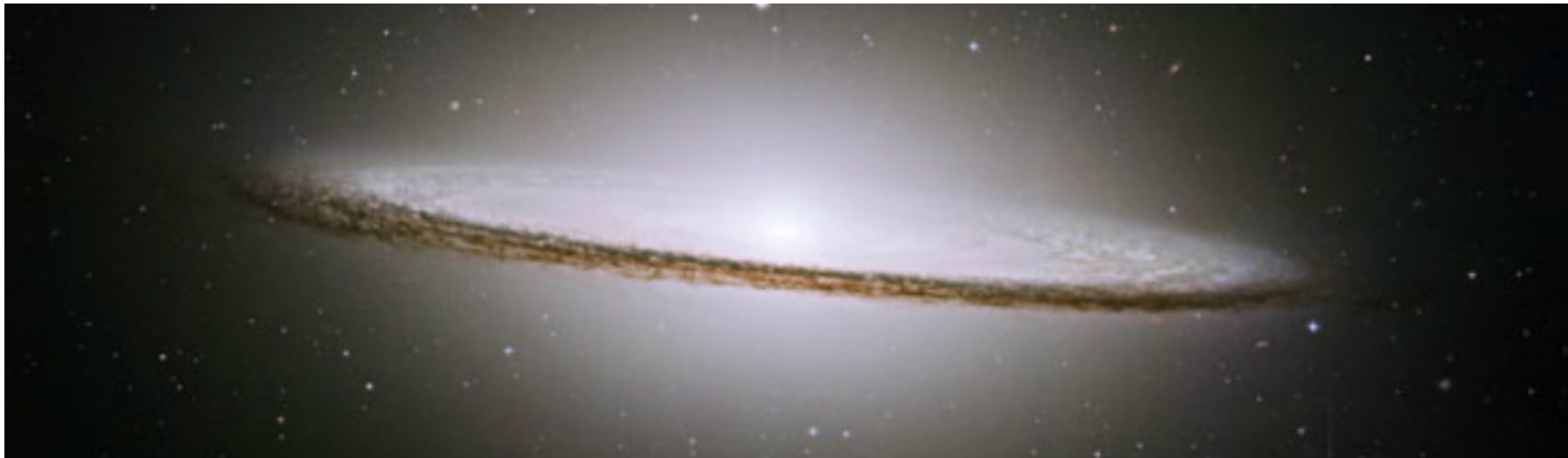




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Biefeld-Brown Electret Dielectric .. and some logistics for development, including the Alexey Flying Device (ultrasonic high voltage antigravity)

10/23/2018

[5 Comments](#)

LAU

Updates and Design Improvements; Further Understanding and Applicability

UPDATED 10/25/18

I think the website is eating comments. I do see them, just not always respond..

A gentleman had commented that he made a patent long ago on an antigravity system using this I am about to mention ... which I want to drive this point home.

This is also why donations are important, because it takes a lot of leg-work and connection-bridging to do this research which can be very overwhelming and time consuming for your pleasure. See the Info page.

What I want to mention:

You're all familiar with the Biefeld-Brown effect using a di-electric material but you are NOT familiar with that di-electric material also being an electret material as an electrically active medium.

I cannot stress this enough ("stressing the dielectric" pun haha) that this is a good idea. The Construction Blog page discusses this. This is an upgrade to the OTC-X1 classic model, and the same principles can be used in electro-gravitic / electro-inertial reactionless space drives.

ONCE AGAIN:

Using an electret material as the dielectric in Biefeld-Brown field generator uses the "whole of the mass" of the dielectric, carried through the electric field. So this means that the dielectric material is electrically active instead of inert and just sitting there, not really vibrating electrically, but is more inert.

The electrically active dielectric vibrates actively its mass, which is how the Biefeld-Brown effect actually works. Instead of an inert dielectric, now that dielectric is adding energy and transferrings its mass through the electrical field, polarizing that energy so that the value of its mass adds to the value of its own inertia.

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A commenter had mentioned this, that this does in fact work according to his patent he applied for long ago, and from his own experiments probably 10-20 years ago ... i am having trouble finding that comment at this time, but the patent is probably classified.

Also, taken from the INFO page, please keep this in mind regarding electron mass:

One of Tesla's discoveries involved running a spark through a system, without the direct current of moving electrons through the system, but vibrating the electrons while running energy through the system, regardless. His goal was to eliminate the movement of the mass of electrons, and reduce that resistance of mass. The spark gap achieves this measure, but must conduct high voltage through a gap that is not directly connected in circuit.

The antigravity research on the construction blog page also discusses some of this. Also, dealing with reactionless free energy and overunity (electret crystal power cells), it can be seen that electrical energy is not due to the movement of electron mass, nor the creation of electron mass, but yet involving the creation of energy, because a power cell electret creates electromagnetic and electrostatic energy, but does not get heavy, so the mass of electrons is not involved there in the production of energy.

It therefore cannot be said that electron mass is involved in production of electricity. Electron mass is involved in resistance. An electret creates electricity reactionlessly, and the steady stream of electron flow would seem to create mass from not having to have previously existed. This is a paradox of electrical energy physics, and one of the keys to understanding how mass itself can be increased (relativity; particles moving near the speed of light), and decreased electrically since the electron itself (particle with mass) can be produced ... and then mass itself can be produced from not having to have been there previously, in violation of conservation of mass laws (meaning that conservation of mass NO LONGER APPLIES as a Law of physics).

Since mass can be created, mass can be destroyed? No, not necessarily. Energy is not destroyed, but it

can be cancelled, regardless. When mass drops to zero in a matter-structure, it becomes light energy.

...

Now for a plug.

If more funding could be poured into these research and development projects, we could bust this technology out much quicker, but .. I guess people prefer a much slower turtle's pace, instead.

People working together in development teams (having a crew of 3 or 4 people at one place), facilities, tools, security, etc ... paying the help, paying the engineers, paying the light bill .. all of that is important, because this stuff is a huge headache, otherwise.

It's just going to take time for people to learn about economics, physics, and the new technology, and understand the logistics of R & D (some people don't even know what that means, it means Research And Development), which cannot happen on a CORPORATE level because any funding in that jurisdiction/territory requires a contract in such a way that all technology is turned over to CORPORATE which then takes that work away at some point; and furthermore that work must go somewhere to generate PROFITS in some way, because CORPORATIONS don't fund ANYTHING that they cannot profit from by marketing it to consumers.

There really is no market on Earth however because this is a Human endeavor in exploration and Freedom, ultimately reaching the planets in our Solar system, and the stars. No CORPORATION can understand how to profit on that unless it's tied into the secret space programs, and secret trade with ET, and harnessing off-world resources for profit. Profit should not be the motivator for these endeavors.

Until people can come up with a solution there, and really have the desire and drive to work together locally (instead of a few guys scattered all around the planet like in Clandestine Disclosure's case), with some sort of funding to build and test, then we're stuck. People are always telling me, "I'm ready for this! Build it, I'm ready!" but ... you cannot volunteer your time when you have bills to pay, a regular life or job, a house to

take care of, or children, and a social life in normal society ... or contribute in some way to take this just beyond a hobby and really get serious, then people are NOT ready for this reality.

There's a LOT to test, and a LOT to work together upon to carry this along at a pace that won't take 100 years to achieve.

Just this one aspect alone of using an electret material to be integrated into an OTC-X1 Bedini architecture will take a lot of materials, machining, hours, thought, and time to act upon it that won't take 4 or 5 years. People should see from Clandestine Disclosure group that this takes a HORRIBLY LONG TIME just to get to square one with a rock-solid theory that most people are not at the level of consciousness to even comprehend.

The reason why it takes so long, is because of FUNDING! I want to slap people who keep saying that all these developers just want money. What the hell are you THINKING? If all we want is money, WHY WOULD WE BE PUTTING OUR WORK OUT IN THE PUBLIC FOR FREE?

Here's some foresight:

Alexey Chekurkov has made big news. There's lots of search engine keywords that have led people to this site. But, mainstream news has not picked up the story, and they WON'T pick up the story, which is a, if not THE major breakthrough of our century (along with a few others in free energy, like Matrix Le).

What's going to happen, if things continue this way, is that more people will be coming out with the duplication of his technology, and eventually the OTC-X1 replication (but it won't be the classic style because some of that technology has been lost throughout the years; using electret dielectric will be the way to go with that). HOWEVER, that's as far as it will go, because once CORPORATE control of the technology happens, and CORPORATIONS get involved in funding the technological development, everyone who has worked on this project will simply be cut out of the picture.

