

Howard Hughes' D-2

Contributed by ISWWR-20
Monday, 02 June 2008

Starfighter of the Future, The Future, The Future...The above photograph of Howard Hughes at work on one of his many aircraft projects shows an aircraft heavily influenced by the infamous T-65 X-Wing Starfighter manufactured by Incom Corporation for the Rebel Alliance! Howard Hughes was an American aviator, industrialist, film producer/director, philanthropist, and one of the wealthiest people in the world. He is famous for setting multiple world air-speed records, building the Hughes H-1 Racer and H-4 "Spruce Goose" aircraft, producing the movies Hell's Angels, Scarface and The Outlaw, as well as owning and expanding Trans World Airlines. Hughes remains an iconic figure of the 20th century, not only for his professional accomplishments, but for his debilitating eccentric behaviour in later life. Despite his well-known bouts with obsessive-compulsive disorder and reclusiveness, Hughes is believed by many to be one of the most brilliant minds that America has produced and still to this day is one of the most successful American aviators. Hughes was involved in a near-fatal aircraft accident on 7 July 1946, while piloting the experimental U.S. Army reconnaissance XF-11 over Los Angeles. Hughes sustained significant injuries in the crash; including a crushed collar bone, 24 broken ribs and numerous third-degree burns. As he lay in his hospital bed, he noted that he did not like the design of his bed and called in plant engineers to design a "tailor-made" bed, equipped with hot and cold running water, built in six sections, and operated by 30 electric motors, with push-button adjustments. It was then that he had his first encounter with technology from a galaxy far, far, away. Hughes' engineers employed use of an FX-7 medical droid to accomplish Hughes' requests in record time. How they acquired an FX-7 is still a mystery. After his recovery, Hughes started many projects kept secret from the public. The above photograph is the first to surface of one of them. The nose and cockpit bearing striking similarities to an X-Wing starfighter, however, ISWWR investigators speculate Hughes had a connection to Subpro Corporation, not Incom. Apparently, Subpro was, at one time, partnered with Incom and the alliance produced several successful ships, such as the ARC-170 starfighter. When the two companies split, Incom seemed to be the more successful, producing thousands of ships of several classes, the most famous being the T-65 X-Wing starfighter. However, the initial engineering of the X-Wing may have begun while the two companies were still in partnership. Hughes may have employed the dispersed Subpro employees to produce a starfighter for himself. ISWWR researchers link the starfighter project in the photograph to Hughes secret project never shown to the public dubbed the, D-2 which seems to be a distant cousin of the Z-95 Headhunter, designed by Subpro. By the late 1950s (if not earlier), Hughes had developed the debilitating symptoms of ADHD, Agoraphobia, and obsessive-compulsive disorder (OCD), which made itself manifest in various ways. As an adult—;at one time one of the most visible men in America—;Hughes ultimately vanished from public view altogether, although the tabloids continued to follow rumors regarding his behavior and whereabouts. At various times, the media reported him to be terminally ill, mentally unstable, or possibly dead. Hughes eventually became a complete recluse, locking himself in darkened rooms in a medication-induced daze. It is possible that Hughes self-medicated in the form of Death Sticks introduced to him by ex-Subpro employees. Death sticks were a mild narcotic substance primarily sold on Outer Rim worlds, but could be found—;in abundance—;on Coruscant. Originally developed in the illegal pharmaceutical labs of Coco Town, they were relatively cheap and were smuggled into the clubs of cities by slythmongers. The cilona extract offered euphoria in exchange for a horrific outcome, producing a twisted version of reality enhanced by bright colors. With each dose the user's life was shortened, and the successive dosages took away larger chunks from a lifespan. With each successive dose, the desire for a harder reaction increased. It was thus very difficult to shake it off without medical assistance. Hughes had several doctors kept in the house on a substantial salary, but Hughes rarely saw them and usually refused to follow their advice. Hughes died on April 5, 1976, the secret of the whereabouts of the D-2 dying with him. Evidence #: ISWWR0000047 Submitted by: John Waz Below: An Illustration of the Z-95 Headhunter