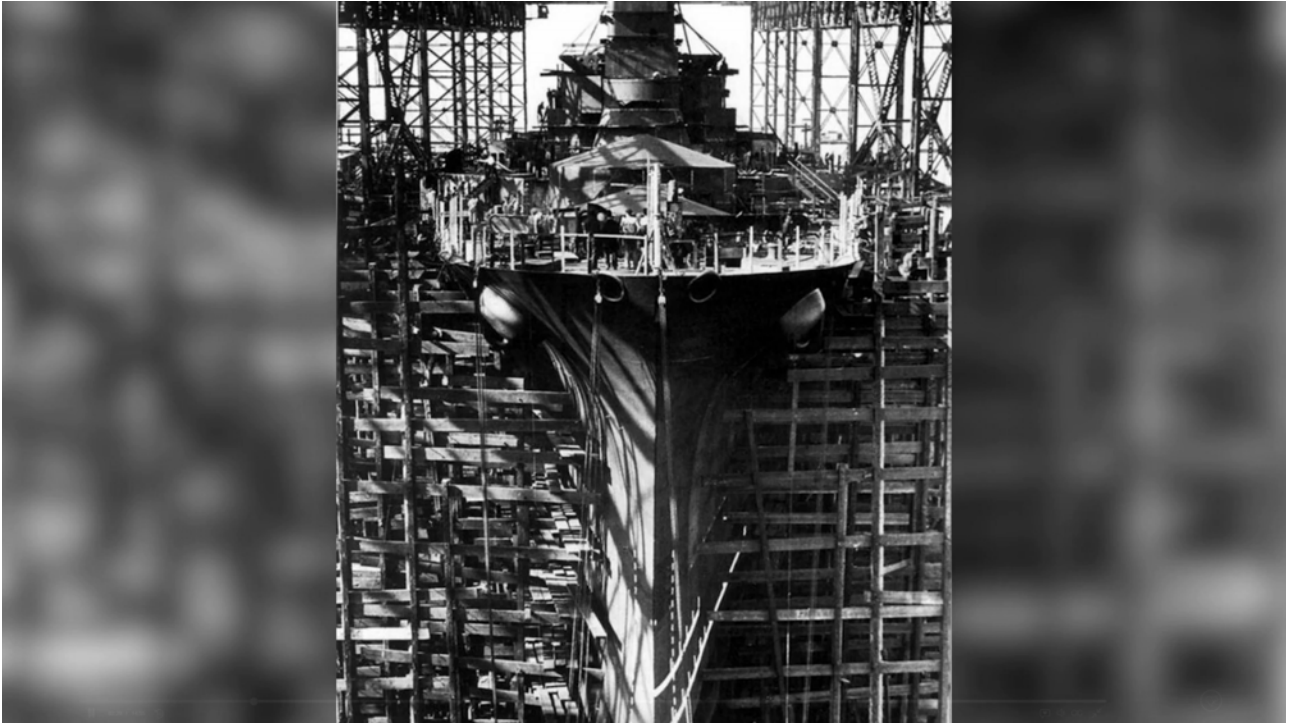


So then on weekends, the Navy allowed people to come on board and just walk around on the ships. So my dad took my brother and I down there.

And I was really interested in the aircraft carrier. We had two of them at that time, and the "Lexington" and the "Saratoga" were both right there.



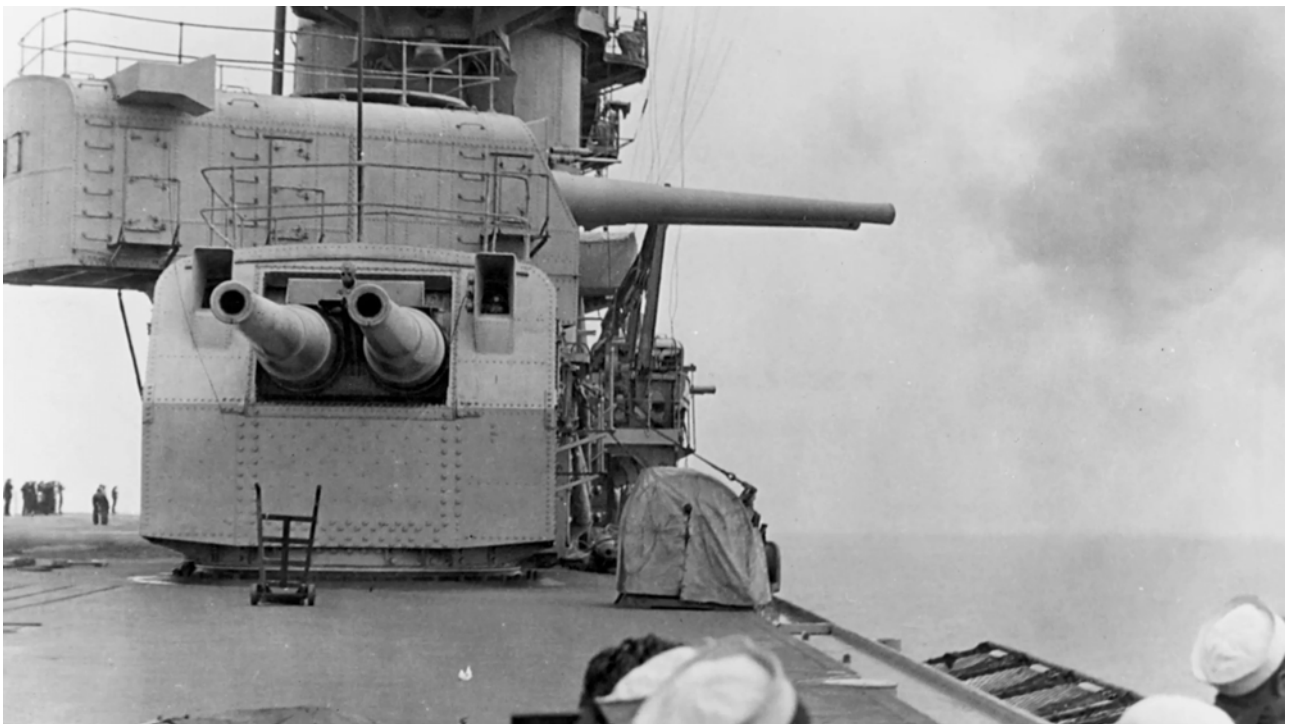
That great big enormous aircraft carrier, 1,000 feet long – crazy – stood up like 11 stories high.



And when you get up inside, it's a big enormous hangar, and you wouldn't believe the size of it.

But the whole thing looked to me like it was a space vehicle that somebody had built. That's the way I saw it. So I needed help for building the "Lexington" aircraft carrier.