The CORPORATIONS involved will join the ranks of the classified secret space programs, and the public will see MANY more UFO's in the skies, but will be trapped on the ground and fed the rocket paradigm.

As you are witnessing the successful demonstration of antigravity IN OUR TIME, what you are forgetting about is the successful deployment of this technology decades ago, which has been widely reported by people such as Gary McKinnon who was the first to tell us about the NAVY secret space program -- the Solar Warden, including a list of non-terrestrial officers.

If this is not funded BY THE PEOPLE, then we're going to get only as far as some model prototypes, but then when it comes time to spend bigger \$\$ to build small test crafts, no one will be able to afford it.

If you are complaining that you don't have \$5 bucks to spare toward making donations toward these projects, then you are telling the developers that you do not support this work! If everyone who sees this website contributes \$5 bucks, it would fund development. And that is YOUR risk, which is a tiny insignificant risk to take compared to the risk on the development end who inventors like me spend years and time and money to do something which may or may NOT pan out.

If there is funding available, people could EASILY be invited to the development facility pending a security check, and then the people could merely walk in through the door, and it would be open to the public, and accessible to the public, and it would be something of our own, and not just the endless rocket narrative.

It is ridiculous that we have this technology and physics just sitting around, out in the open, and no one cares, or believes, or realizes the GREAT opportunity of Humankind to embark on the biggest journey ever? Yeah okay, so we do have secret space programs and military space forces. But, with enough public backing and participation, there would be civilian ships sailing on the seas of space and the stars, and the military would be protecting us instead of threatening us. They aren't really threatening us, either. There's enough people now, who know, so that we CAN build our own ships.

Corporations are already out in space with classified UFO technology. Have they YET done anything for the public? Tachyon Aerospace is a prime example who is involved in classified research, yet having a public profile, and have claimed that they have SUCCEEDED in making a prototype, but that is not in the news and will NOT be in the news, because it is exclusive special access only.

The narrative fed to the public is that we do not have the technology beyond rockets, with the exception nowadays of a few reactionless electro-inertial space engines, and so the cap has lifted, and our development now is no longer controlled. But there are PLENTY of you out there who really think that corporations, upon seeing this "new" technology (which is NOT new), is going to make this available to the public FOR us???

You are crazy if you think that your successful antigravity device is going to somehow be mass-produced for the rest of us. If we cannot make this happen in the common law and common territory of the common public, and contribute our moneys, our time, our resources, and our energy toward this reality, it will NEVER manifest. And NO, the so called "galactic federation" or whatever ET alien council of Earth relations, or other psy-op that keeps us hoping and not acting on creating our own reality of our dreams is not going to fly overhead and drop care-packages of food down upon us so we can live it up like in the Bahamas.

I came to Oklahoma with dreams of an open spaceport that the general public can make happen for ourselves, because NO ONE ELSE IS GOING TO MAKE IT HAPPEN FOR YOU ... for US.

Until people get out of the slave mentality and start putting energy toward this reality, then you will have to accept that there is enough already achieved, so then when YOU DECIDE WHAT YOU WANT, we can take this to the next level, TOGETHER. ... and not just 5 people around the world working on this stuff who will only achieve a demonstration device and will be sorely upset when they lack the FUNDING to take it to the actual level of ship and craft construction.

This technology is fully revealed, here on this website. So many scientists however, and laymen alike, do not even come CLOSE to understanding it, and won't take the effort to do so, and they make EXCUSES like "I'm disappointed that there's no math, because math is what is real, not the ships themselves."

It's been a FIGHT to get this information out to the public.

I pray that Humanity is evolved enough and at a level of consciousness able to understand. You don't have to donate to me, although I can guarantee you that from the conversations I've had with some of the engineers at Clandestine Disclosure, they are WAY behind, and are not yet ready to brave the trials of OTC-

X1 construction development.

Most of them look at THIS website to learn the technology.

Be Creators, and Learn How to Create. (Co-Create)

...

Bottom line.. I've got vested interest into our current global infrastructure. BY MY OWN WORK, I have put my own resources in jeopardy, and I have no way to replace that, and the risk is too great.

This may very well be where I draw the line.

... and I don't mean to put down anyone here. I think the Clandestine Disclosure group is seriously up-and-coming, and I respect their work, and I use their resources and knowledge base, too. The Russian translations are great, and that is great work. All I know is that to make this really fly as a new reality, it's gonna cost money to build the crafts and where will that money come from? Not from some CORPORATE contract that seeks to control the technology to make profits when it is truly a gift to Humanity and should be free for all. This is breaking free of the control and secrecy paradigm, that's what this represents. It will have to be public funding or private donations ultimately, from philanthropists and visionaries more than likely. And if no one is paying it forward now, then what? Will things change?

Suppose a patent happens. The patent-holder(s) seeks to prevent this technology from being sold on the market. A patent locks down proprietorship so it can be sold on the market. But those are Earth markets, and resultingly, controlled technology and limitation. it doesn't stop others from using the technology and building on their own, just as long as it's not sold on the market, so it will require donations regardless. This is really a fight, if you think about it, to break free technologically of the controls and limitations of secrecy that hold our people and planet in hostage. The market would not support such a thing, either.

I'm just trying to think of the future just a little bit. There are steps to achieve these goals, sure. But if it is a worthy cause, and a valuable goal for Humanity, then isn't it reasonable to water it to grow?

We really need to be having these discussions now, and secure some plan for the future that the common public can own, instead of having government seek to control it.

... and see here's the thing. At this point, the technology is on the table, and the technology is there. And it really has to be protected as well as nurtured.. But it can't be secret, and shouldn't be used in ways that could dishonor Life. That's one of the reasons this website exists, is also to protect this technology, this Reality that the technology exists intrinsic within. Our understanding of this technology exists, also. We have stepped up as Human Beings. We are wanting to build, and wanting to share, within protected parameters -- gradually building, coming out, bringing forth, etc, testing the waters ... But to truly advance this, it can't be done on a small budget. This is something I request of you, to think about it, now that we have come this far.

Emotionally, financially, scholastically, even socially, the challenges are GREAT .. and I truly have yet to see if people truly value the development of a public space program involving antigravity and warp drive. It's darn-near not worth the headache. People would rather ET save us, or government save us through disclosure (which isn't gonna happen), instead of developing our own public space program involving antigravity and warp drive as the first step toward ET relations and having real access to the advanced technologies in secret that are being leaked to the public. It's not going to be handed out on a silver platter, people have to make it happen, and reciprocate with action, and to accept the offer of Disclosure through action and deed. That is why it has been offered to all of us.

I really do want to take this to the next level of constructing the prototype models (adding my energy to the antigravity/warp drive development project, and putting the Tesla energy system on hold) now that we have an understanding of what it takes. Unfortunately, Free Will is Universal Law. Show me that you want this. If this is for the highest good, then you will pave the way for it.

Addendum: Breaking Ground on the Alexey Device:

As an addendum, I want to defer to Clandestine Disclosure and their remarkable job of translating and providing the Alexey Chekurkov flying machine technology in very complete detail here:

<http://clandestinedisclosure.com/project.html>

And as one commentor on the construction blog page has noted, Alexey is indeed using an ultrasonic generator at the top of his device. This sort of thing will not work in the vacuum of space, unless enclosed with an air-tight "aeroframe" or hull, obviously.

This is not using the Biefeld-Brown effect, however. But you should take a GOOD HARD LOOK, nonetheless at the link.

This is quite a bit different than the OTC-X1, which is now assumed to use an active-medium (electrically active dielectric) such as an electret material as the dielectric in the Biefeld-Brown technology both in the central accumulator and in the "capacitor disk" and more than likely in the utrons as well.

The use of high voltage is a common denominator, and the OTC-X1 architecture implies the usage of high volt flyback from the electromagnetic collapse of the outer c-shaped electromagnets.

The use of an ultra-sound generator has similar qualities to a "focusing crystal" at the top of the craft, which is currently theorized to be able to use either light and/or sound, in combination with high voltage. Alexey used sound, but light may be able to be used in theory.

Also I want to add, according to Clandestine Disclosure, from looking at the video there on the page, the rotating disks are anodized on one side only, and smooth on the other side. Anodization acts as an insulator,

but there are other special properties Alexey points out, in the videos shown on the Clandestine Disclosure site.

At this point, without a doubt, electret material (Hutchison or Bedini crystal power cell) has to be made, and the aluminum plate material anodized on one side has to be integrated into a design to determine the truth of what we have to work with. As said before, much of the old OTC-X1 technology has been lost over the years, but the principles of the Biefeld-Brown and high voltage flyback are "sound" .. and I believe hybridization testing can be determined at this point.

A circuit diagram has been provided for Alexey's flying machine at Clandestine Disclosure, following that link.

Tesla's works have shown that high voltage is the key, not necessarily amperage. In a geometrical shape, the volume of high voltage energy will also build in amperage -- in geometrical resonance -- so a portable on-board power supply capable of delivering high volts from a low-wattage power source (such as electret material) is possible.

Whereas sound is vibration and frequency, as is electricity, there are common dynamics involved.

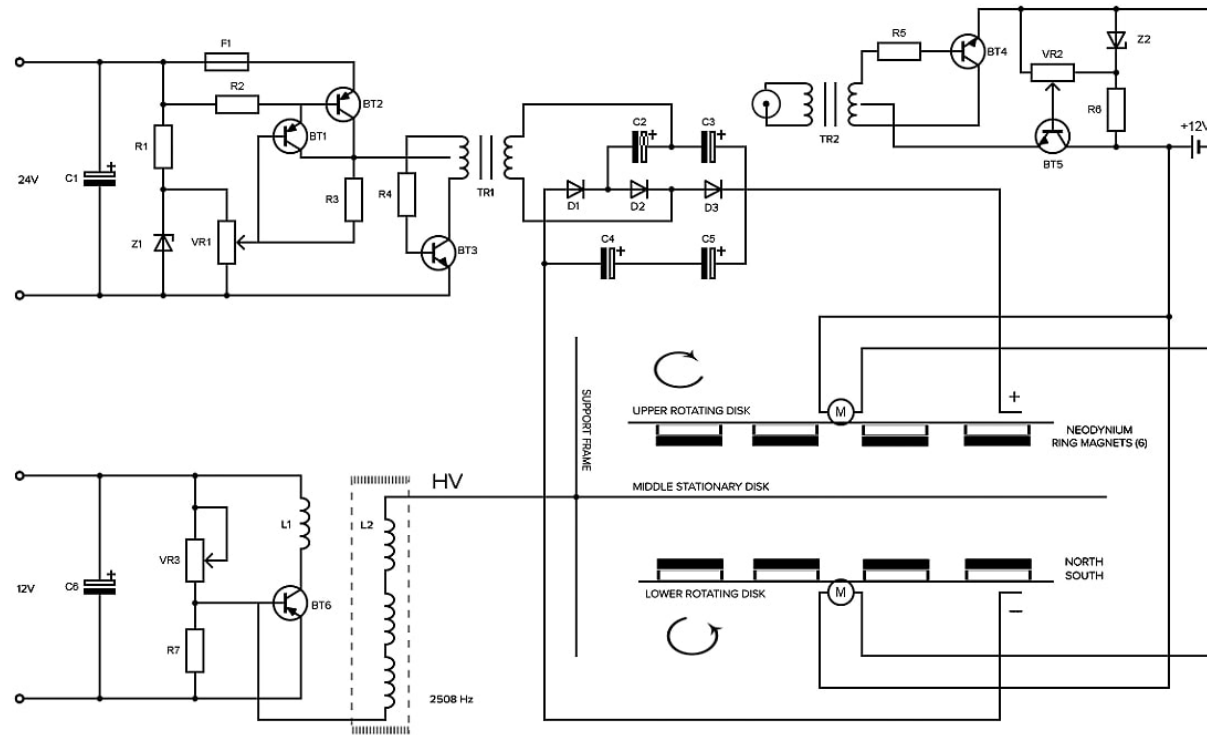
This is where we currently stand in our research.

.....

Something else I want to point out involving warp drive theory: mainstream scientists are saying that it requires an enormous amount of energy to exceed the speed of light. But I just do not see the necessity for such a tremendous energy requirement as mainstream scientists speculate. Wave shape is the key, not the amount or volume of energy, unless that energy is built up in resonance. Longitudinal wave-shape is also the key here (scalar waves; negative energy).

Mainstream scientists DO ADMIT that resonance with the quantum vacuum (zero point energy) is viable, but that it is yet unknown as far as what nuclear power can achieve, and we want to stay away from nuclear power because that is too massive and too toxic, and requires way too much of a massive radiation shielding.

PART II



I borrowed this from Clandestine Disclosure, who ... borrowed it from Alexey Chekurkov .. it is Alexey's circuit diagram that he has graciously shared with us.

If you notice, his device is using monopole negative energy from the output of his Tesla coil. Recall, monopole energy is a characteristic of negative energy. This is evident from the 3 wires going to his device: the two wires that power the motors, and the one high volt lead.

From the schematic:

The output of the Tesla coil seems to be in negative polarity but the polarity is flipped to positive for the top

lead. And actually, I'm not entire sure about that. Seems that the differential between voltage is what determines his positive and negative, something I learned with my original Tesla tower experiments -- that when monopole energy is present, the polarity is determined through voltage difference, and charge potential difference.

So the top positive lead to the upper rotating disk has voltage being added, whereas the current flow of the Tesla coil output flows through the top transformer in one direction, through his resonating circuit.

...

Really though, it looks like the output of a Tesla coil is going to the top disk, and also to the bottom disk, and the direction of rotation there is what determines the electromagnetic polarity -- as in, the top disk spins one direction, and the bottom disk spins in the other direction, and THAT is what polarizes the system creating the difference of north/south or positive/negative, from the SAME output lead of just one pole.

This concept is in-line with monopolar motors, as seen on the Construction Blog page.

Another thing I noticed ... is that his disks are slow to get up to speed, which may or may not imply that they are encountering resistance from a charged central static (non-moving) disk.. but I'm not sure there, the system could just be building up capacitance.

He uses a resonating circuit type it looks like on the top positive lead, according to the schematic. That in fact may be why he has a lot of trouble with getting the craft to rise and descend, and has to play with those capacitors a bit to get it to work right, as he mentioned in one of his other videos.

This is all very interesting ...

I'm now almost nearly convinced that the OTC-X1 is using an electron mass-reduction effect, in tandem with an electret Biefeld-Brown effect, since Alexey's craft now has a lot more information available for us to look at. Seems the two systems are very different, but we're still following along very similar paths, although so

far only the OTC-X1 looks like it is generating a warp field, (warping time), although it remains to be seen .. Alexey REALLY needs to put a clock on his device to determine if there is a time warp effect also added to the CSE-Electrogravity effect.

The presence of a warp bubble or time-dilation effect can only be determined by measuring the relativity between two clocks -- one on the machine, and one on the ground.

PART III

It looks like Clandestine Disclosure group has walked away, and has removed all of the information pertaining to the OTC-X1, the Alexey flying machine, and all of that ...

This work with the energies of reality, consciousness, the soul, Life Force, and the technology that opens those doors to higher contact and Initiation into a Higher Order of mind and energy and consequences, and responsibility, becoming accountable for the unity of light and dark Within, of facing the mirror, seeing the truth, and facing the shadow which through self-realization one must also acknowledge as what Jesus said: "Love is Light and Dark; if you have darkness within, then how great is that darkness?" ... As soon as people realize that reality extends far beyond the material plane, then it scares people, and they cannot overcome what disconnects them from Source -- of their own creation, as no one is ever a victim unless they create themselves to be one

This is one of the reasons why this website exists, is to help guide people in these times of transformation and evolution, which can be traumatic, and without the tools, one is ill-prepared to stand in Honor. Trauma awakens the indomitable Human Spirit. This is also why ANY work into these areas of universal light, MUST require an understanding of metaphysics, otherwise one cannot handle the frequencies, nor understand the

ethics of honorable creation, for the highest good of all life, in honor with Free Will.

Honor is the Truth of Life, and this goes hand-in-hand with unconditional love (Divine Love; the Root of Light). We are All One, One Energy, one Source, even the left and the right-handed paths are two arms of the same Body. The spiritual sciences involved with these technologies, and with the secret space program upper echelons are REAL sciences.