So I needed the radar. I needed a lot of other details of the five-inch guns, 20 millimeter, 40 millimeter, where all this stuff was, because, remember, at that time they were refitting every ship, almost, for battle conditions with the latest equipment that they could come up with.









To get the radar, I would walk the flight deck and way up there on top of the tower next to the control center, there would be a shadow that would come down, and this shadow then gave me the opportunity to walk two ways of it, another two ways, and mark it down.

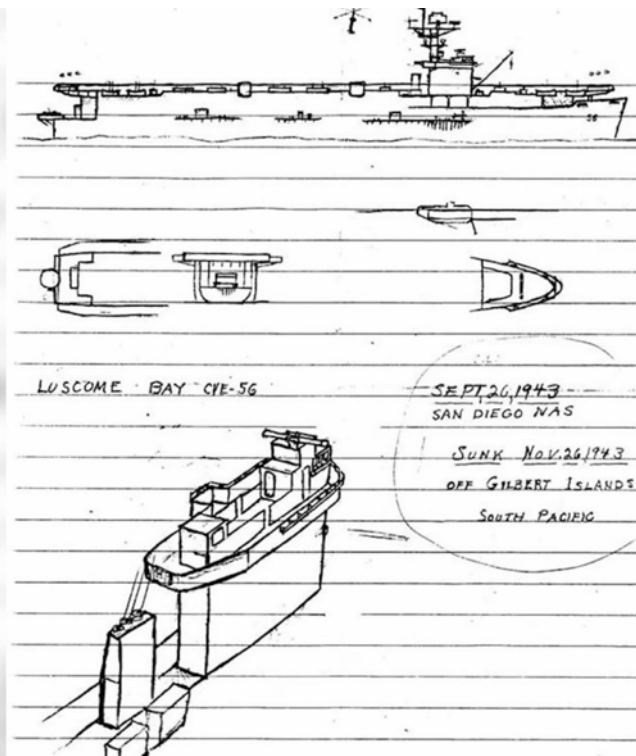
And I could figure basically the shape and the size. And I was really good on being able mathematically to come up with what it was.



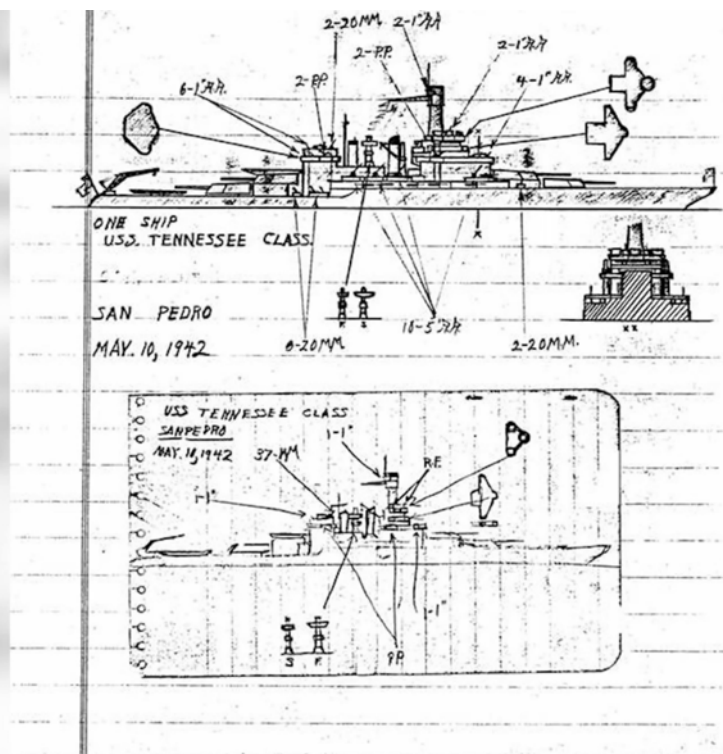
So then I would walk up to the bow of the aircraft carrier, and they had these secret steam catapults to catapult the aircraft off so they could get them in the air faster.



Of course, it was classified, but I just walked around, and I got all my numbers and came back. And on the way home, while dad's driving us back to Hollywood, I would start making my perspective sketches.



Later on in the week, after school, I would make a detailed drawing.

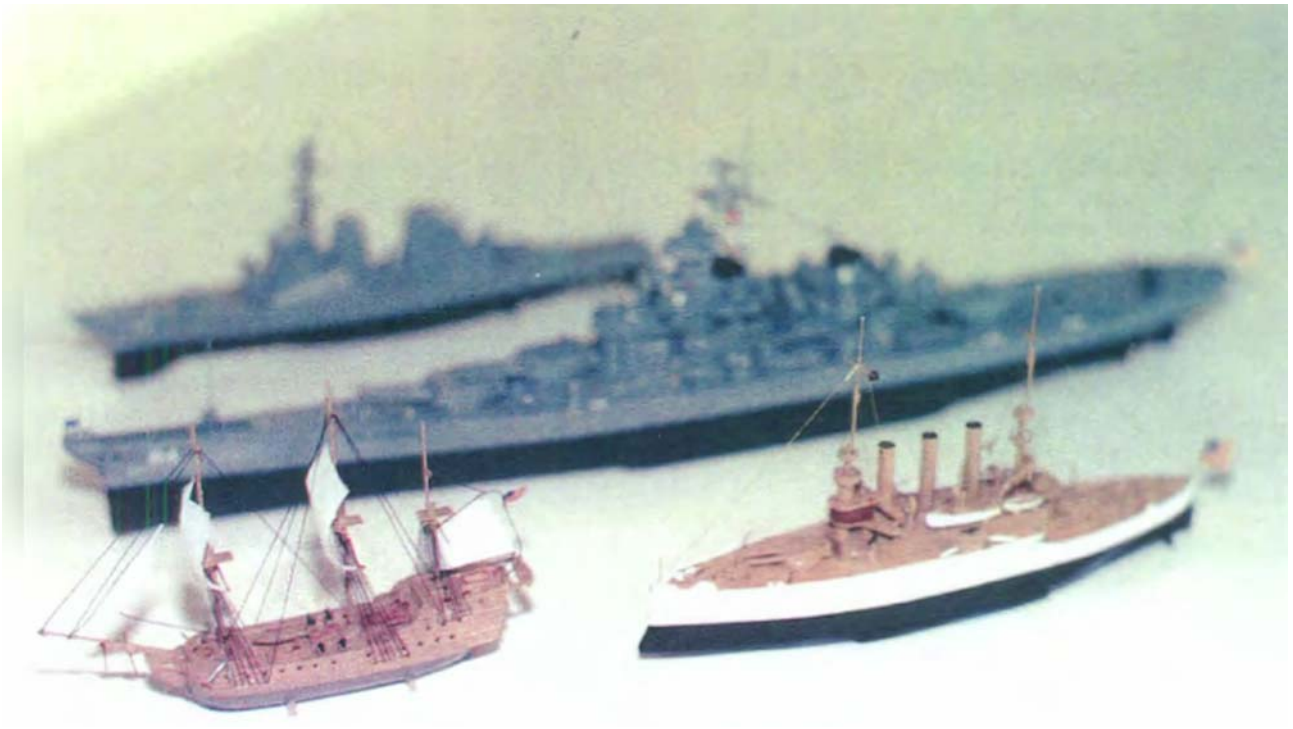


And then I would build that part of the ship and put it onto the model.