Law of Attraction: One must be prepared to handle the frequencies one attracts. If one is not vibrating at that level of conscious realization, and realize the philosophy of reality creation, then you are not prepared for this exclusive work.. Work on oneself, work on raising one's vibration, work on one's consciousness, facing and overcoming FEAR, purification and centeredness of mind, body, AND SPIRIT, and transformation of one's shadow into light, while along the journey of working with the technology is what it takes, otherwise one cracks under the frequencies of one's own attraction (which involves co-creation, with our multidimensional Selves -- the Being of the one, of Oneness, for we are multidimensional beings, and we do not have souls, we ARE Souls). *Want is Existence; Force is Direction*

PART IV -- In Honor We Stand

The Core Building Team still exists. Walter Nowosad Stands in Honor and Integrity, and has provided these core materials and translations in Honor of the Truth. I respect his decision and stand beside him. "The universe always delivers in strange and unusual ways" -- Walter Nowosad

Here are the materials he has provided, from the Clandestine Disclosure website:

Video 1: Overview of the mysterious properties of the metal gravity



Translation from Russian to English:

1

00:00:03 --> 00:00:06

Garage Technologies

Alexey Chekurkov

2

00:00:09 --> 00:00:16

Hi friends, here is Garage Technologies channel, and today's video

3

00:00:16,1 --> 00:00:24

will be dedicated to a review of this metal that I've often been asked about; the metal my device is made of.

4

00:00:25 --> 00:00:32

As you can see this is an aluminum disk, texturized with anodized coating.

5

00:00:34 --> 00:00:44

If you take a look at a top wing of any beetle, it's smooth on the top side and rough at the bottom.

6

00:00:44,1 --> 00:00:56

And this roughness almost exactly matches the surface of my disk. So what does it give us?

7

00:00:56,1 --> 00:01:02,8

I'd like to demonstrate a number of experiments dedicated to testing this metal.

8

00:01:02,9 --> 00:01:10

I've prepared metallic disks, 2 of them are smooth and one has a rough surface.

9

00:01:10,1 --> 00:01:19

I'd like to show you the role of this roughness in producing electricity.

10

00:01:20 --> 00:01:29

As you understand we have a galvanic couple here, similar to a simple accumulator.

11

00:01:30 --> 00:01:42

Here is common water from the tap, I'd like to see the result of this experiment.

12

00:01:42,1 --> 00:01:52

To begin with, I'll test two smooth disks. The multimeter is set up using the 2 Volts scale.

13

00:01:52,1 --> 00:02:05

And now let's see how much electricity this can produce. Let's submerge the disks, this galvanic couple.

14

00:02:06 --> 00:02:27

So it's 0,2, 0,1... wait a bit... 0,2 Volts. This with the smooth disks.

15

00:02:33 --> 00:02:51

Yes; 0,2 and now it falls to 0,1. It can depend on the distance.

16

00:02:52 --> 00:03:09

We'll take 0,2 Volts for the unit of measurement. And now let's take a look at our special, rough disk, see how

much it will produce.

17

00:03:15 --> 00:03:27

Connecting it... And here we go: 0,5 Volts.

18

00:03:27,1 --> 00:03:36

As you can see, roughness plays some role here. It's not by chance that beetles have one side smooth and the other side rough.

19

00:03:36,1 --> 00:03:56

It's likely intended to serve as condensator. This structure has its own properties. See how it rises: It's 0,4 Volts now. 0,47.

20

00:03:56,1 --> 00:04:05

And the smooth disks were 0,2 Volts. As you can see, nature is not random, everything has a meaning,

21

00:04:07 --> 00:04:13

like top wings of insects with their structure, smooth above and rough below.

22

00:04:15 --> 00:04:27

We're using simple tap water. So what we have here is a small accumulator battery.

23

00:04:27,1 --> 00:04:45

There is no acid here, this is a simple tap water; here is the role of the smooth and the rough structure. Look at them together, it's already 0,6 Volts and keeps on growing.

24

00:04:45,1 --> 00:04:56

The smooth disks alone don't give this effect. Mother nature is wise, with space, structure, and matter.

25

00:04:57 --> 00:05:10

My task is to unravel these secrets. Every time I do my experiments, something comes up; some things get revealed that astonish even me.

26

00:05:11 --> 00:05:23

As you see it still keeps rising; the smooth disks didn't do that. It's a paradox.

27

00:05:24 --> 00:05:31

It's a common galvanic couple, common metal; but the properties are different when you add the rough disk.

28

00:05:32 --> 00:05:46

Aren't these experiments interesting. Take note of the value, 0,6 Volts.

29

00:05:47 --> 00:06:03

Let's add our smooth disk now; and now it falls. 0,5, 0,4. 0,2, 0,1. And smooth disks alone don't do that.

30

00:06:04 --> 00:06:22

Alright friends, you've watched some properties of this metal in action. The experiment goes on;

30

00:06:22,1 --> 00:06:33

I'd like to see how the disks behave if I direct the source head of a sonicator at this metal.

31

00:06:33,1 --> 00:06:42

Of course special frequencies have to be picked out. Top wings of beetles aren't fully understood yet.

31

00:06:42,1 --> 00:06:54

They say if you expose them to ultraviolet light they produce electricity, though I haven't tested this experimentally yet. I have no ultraviolet lamp.

32

00:06:54 --> 00:07:05

But I'll definitely buy it and run this experiment. There is another interesting thing I'd like to tell you; concerning the same topic.

33

00:07:05,1 --> 00:07:22

I'm always trying to find the easiest levitation method. I'm 100% sure it should be very simple, and I'm overcomplicating it. Genius is simplicity.

34

00:07:22,1 --> 00:07:33

I found a confirmation to that in the Roswell UFO case. Neither engine nor anything similar was found in the flying dish.

35

00:07:33,1 --> 00:07:41

It was simply an asymmetric condensator from different domes.

36

00:07:41,1 --> 00:07:51

I've already made surveys of this UFO, if you were attentive in watching my videos, there was an "answer to a commentary" in one of them.

37

00:07:52 --> 00:08:05

Anyway, I want to tell you something else now. You might have heard, or not, of the scientist by the name of Ignatov. I'll show his photo now.

38

00:08:05,1 --> 00:08:14

And he had this device called "panderoplane". What does it look like to you, from first sight?

39

00:08:15 --> 00:08:29

That's right, 4 Tesla coils combined into the shape of a cross, making a vajra. And now take a look at them: a vajra and Ignatov's device, can you see the resemblance?

40

00:08:29,1 --> 00:08:39

And now some more information: In one of the previous videos I told you that Hutchison also used longitudinal Tesla waves,

41

00:08:39,1 --> 00:08:50

starting with 2 coils and more. See, 2 and more coils; there are Tesla coils to be seen here, only they are hexagonal.

42

00:08:51 --> 00:09:02

And now let's get back to Grebennikov. As he said, hexagonal cell structures are like a wave beacon. Now look closely at the pictures.

43

00:09:05 --> 00:09:20

What do you see? The very same wave coils. Wajra, as well as Grebennkiov's technology, Tesla and Indian mythology.

44

00:09:21 --> 00:09:35

Vajra has a cult meaning in India, they say that if you pick it up and pronounce mantras, their power will increased manifold, then your health and so on.

45

00:09:36 --> 00:09:49

You can meditate using it; it's a kind of a converter, an antenna, adjusting human mind to thin vibrations of the noosphere.

46

00:09:49,1 --> 00:09:59

Thanks to it, the Indians are getting their information. But let us get back to the panderoplane now.

47

00:09:59,1 --> 00:10:08

Ignatov started creating it when he was with the students at a university; he engineered and tested it.

48

00:10:08,1 --> 00:10:20

The device you see at the picture is a working model used to raise up more than 5 Tons; as you see it reminds of a vajra with Tesla coils.

49

00:10:20,1 --> 00:10:32

So what happened next? He took the schematics to Moscow but never arrived. He was found dead in the train, no briefcase and no schematics on his body.

50

00:10:32,1 --> 00:10:37

As you can see, the powers that be are watchful.

51

00:10:38 --> 00:10:45,5

The levitation project is handled not only by scientists but by laymen as well. Let me show you a video...

52

00:10:46 --> 00:10:55

"Several years back A. Loshak had released his movie about the inventor from Ural, Alexander Ivanovich Lukovishnikov, and his Graviton".

53

00:10:56 --> 00:11:18

<indecipherable>

54

00:11:19 --> 00:11:23

"...You can see Lukovishnikov's flat is decorated by wall hangings..."

"...now it has bare walls..."

55

00:11:24 --> 00:11:57

<indecipherable>

56

00:13:00 --> 00:13:24

"What do you think makes Lukovishnikov's device float? Please leave your comments below".

57

00:13:24,1 --> 00:13:33

...As we can see from this video, there are no less enthusiasts now, but they are silenced and terrorized.

58

00:13:33,1 --> 00:13:42

I'm also trying to find some simple way, but for now my project is somewhat complex. God willing, I'll find a simple way.

59

00:13:42,1 --> 00:13:49

I also used levitation by using coils, trying to select optimal frequencies, my coils were torn apart.

60

00:13:49,1 --> 00:14:00

If you spool a coil of wires with the diameter of 30 cm, around 100 spuns, and connect it to an electric socket, it starts bouncing.

61

00:14:00,1 --> 00:14:12

This proves that the magnetic field it creates affects the space (it interacts not with other objects but with the space itself).

62

00:14:12,1 --> 00:14:19

Using metallic disks is not necessary; if you just place the coil onto a plexiglass shield, it starts bouncing and vibrating on it.

63

00:14:19,1 --> 00:14:30

Of course Lorentz force is at play too; but anyway it's a very interesting experiment. I'll also try more experiments,

64

00:14:30,1 --> 00:14:42

with ultrasound and these disks, as well as with asymmetric condensator. As you can see, the experiment goes on.

65

00:14:43 --> 00:14:51

The next video shall be a transitional one; I'd like to tell you about psychotronic weapons.

66

00:14:51,1 --> 00:15:01

That's a very interesting topic as well. I used to experiment with ultrasound, infrasound. There is one interesting thing I came across.

67

00:15:01,1 --> 00:15:07

I'll tell you all about it in the next video. PT weapon engineering is for another video, not for this one.

68

00:15:08 --> 00:15:18

As of now, enthusiasts and laymen continue to work on this; Searl is the only scientist alive who started working on it.

69

00:15:18,1 --> 00:15:34

But he doesn't say anything about the project, he only demonstrated his generator that spins but doesn't levitate. I believe he must have been forbidden from speaking, possibly threatened into silence.

70

00:15:35 --> 00:15:49

And I'm telling you all I know, hiding nothing. I'd like to show you my own experiments, take off and landing of my own device, albeit not quite successful.

71

00:15:49,5 --> 00:16:01

As you can see I go on attempting to achieve a perfect graviplane. Some frames I haven't previously shown you I'd like to show you today.

72

00:16:01,1 --> 00:16:16

And you are actually right, my friends, about the last video, the ring that wasn't shown. As I positioned the camera back then, I thought everything was in view, so I must have missed this.

73

00:16:16,1 --> 00:16:36

Everyone is saying they can only see my hands as I opened and closed that ring. If you take another look you'll see I never connect my hands, the ring just lays down.

74

00:16:36,1 --> 00:16:49

I'll definitely shoot that experiment again. I thought the video would be fine but now I see it really requires a better proof.

75

00:16:49,1 --> 00:17:00

Next time I'll use a hoop that isn't in any way flexible; I'll show it from all sides and throw it over the device so as not to raise any questions.

76

00:17:00,1 --> 00:17:12

Everything should be in view in the frame. So now let's take a look at what I haven't previously uploaded.

77

00:17:12,1 --> 00:17:18

So look at this and enjoy.

78

00:18:16 --> 00:18:22

So now you've seen it. I believe I've told you all I wanted in this video. On the metal,

79

00:18:22,1 --> 00:18:34

its chemical properties are irrelevant, what matters is its structure. It can be copper, it can be steel or some other metal.

80

00:18:34,1 --> 00:18:41

What matters is the structure: Rough and smooth. And together these disks make a condensator.

81

00:18:42 --> 00:18:54

There is one more thing I haven't shown previously, take a look at these pictures.

82

00:18:54,1 --> 00:19:20

If you charge by using electronic emission (induction machine), whatever object you charge with electrons starts rising

83

00:19:20,1 --> 00:19:28

(if the minus is below and the plus is above). The other way round it goes down.

84

00:19:28,1 --> 00:19:35

Look at the scheme in the top right corner, it's from the Internet (so that you know I don't make it up; all my information comes from the Internet).

85

00:19:35,1 --> 00:19:41

I sum it up, analyze it, use it as a basis for my experiments; and all of it I'm doing in my wonderful garage.

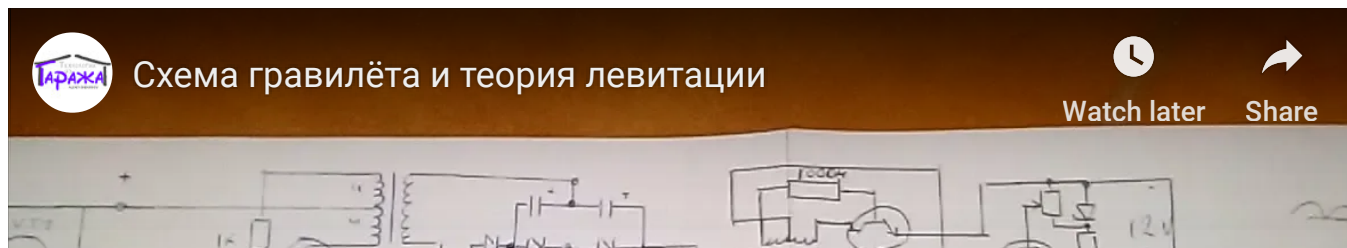
86

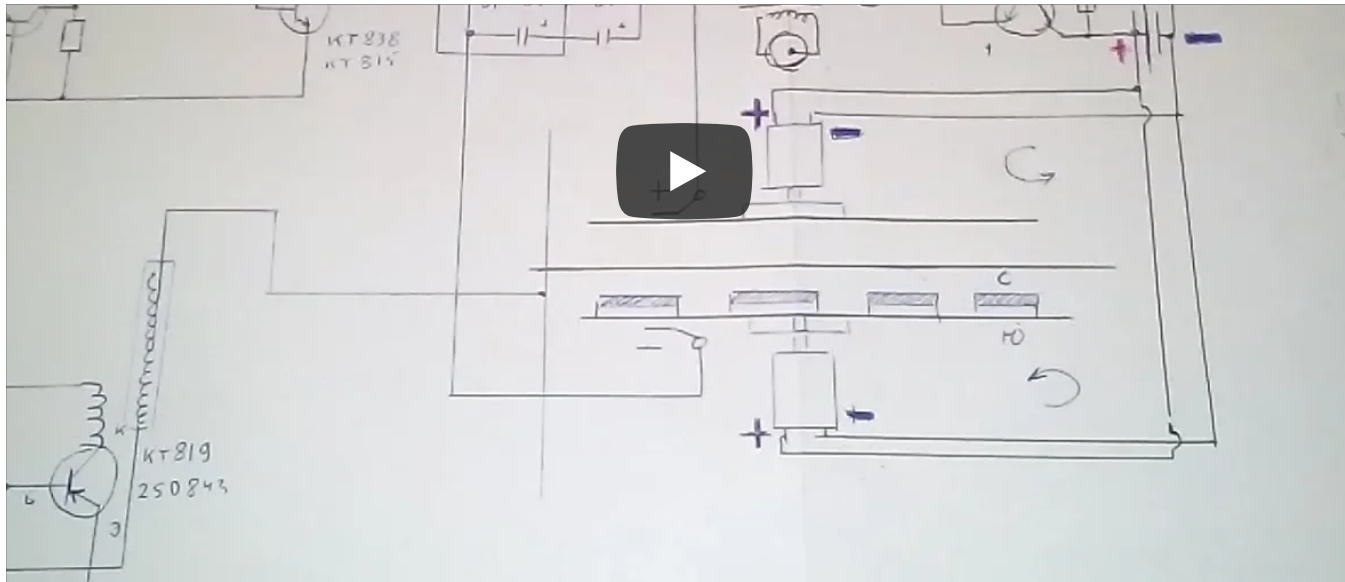
00:19:41,1 --> 00:19:53

At the end here I'd like to say thank you to everyone who watched this video and liked it; don't forget to click on the ads, as this would support my channel.

And good luck to all of you, see you soon.

Video 2: The scheme of gravity and the theory of levitation





Translation from Russian to English:

1

00:00:03 --> 00:00:06

Garage Technologies

Alexey Chekurkov

2

00:00:08 --> 00:00:13

Good day to all of you, here is Garage Technologies channel, and my name is Alexey.

3

00:00:14 --> 00:00:17

To start with I'd like to thank everyone who supports my channel.

4

00:00:18 --> 00:00:23

Thanks to you, my friends, for staying with me.

5

00:00:24 --> 00:00:27

And so I'd like to tell you one thing:

6

00:00:28 --> 00:00:31,9

When I was browsing through your comments, I started having some doubts.

7

00:00:32 --> 00:00:38

Some of you want that I record close-ups, the others tell me to record from a longer distance to include the panorama.