So we got to be about 40 ship models in this collection, and so some people found out about it.





Newspapers found out about it, and they had articles written about the Kid's Navy.



So the Broadway Department Store on Hollywood Boulevard requested that we show the models in their front window.



So they opened up a great big area.



They had a table inside for me with a desk, and I had some of my model stuff there, and they had me demonstrate how I would make the models.





And I did that after school all week long and the Saturdays and Sundays. So it was quite an effort.

the carrier Lexington to motor launches 1½ inches in length. Principal material used in construction of the intricate models, Tompkins yesterday explained at his home, 2024½ 51st street, Santa Monica, is balsa wood carved with a razor blade. Sheet aluminum, pins, wires and needles are used for such things as gun emplacements, lifeboats and airplane wings. Tompkins began his shipbuilding hobby at 16, and today can build the less complicated ships in six weeks. The Lexington model took six months.

NAVY PILOT—
A Navy pilot during World War II and a graduate of Hollywood High School, Tompkins has been using his model building skill to produce wooden reproductions of future airplanes. Recently he was transferred to

THE FLEET ARRIVES—William P. Tompkins, 28, Navy pilot during World War II and now an aircraft engineer at Douglas plant, displays part of his fleet of 81 warships. He also models airplanes as part of his hobby. Navy ships vary from 18½ to 1¼ in. in length.

orientation of areas." In most cases are shifted, the transfer from on Valley subways changes within in the courtion W. Cornelison, shifted from 1 stow.

AT TOP LEFT
In top level Ebbes become detectives in the tigation; Lt. Jo is the new chis trative intellge Inspector H. 4 responsible for depuies, com tions, the pul venue operatio Capt. Lester J as the new ch training with 1 of "chief of sta civil defense."

LOOKING AHEAD—William P. Tompkins holds model of what he says will be the approved light cruiser in 1960. On the table is a miniature of the Navy's light cruiser in present year.

San Bernardino Telephone Users Reach All-Time Peak

SAN BERNARDINO, Feb. 9.—To accommodate the growth of business a new storeroom, garage and construction of a \$200,000 addition to the main building. Additions were also made to the cable and wire lines.

The number of phones has now reached the all-time high of 30,400, Cooley also pointed out that this marks a 118 per cent increase since 1945.

Highlights of the company's expansion during the year to ac-

San Bernardino Forest Fire Loss Heavy in 1951

SAN BERNARDINO, Feb. 9.—Flames blackened 21,986 acres of the San Bernardino National Forest during 1951, according to Forest Supervisor Norman Farrell.

The loss was the seventh heaviest recorded since 1911.

The upward trend in destruction was attributed by Farrell to the long Southern California drought which has dried out

But the first article that referred to this got several Navy people that were on leave to come up from the base into Hollywood. They were going there anyway, and so they went over to where the models were.



And they couldn't get over looking at the accuracy of these models. So one of them contacted a Naval Intelligence guy. And this then got to be sort of a hard story.

Naval Intelligence came from San Pedro to my dad's office on Wilshire Boulevard. They confiscated him. They investigated him for 2 ½ days and finally figured out that he was not a Russian or a spy or something.

But in that conversation, they then came out to our small apartment in Hollywood. I shared a bedroom with my brother, and actually I had stacks of paper that were piled up halfway around the height of the room.

These fellas came in this little room and looked at this stuff. They studied it. They came back three days later. They reviewed it. They came back four days later, and they reviewed almost everything that I had.

And I had hundreds of sketches, hundreds of drawings, hundreds of pre-perspective-type things, because I would get all these crazy things, and I was visualizing how all this would come together for the models.

So they let my dad off the hook. Okay? From there, we had moved to Long Beach for my dad's business, and we were only 11 blocks from the beach.



So now I can go down to the beach, and I can get all the latest stuff. And that really worked.

I went to a special school down there for a couple of years, came back to Hollywood and got into junior high in Hollywood. And then, of course, the drafting class.



And this young girl that was sitting next to me, she couldn't get over how fast I could make the drawings.



I was way ahead of the class all the way through, because I'd been doing this stuff myself.



We graduated to Hollywood High School, and she was actually in my English class. And I was not an introvert, but I just was not . . . I didn't like English. I didn't like talking in front of people or anything like this.

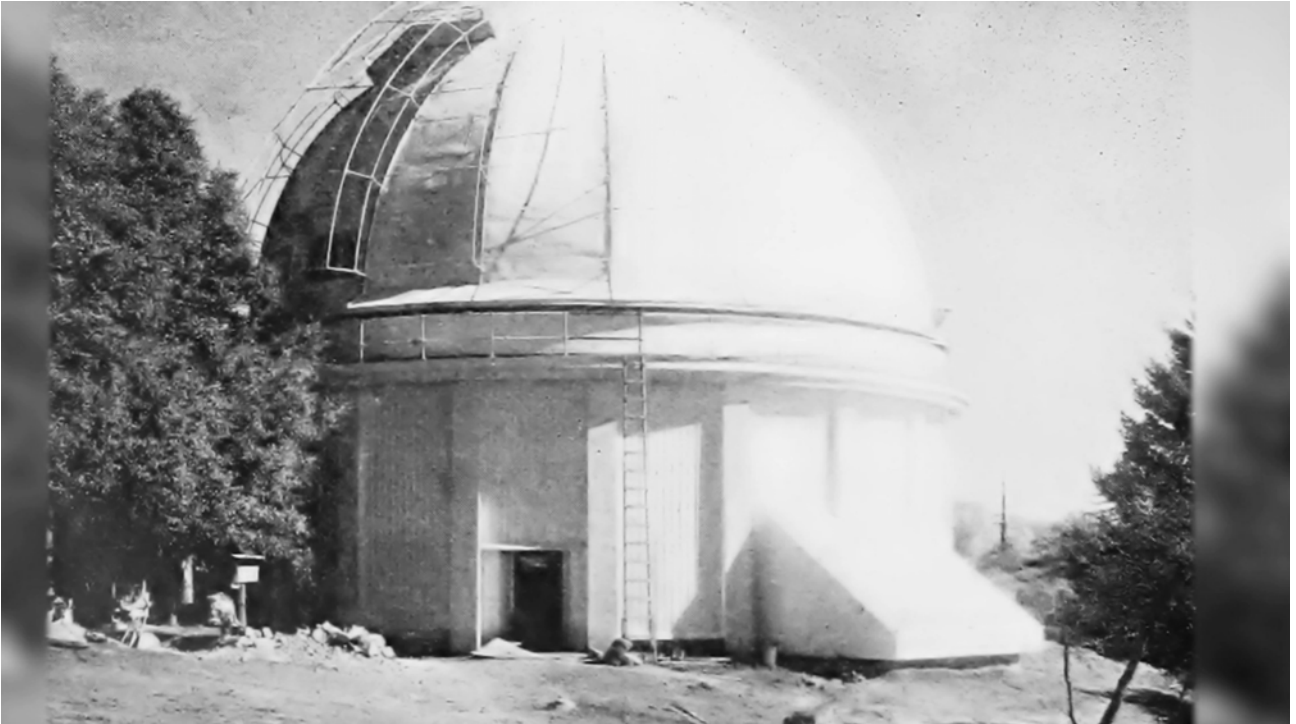
But she was there, so she at break - we would talk and everything, and I would sort of calm down. Anyway, the teacher picked me out and wanted me to come up in front and talk to everybody.