8

00:00:39 --> 00:00:43

I've shot two videos already, and neither of them was well liked.

9

00:00:43,5 --> 00:00:46,5

So I guess I'll need to go for something in between.

10

00:00:47 --> 00:00:59

Anyway; I've just wanted to make a new video when I was attacked again for doing it all wrong.

11

00:00:59,3 --> 00:01:06

And so I thought, fighting this is useless, so why shouldn't I just do what I think right.

12

00:01:06,3 --> 00:01:10

I've promised you the scheme of a graviplane, and I'll show it here.

13

00:01:11 --> 00:01:20

This is going to be a long video as I'll insert some videos from different materials,

14

00:01:21 --> 00:01:26

so that you don't think that what I'm saying is some fantasy of mine.

15

00:01:27 --> 00:01:31

I'll add videos supporting my commentary.

16

00:01:32 --> 00:01:36,5

Because you know what they say; belief is based on knowledge,

17

00:01:37 --> 00:01:42

and knowledge is based in facts, and facts are the most persistent thing in the world.

18

00:01:42,5 --> 00:01:45

Everyone knows that, as you surely agree.

19

00:01:45,1 --> 00:01:56

I'd like to present to you the theory matched by the schemes as well as my reasoning;

20

00:01:57 --> 00:02:01

and my reasoning will be supported by facts from other videos.

21

00:02:01,1 --> 00:02:07

Of course I understand everyone has some doubts; and having doubt shows that you are grounded in reality.

22

00:02:08 --> 00:02:16

I understand this is too good to be true; so there'll be evidence.

23

00:02:17 --> 00:02:22

So this is why this video will be long.

24

00:02:23 --> 00:02:29

And if you find yourself uninterested in the whole entirety of this video, you can easily fast forward to the schemes.

25

00:02:29 --> 00:02:29

26

00:02:29,3 --> 00:02:34

But to understand the principles you'll have to listen to my reasoning.

27

00:02:35 --> 00:02:46

I'll try to go into this in detail, including my own research.

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00:02:47 --> 00:02:53

So please be patient, and let us start.

29

00:03:01 --> 00:03:06

What exactly is gravitation?

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00:03:07 --> 00:03:14

Many scientists have their own theories in this regard.

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00:03:15 --> 00:03:23

You can describe it like this: gravitation is the force that pulls us down to Earth.

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00:03:23,1 --> 00:03:28,5

What does it amount to? In us being pulled down as such.

33

00:03:29 --> 00:03:33

There are several ways to affect gravitation; they are:

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00:03:34 --> 00:03:36,5

low temperatures, as you already know;

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00:03:36,6 --> 00:03:40,5

I've shown in a previous video how a magnet floats at a low temperature.

36

00:03:40,6 --> 00:03:45,5

The second way: special electromagnetic fields that affect gravitational waves of the Earth;

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00:03:46 --> 00:03:52

and the third: the correctly chosen acoustic frequency also affects the weight of things.

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00:03:52,1 --> 00:03:58

This has been proven in ancient times already,

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00:03:58,1 --> 00:04:05

as the Egyptians built their pyramids they created audio waves with giant trumpets,

40

00:04:05,1 --> 00:04:07

and the weight of things changed.

41

00:04:07,5 --> 00:04:11

You might also know about the Coral Castle;

42

00:04:11,2 --> 00:04:18

some blocks weighed several tons, and it was built by a single person,

43

00:04:18,1 --> 00:04:20

but he never revealed his mystery and took it to the grave.

44

00:04:21 --> 00:04:24

It's definitely clear he did it with acoustic vibrations,

45

00:04:25 --> 00:04:28,5

made the weight of the blocks lighter and created the castle.

46

00:04:28,6 --> 00:04:43

And fourth, elements charged with particles also lose weight (I'll demonstrate it a bit later).

47

00:04:44 --> 00:04:50

5, anti-gravity; if you create anti-gravity you get levitation.

48

00:04:51 --> 00:04:56

6, measuring the frequency response of the object.

49

00:04:57 --> 00:05:01

As we know, gravitation is the interworking of frequencies; and

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00:05:01,1 --> 00:05:04

7, the neutralization of gravitational flows.

51

00:05:05 --> 00:05:14

When I started looking into this, I've come across the constructions of known researchers,

52

00:05:14,1 --> 00:05:19

such as Shaorberg, Searl, Charles, so what did I see?

53

00:05:19,1 --> 00:05:30

I saw an analogy to the physical principles of their devices; they are almost identical,

54

00:05:31 --> 00:05:36

they rotate radially and have electromagnetic fields.

55

00:05:37 --> 00:05:41

Even in the project Bell that existed in the Third Reich,

56

00:05:41,1 --> 00:05:48

2 cylinders rotate; and Shaorberg has 2 rotating disks.

57

00:05:49 --> 00:05:53

So what is this effect? Let's begin.

58

00:06:01 --> 00:06:11

As I looked into Charles and Searl I noticed one thing:

59

00:06:11 --> 00:06:18

they have the same principle, so many confuse Charles with Searl.

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00:06:18,1 --> 00:06:23

No, guys, John Charles is dead, and John Searl is still alive.

61

00:06:23,1 --> 00:06:25

So what did it all start with?

62

00:06:25,1 --> 00:06:32

At the age of 14 Charles got employed as apprentice of an electrician at a plant in the English town of Birmingham.

63

00:06:32,5 --> 00:06:36

While he worked with magnets for electrical meters,

64

00:06:36,1 --> 00:06:41

he discovered a new effect of electric engineering in 1946:

65

00:06:41,1 --> 00:06:49,5

In a fast rotating disk, a radial driving force with a vertical vector appears.

66

00:06:49,8 --> 00:06:52,8

In order to increase this force he first magnetised the disks,

67

00:06:52,9 --> 00:06:56

and then started using permanent magnets.

68

00:06:57 --> 00:07:05

So Searl had some rings, and Charles had these disks.

69

00:07:05,1 --> 00:07:11

Once a model consisting of a couple of intertwined rings was tested outdoors.

70

00:07:11,1 --> 00:07:17

Already at slow rotation a strong difference of potentials occurred in the radial direction of the rings,

71

00:07:17,1 --> 00:07:21,5

which caused crackling of electric charges and the smell of ozone.

72

00:07:21,6 --> 00:07:25

Then something completely unexpected happened: the block of rings took off

73

00:07:25,1 --> 00:07:32

and, still rotating, floated at 1,5 meters above the ground, and the number of rotations kept increasing.

74

00:07:32,1 --> 00:07:32,2

75

00:07:32,1 --> 00:07:40

The object was surrounded by a pink glow, which signified activation of the air at drop in pressure.

76

00:07:40,1 --> 00:07:43

The object started to rise.

77

00:07:43,1 --> 00:07:51

There was a side-effect: All radio communication stopped, radios have turned off.

78

00:07:51,1 --> 00:07:57

Finally, rotation got so fast that the object went out of sight.

79

00:07:57,1 --> 00:08:07

Inspired by his success, Charles has tested from 1950 to 1952 more than 10 models of levitating disks.

80

00:08:07,1 --> 00:08:10

He learnt to control the speed of rotation.

81

00:08:11 --> 00:08:27,2

So then, an electric driving force with a vertical vector appears in a fast rotating radial disk.

82

00:08:27,3 --> 00:08:31

Just remember this. This effect has been also used by Shaorberg,

83

00:08:31,1 --> 00:08:37

if you look at his construction, it's based on the same principle as Charles's construction.

84

00:08:37,5 --> 00:08:51

There is a slight difference between the two constructions; I've based my disk on Shaorberg's construction.

85

00:08:53 --> 00:08:57

In the 1980-s there was a lot of articles about Charles in the media,

86

00:08:57,1 --> 00:09:07

he was called the father of UFO, but suddenly just like by command all talks stopped.

87

00:09:07,1 --> 00:09:08,5

And then he died.

88

00:09:09 --> 00:09:14

I'll add that 2 Russians from Moscow, Vladimir Roshchin and Sergey Godin,

89

00:09:14,1 --> 00:09:19

decided to test the discovery by John Charles, they went to him

90

00:09:19,1 --> 00:09:25

and interviewed him in prison, but he refused to share his secret.

91

00:09:25,1 --> 00:09:36

They didn't give up and built their own generator of free energy.

92

00:09:36,1 --> 00:09:44

At weight of 350 kg it gave 10 KV of electric power without using any fuel,

93

00:09:44,1 --> 00:09:49,5

and its weight dropped during rotation.

94

00:09:50 --> 00:09:58

So let me get back to my disk: How did I start?

95

00:09:58,1 --> 00:10:03

I've looked at the experiments by Shaorberg, Searl and started making it.

95

00:10:04 --> 00:10:10

So what physical properties does this device have? What makes it levitate?

96

00:10:10,1 --> 00:10:18

The first thing that comes to mind is an analogy with a 3-section condensator.

97

00:10:18,1 --> 00:10:22,5

The disks should get charged when powered.

98

00:10:23 --> 00:10:36

I'd like to show you one device I've come across, an experiment on how objects with charged particles behave.

99

00:10:36,1 --> 00:10:48

I'll show you one video that's worth watching. It'll show that a charged object loses its weight.

100

00:10:48,1 --> 00:10:51

Let's take a look.

101

00:10:59 --> 00:11:13

The aim of the experiment is the saturation of a sample of liquid in a glass ampoule

102

00:11:13,1 --> 00:11:17

that's brought in equilibrium at lab scales.

103

00:11:17,5 --> 00:11:26

With help of induction machine I'll charge it with static electromagnetic energy,

104

00:11:26,1 --> 00:11:32

and we'll see how it behaves in the gravitational field.

105

00:11:44 --> 00:11:46

It's under this sample.

106

00:12:45 --> 00:12:52

As it was a short term influence on the sample, there is no significant deviation;

107

00:12:52,1 --> 00:13:02

at a longer exposure the sample gets lighter by a more significant degree.

108

00:13:04 --> 00:13:08

As an example let's look at the time.

109

00:13:09 --> 00:13:19

Depending on the time the charge is bigger and enables creation

110

00:13:19,1 --> 00:13:25

of an antigravity field that is repelled by the gravity field of the Earth.

111

00:13:36 --> 00:13:48

This amount is enough. You can see that the induction machine is far enough.

112

00:13:48,5 --> 00:14:01

Let's make note of the time. This sample shows its antigravitational properties

113

00:14:01,1 --> 00:14:06

in the gravitational field of the Earth in a more significant way. It's noticeable.

114

00:14:07 --> 00:14:14

If this sample is charged in hard aggregational state,

115

00:14:15 --> 00:14:22

the charge is stronger, the electrical density is higher.

115

00:14:22,1 --> 00:14:35,5

And you can use this principle to build flying machines to lift and move cargo in the atmosphere and in space.

116

00:14:37 --> 00:14:45

...Now that you've watched it let's draw conclusions from this video: an electrically charged object loses its weight.

117

00:14:45,1 --> 00:14:50

Electromagnetic fields surrounding the object partially affect the gravitation.

118

00:14:50,1 --> 00:14:56

But that's not enough as we need to make the object levitate.

119

00:14:56,1 --> 00:15:03

We need to create an electromagnetic field with a circular, closed stream,

120

00:15:03,1 --> 00:15:06

then gravitational waves will bend around it.

121

00:15:06,1 --> 00:15:18,5

Over the surface of the Earth you can find anomaly zones.

122

00:15:19 --> 00:15:25

For example Preiser's zone where gravitation is bent -

123

00:15:25,1 --> 00:15:29,2

this is created by electromagnetic anomalies of the Earth.

124

00:15:30 --> 00:15:38

So why do rotating disks create this effect?

125

00:15:38,1 --> 00:15:48

Charging the disks with high voltage creates a field around it,

126

00:15:48,1 --> 00:15:54

and mechanical rotation makes this field twist into two toroidal swirls.

127

00:15:54,1 --> 00:16:04

These swirls have a different potential so as not to fall apart, the lower one is the minus and the upper one is the plus.

128

00:16:04,1 --> 00:16:10

To prevent them from falling apart, I used the middle disk,

129

00:16:10,1 --> 00:16:17

charging it from the cacher [katcher], the charge is pulsating and makes the 2 toroids stable.

130

00:16:17,1 --> 00:16:22

And magnets situated on them strengthen this effect.

131

00:16:24 --> 00:16:32

While supplying high-frequency pulse from the cacher I selected the frequencies

132

00:16:33 --> 00:16:43

at which these toroids intertwined and twisted one into the other creating two toroidal whirls.

133

00:16:43,1 --> 00:16:48

It's worth mentioning that Grebennikov also said he flew on ring-shaped rolls,

134

00:16:48,1 --> 00:16:52

i.e. the very same toroidal whirls his device created;

135

00:16:52,1 --> 00:17:06

but the construction he used was different, while the effect was the same.

136

00:17:07 --> 00:17:13,5

While selecting the pause/pulse ratio on the cacher I made these fields pulse

137

00:17:13,6 --> 00:17:18

at such frequencies where gravitational waves bend.

138

00:17:18,1 --> 00:17:26

Let's for example take insects; they create similar electrical fields round their bodies.

138

00:17:26,1 --> 00:17:41

Take a look at the insect, how the charges are distributed in it and how the charges are distributed around the Earth.

139

00:17:42 --> 00:17:46,5

Let's take a closer look. What do we see?

140

00:17:46,6 --> 00:17:53

The same 3-way (3 section) asymmetric condensator.

141

00:17:53,1 --> 00:18:00,5

When we look at the body of a beetle we see the same plates as in Shaorberg's disks.

142

00:18:00,6 --> 00:18:08

They have the same flight principle. They create these antigravitational cocoons

143

00:18:08,1 --> 00:18:12

around which these gravitational waves bend.

144

00:18:14 --> 00:18:24

It's worth mentioning that beetles also use electricity in conjunction with sound waves.

145

00:18:28 --> 00:18:32

Beetles create the levitation effect

146

00:18:32,1 --> 00:18:38

due to the combination of acoustic vibrations and electrostatic charge in their bodies.

147

00:18:38,1 --> 00:18:43

Shaorberg's device used a similar principle, with one difference,

148

00:18:43,1 --> 00:18:50

it levitated by the traction vector in the rotating disks.

149

00:18:50,3 --> 00:18:55

...This scheme shows that the engine consists of the propellers like those of a helicopter,

150

00:18:55,1 --> 00:19:01

but this information is wrong; Shaorberg believed the propeller traction force to be yesterday's news,

151

00:19:01,1 --> 00:19:04

a futurless idea for high speed flying machines.

152

00:19:04,1 --> 00:19:10

He proposed installation of special membranes instead of the propellers on his flying dish,

153

00:19:10,1 --> 00:19:15

thin metallic disks that were brought into motion by electric magnets.

154

00:19:15,1 --> 00:19:18,5

The engine has been created using the principle of the speaker in a telephone device,

155

00:19:18,6 --> 00:19:23

that's why the first flying machines were shaped like disks.

156

00:19:23,2 --> 00:19:28

...And the beetles fly on their top wings, creating vibrations in them.

157

00:19:28,2 --> 00:19:34

It was the same effect achieved by different methods.

158

00:19:34,2 --> 00:19:41

They had one thing in common.

159

00:19:41,1 --> 00:19:46,5

If we look at Shaorberg's device and a beetle, we can see an analogy.

160

00:19:48 --> 00:19:59

There are sound waves in electromagnetic fields that create an effect,

161

00:19:59,1 --> 00:20:07

this effect was replicated by Hutchison; as we'll see in the next video.

162

00:20:08 --> 00:20:18

He used a combination of waves from Tesla transformer and acoustic vibrations.

163

00:20:19 --> 00:20:23

He also used Van de Graaff's device.

164

00:20:24 --> 00:20:28

Let's look at this video and draw another conclusion.

165

00:20:29 --> 00:20:38

...the inventor John Hutchison. Enthusiasts-experimenters have long proven that gravitation is an ambiguous term.

166

00:20:39 --> 00:20:42

The Canadian physicist and inventor John Htchinson already in 1979

167

00:20:42,1 --> 00:20:48

witnessed a new occurrence unknown to the science

168

00:20:48,1 --> 00:20:53,5

while studying Tesla compression waves and using Van de Graaff high voltage generator.

169

00:20:54 --> 00:21:00

A short glossary: Van de Graaff high voltage generator generates voltage up to 7 Mio Volts.

170

00:21:00,1 --> 00:21:05

The functional principle is based on the electrification of the operating dielectrical tape;

171

00:21:05,1 --> 00:21:11

the power of the electrical current is incommensurably small, so that even children can touch the generator.