So I talked about the ship models, and I talked about going on these aircraft carriers and destroyers and cruisers and submarines and all this stuff.

I learned how to speak in that class to where I was called, from information about the ship models in the newspapers, to speak at the open stadium in Hollywood, the Hollywood Stadium, and spoke to four different groups about the Navy.

And I spoke just like I'd been speaking as a speaker professionally. It's unbelievable what that class did for me.

One of the people that was involved with the Navy asked my dad to take my brother and I up to Mt. Wilson Telescope, which was just east of Pasadena, a beautiful area up there.



So looking through that 100-inch telescope was sort of an event.



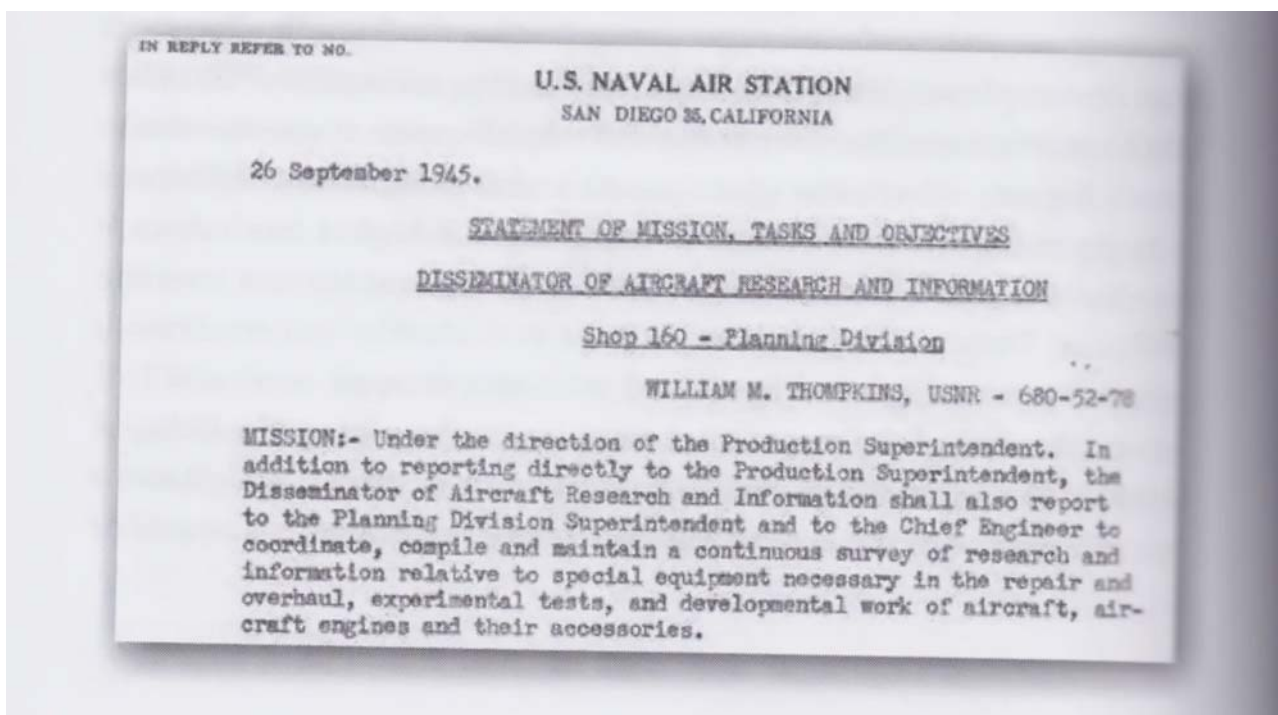
And being able to listen to some of the meetings that were going on with the astronomers, they just allowed us to sort of participate in their daily workloads.

So it was surprising to me that some of the questions that were going back and forth indicated to me that there is nothing out there.

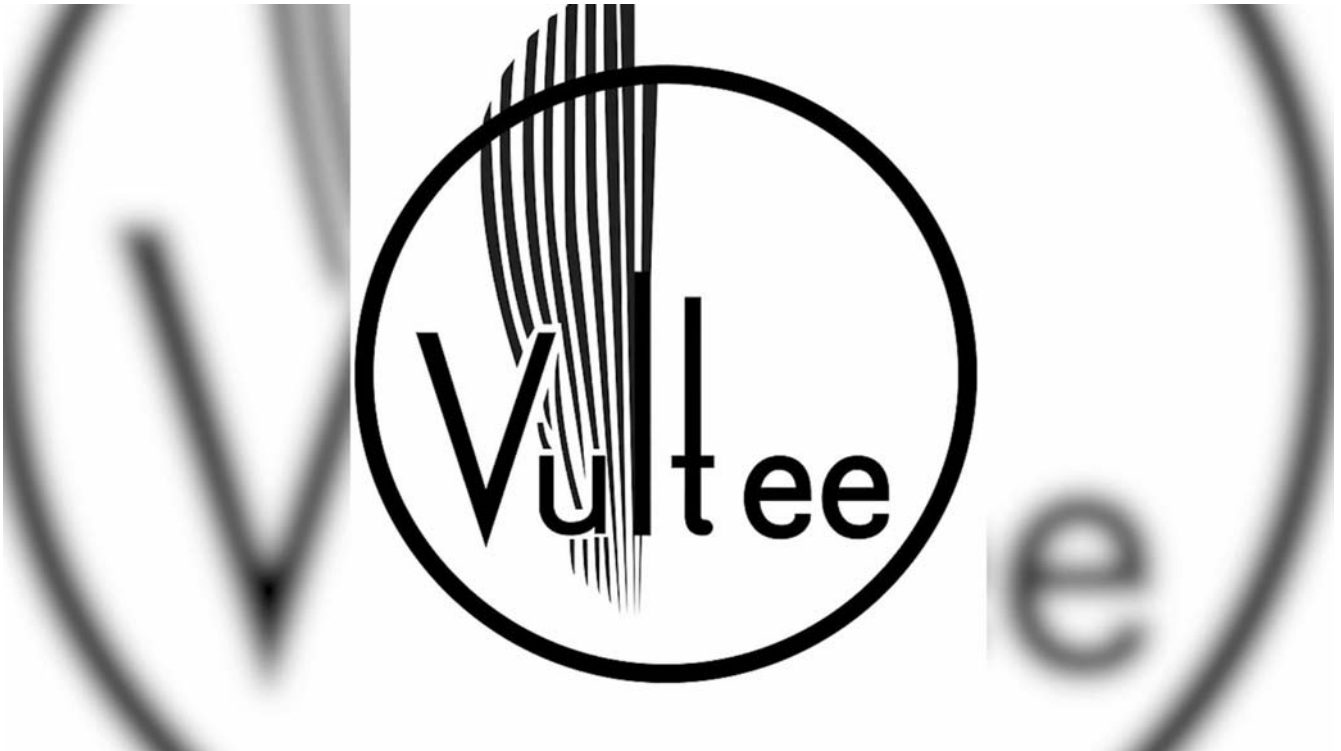
And I somehow, at that point, I knew that there were planets out there that had people on them. I knew it. There wasn't any question.

And so I sort of brought this up a couple of times and, of course, I get pushed away because these fellows have all got their eight years in astronomy, and they know what's going on, but they didn't.

And so that little part then led to the Navy Intelligence again confiscating my dad and I, and took us down to San Pedro, and put together a package for me to go in the Navy and implement some program. I didn't know what it was.



Instead of going into boot camp right away, the Navy sent me to Vultee Aircraft over in Downey, California, just right in the Los Angeles area, which is now North American Space Systems.



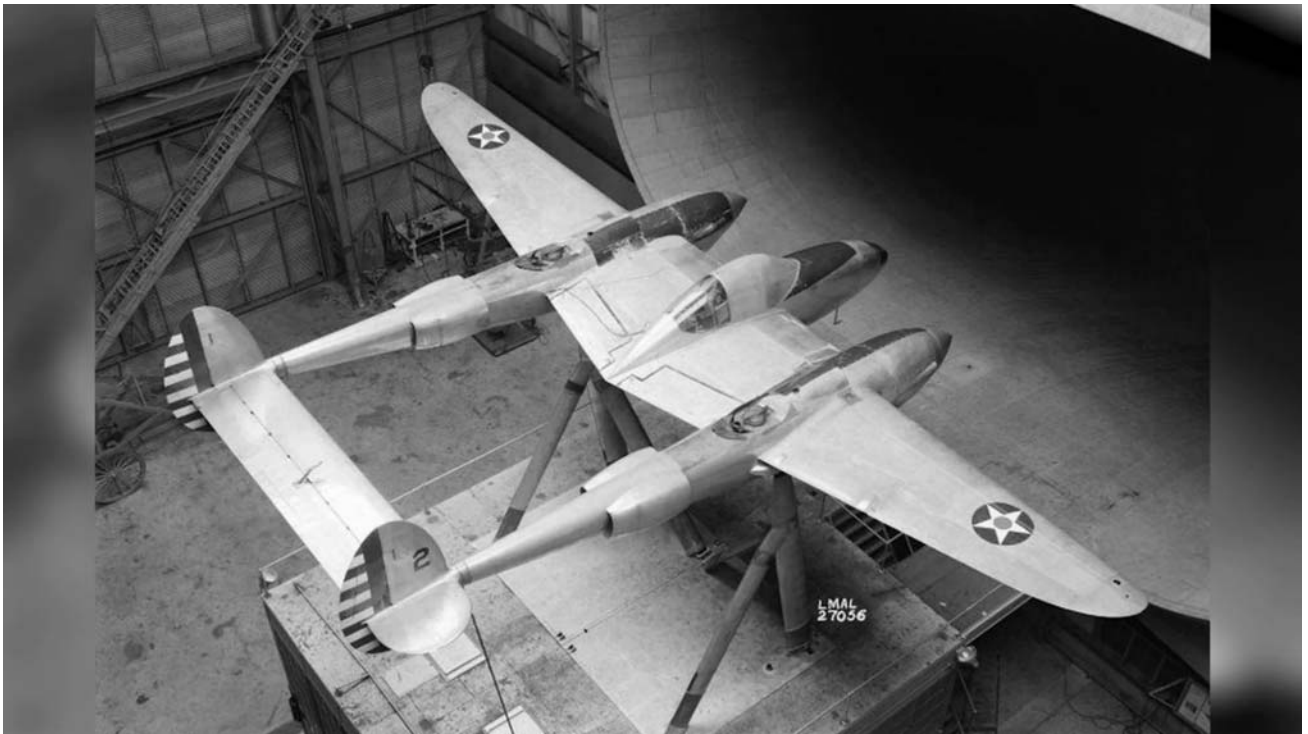


The job there at North American was converting extraterrestrial communications systems and then making them work and then copying them.

So then I went over to Lockheed, and I got in the wind tunnel over there.



And they pulled me out of the wind tunnel, and they put me in other research.



I had this feeling that, yeah, Lockheed is good, but there is something going on over at Santa Monica – Douglas.



And I went over there and signed on as a draftsman.



And I got in the door with the ship models. In a very short time, Douglas company used my ship models, and they were taking them all over the place, advertising Douglas Aircraft Company.

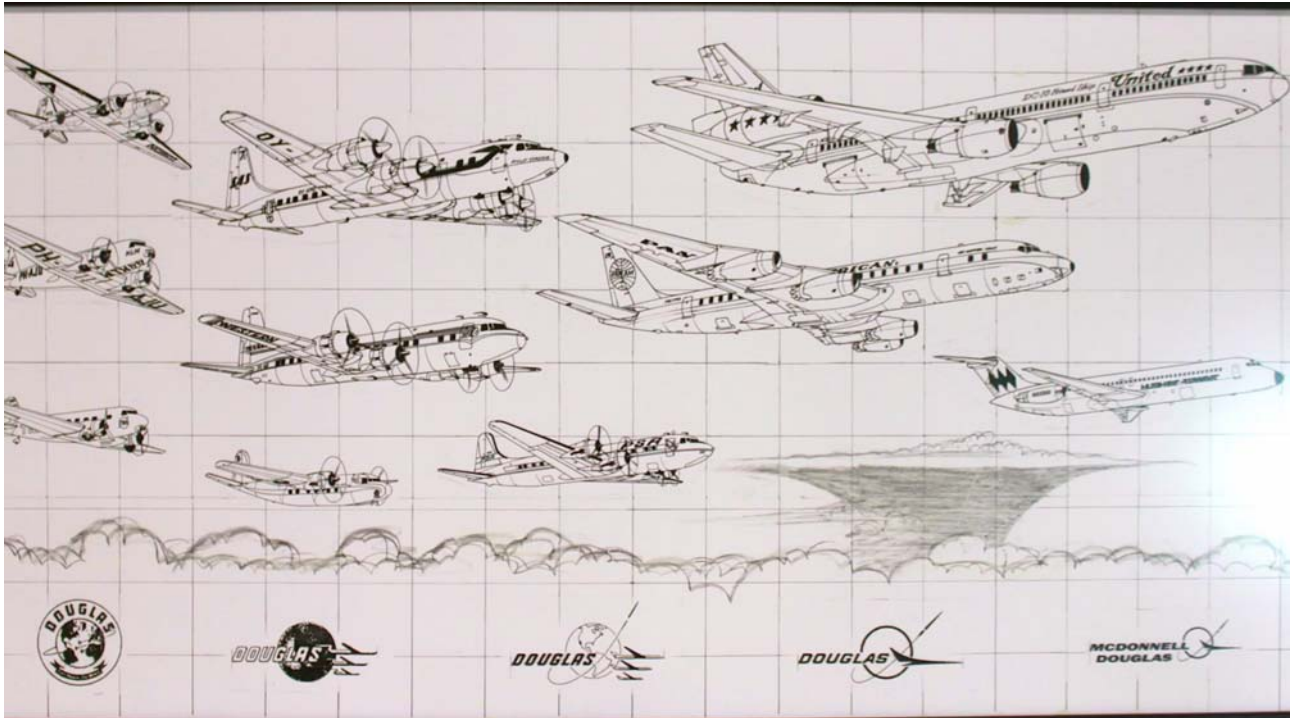


So then the Corporate Vice President of Douglas nailed me and had me build a very large sailboat, which is to be a copy of Douglas Sr's sailboat that he had tied up down at San Pedro.



So I had to go down there and measure stuff and come up with the drawings. And I built the thing in a real short period of time because I knew how to do it. And they gave it to him for Christmas.

So now I'm in with the Vice President of Douglas.



So I went to work then at Douglas, and I'm a draftsman for two weeks, and my Section Chief started through my background.

And, of course, it says all of this stuff that I had done in the Navy. So he puts me in this think tank, and there is where we get to the first think tank, okay. [It] was inside of Douglas in a walled-off area.



And there's 200 guys in it. And one of my assignments was like 12 years old, and it was one that I had carried to Douglas. I flew to Douglas and gave to the Douglas Engineering when I was in the Navy.

And here's in the files – I had to refer to it – and here's one of my documents that I did in the Navy, and I flew and gave it to them.



And so it turns out that this becomes the first think tank. Like TRW later, we investigate every aspect of extraterrestrial - military, commercial, whatever.

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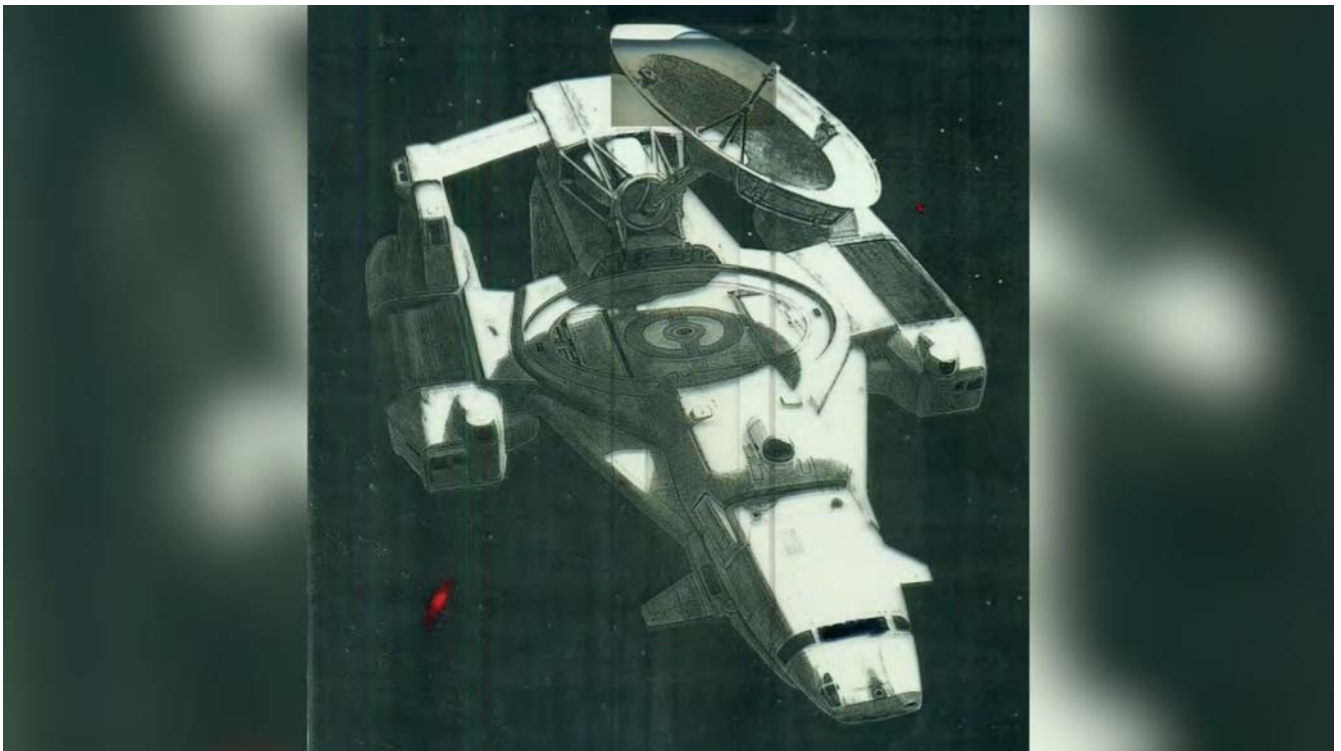
19 May 1945

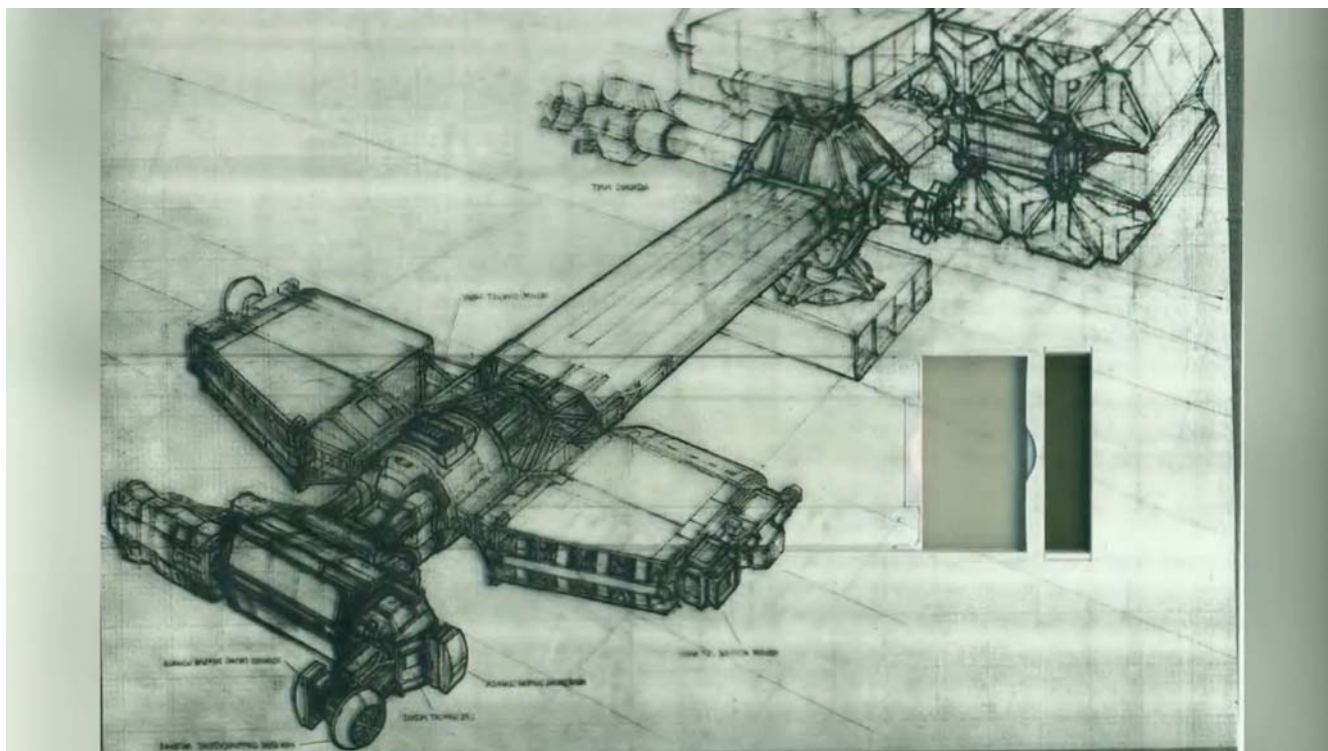
To: All Bureaus, Boards and Offices of the Navy Department
The Commandant, U. S. Marine Corps
The Commandant, U. S. Coast Guard

Subj: Office of Research and Inventions.

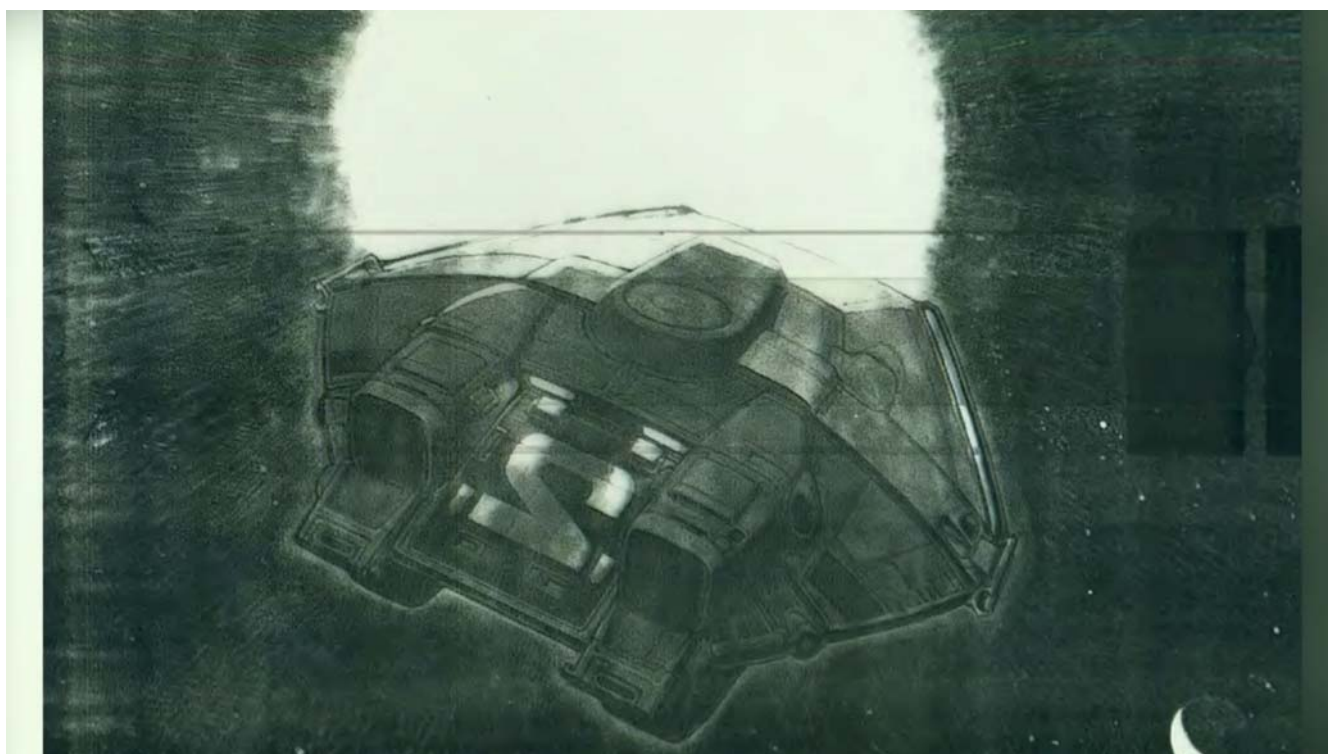
1. There is hereby established, in the Office of the Secretary of the Navy, the Office of Research and Inventions at the head of which shall be a Chief and an Assistant Chief, appointed by the Secretary of the Navy and designated, respectively, the Chief and the Assistant Chief of Research and Inventions. In addition to reporting directly to the Secretary of the Navy, the Chief of Research and Inventions shall also report to the Chief of Naval Operations. The orders of the Chief of Research and Inventions shall be considered as emanating from the Secretary of the Navy and shall have full force and effect as such.

And I was assigned to design for the Navy about 16, 18 different classes of US Navy battle group ships, which didn't exist.

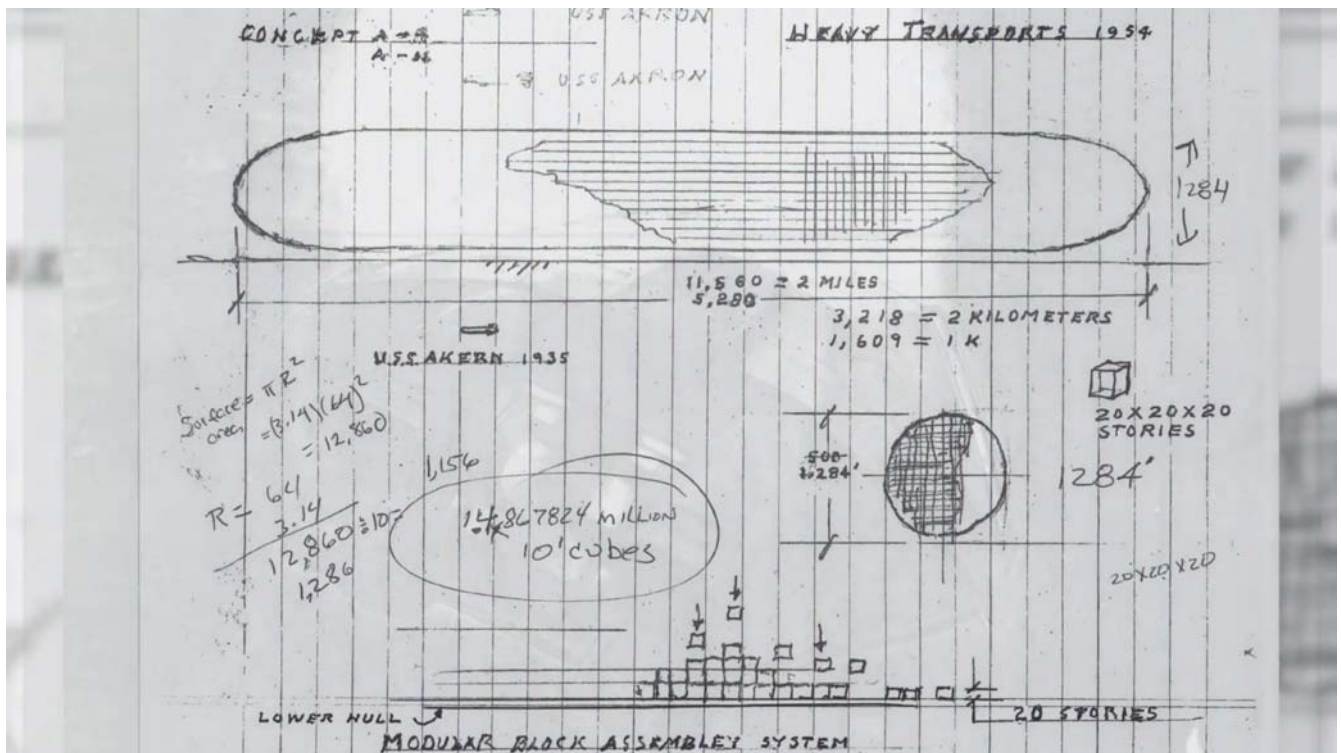




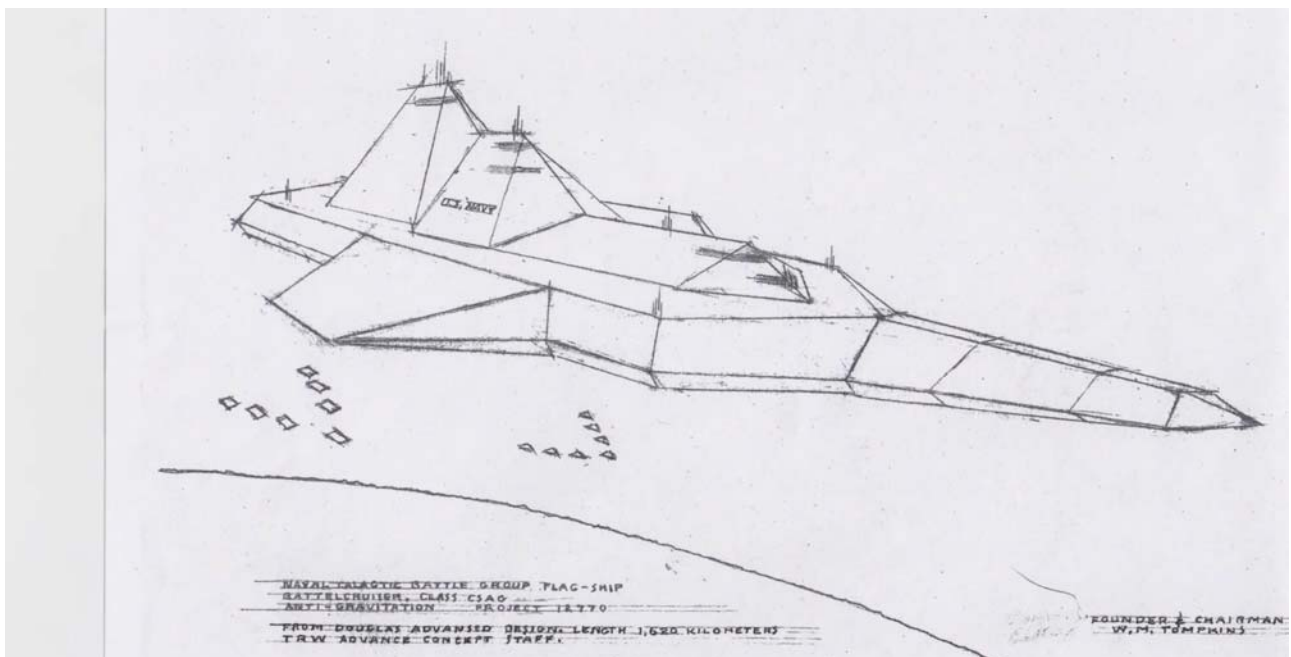
And the larger ones were from 1 kilometer to 6 kilometers.



These ships fly in space.



They're spacecraft carriers. I designed US Navy Spacecraft Carriers, which finally got built back in the late '70s up in Utah, underneath the ground.



And you've seen the pictures of US Navy spaceships – Solar Warden. So Solar Warden came out of a think tank inside of Engineering at Douglas.

And a whole lot of other stuff came out.