172

00:21:11,1 --> 00:21:18,9

The interference of the longitudinal waves created by two or more Tesla coils made a 32 kilos ball levitate

173

00:21:19 --> 00:21:19,1

174

00:21:19,2 --> 00:21:24,4

and lifted wafer ice-cream, wrenches and similar small items up to the ceiling.

173

00:21:24,5 --> 00:21:32

Metals and various materials, like wood and metal, intertwined and heated up to their melting or ignition temperature,

174

00:21:32,1 --> 00:21:37

and massive steel rods tore by themselves as if they were made of paper.

175

00:21:37,1 --> 00:21:43,5

The videos and reports look so convincing that they border on paranormal.

176

00:21:43,6 --> 00:21:49

Now we're looking at one of the experiments performed by the inventor in his garage.

177

00:21:49,1 --> 00:21:55

John adjusts the frequency of the electromagnetic emission that's directed at randomly selected objects.

178

00:21:55,1 --> 00:22:01

Hutchison made no secret of the fact that his discoveries were a continuation of the experiments by Nicola Tesla

179

00:22:01,1 --> 00:22:04

whose available works he carefully studied.

180

00:22:04,1 --> 00:22:09

But the results of Hutchison's experiments surpassed all expectations

181

00:22:09,1 --> 00:22:15,3

and crossed the boundaries of the existing knowledge about the nature of gravitation, space and time.

182

00:22:18 --> 00:22:24

After Searl, many experimenters, on their own, came to the conclusion

183

00:22:24,1 --> 00:22:30

that the electromagnetic field of specific frequencies can create the state of zero gravity

184

00:22:30,1 --> 00:22:34

where the matter, time and space change their characteristics.

185

00:22:35 --> 00:22:40

...Alright, let's sum it all up.

186

00:22:42 --> 00:22:55

4 basic principles are clear. As you can see this is not my fantasy but real effects proven by real people,

187

00:22:55,1 --> 00:22:59

such as Charles, Searl, Shaorberg.

188

00:22:59,1 --> 00:23:10

So then, 1: Electromagnetic field of a specific frequency can create a state of zero gravity.

189

00:23:10,1 --> 00:23:19,5

2: Interference of longitudinal waves created by two or more Tesla coils bends gravitational waves.

190

00:23:19,6 --> 00:23:29,5

3: In a quickly rotating radial electromagnetic field, a radial force with a vertical vector appears.

191

00:23:30 --> 00:23:36

4: Acoustic vibrations of a correctly selected frequency make objects levitate.

192

00:23:37 --> 00:23:41

All these principles build a basis to graviplane engineering.

193

00:23:41,1 --> 00:23:51

I forgot to mention such effect as grating structures like graphene and the like, but that's a topic for another time.

194

00:23:51,2 --> 00:24:05

Same goes for superconduction at ultra-low temperatures, this effect is rather difficult.

195

00:24:06 --> 00:24:14

Note the four principles. Now let's get to the most interesting part.

196

00:24:14,5 --> 00:24:21

Let's take a look at the scheme; I'll tell you how it's designed.

197

00:24:22 --> 00:24:28,5

Finally I'll show you this scheme in this video.

198

00:24:31 --> 00:24:42

Here it is. What can we see here? It consists of 3 parts:

199

00:24:42,1 --> 00:24:48

The impulse part (the catcher), the power part and the low voltage part.

200

00:24:48,1 --> 00:24:52

Now let's look at all this in detail.

201

00:24:52,1 --> 00:24:59,5

The power part serves to charge the two disks (supplying high voltage).

202

00:24:59,8 --> 00:25:05

We see the regulator with a power unit;

203

00:25:05,5 --> 00:25:14

power supply, the regulator, then the power supply diagram of the FBT

204

00:25:14,5 --> 00:25:24

(it can be different, it can use 2 MOSFETs but I've decided to leave it simple);

205

00:25:24,5 --> 00:25:35

then the FBT and the multiplier that is built into the disk below.

206

00:25:38 --> 00:25:45

The positive voltage is supplied to the upper disk, the negative goes to the lower disk.

207

00:25:45,1 --> 00:25:49

This is due to ground charges being distributed in the following way:

208

00:25:49,1 --> 00:25:54,5

The ground has the minus charge and the ionosphere has the plus.

209

00:25:55 --> 00:26:02

And as we know minus repels minus. So the minus repels from the ground.

210

00:26:04 --> 00:26:15

Analogous to magnets, but here we have no magnets, it's rather a different effect.

211

00:26:15,1 --> 00:26:24,5

Why do we need the cacher? The cacher provides impulses (the transformer itself)

212

00:26:24,6 --> 00:26:29

but if we put a cable there, impulses shall be routed to the middle disk.

213

00:26:29,1 --> 00:26:37

What does it bring? When the motor units start rotating and we supply high voltage to them,

214

00:26:37,1 --> 00:26:44,5

2 toroidal whirls are created that rotate in opposing directions.

215

00:26:44,6 --> 00:26:51

And the catcher, and the middle disk, doesn't let these whirls cancel each other out.

216

00:26:51,1 --> 00:26:57

You can see the positive and the negative potential that could cancel each other out;

217

00:26:57,1 --> 00:27:08

and the impulses, the constant impulse circuit prevents the two toroidal whirls from falling apart.

218

00:27:09 --> 00:27:22

Then here is the ultrasound part. We see the battery, the regulator, another regulator and the ultrasound generator.

219

00:27:22,1 --> 00:27:30

As you could see in the video, Hutchison directed longitudinal waves at the objects, and the objects levitated.

220

00:27:30,1 --> 00:27:33

But those were high frequency waves.

221

00:27:33,1 --> 00:27:36

And I decided not to search for the correct longitudinal waves;

222

00:27:36,1 --> 00:27:44

I have the impulse going from the cacher but high frequency waves go from the ultrasound generator.

223

00:27:44,1 --> 00:27:47

There is a piezoelectric element here, it's situated in the upper part of the disk,

224

00:27:47,1 --> 00:27:56

the chip itself is quite small; the regulators are outside of it.

225

00:27:56,1 --> 00:28:06

<the low voltage part> Here is 1 wire but it has 4 cables inside; it powers on the engines and this chip.

226

00:28:06,1 --> 00:28:12

The power is distributed between the ultrasound generator and the engines.

227

00:28:12,4 --> 00:28:18

We see the engines (motors) rotate the disks in opposite directions, like in Shaorberg's design.

228

00:28:18,1 --> 00:28:27

But in his layout this disk is the very same induction machine that is horizontally placed.

229

00:28:27,5 --> 00:28:34

But Shaorberg had two longitudinal brushes here that took off the charges during rotation

230

00:28:34,5 --> 00:28:37,5

and divided them into electrons and positrons.

231

00:28:37,6 --> 00:28:45

The whole Shaorberg's machine was charged by positrones;

232

00:28:45,1 --> 00:28:51,5

and the object charged by positrons has the ability to levitate.

233

00:28:51,6 --> 00:29:00

As you remember from the video, a charged object, charged by simple electrons, also has the property of losing its weight.

234

00:29:01 --> 00:29:09

The gravitational waves of the Earth bend around it. Let's take a look at the system.

235

00:29:10 --> 00:29:18

These engines provide rotating force to the disks, 2 toroidal whirls are created,

236

00:29:19,5 --> 00:29:26

the middle disk doesn't let them cancel each other, and the gravitational waves bend around it.

237

00:29:26,1 --> 00:29:36,5

Gravitational waves are a simple aether that creates a pressure, it has a higher density despite being unperceivable.

238

00:29:36,6 --> 00:29:42,5

That's why all our planets are round, because they are under a tremendous pressure.

239

00:29:43 --> 00:29:50

Do you know why the planets are round? Because they are under the pressure from aether.

240

00:29:50,1 --> 00:30:06

And every object of a lesser density is condensed. This explains the nature of gravitation.

241

00:30:06,5 --> 00:30:14

So then; if the object isn't condensed the law of centrifugal motion comes into play,

242

00:30:14,1 --> 00:30:21

the centrifugal force of the Earth pulls this object away.

243

00:30:21,1 --> 00:30:29

This is clear. Going on; we have some magnets here. They are placed this way/

244

00:30:29,1 --> 00:30:33

There are six of them. Why six, why not 4, 8, 9?

245

00:30:33,1 --> 00:30:43

Because if we put these lines here, we see a cell, a bee comb cell; like Grebennikov used to say, a wave beacon emits these cells.

246

00:30:43,1 --> 00:30:52

We have these fields distributed into a "camomile".

247

00:30:52,1 --> 00:31:01

Well, we have if not a wave beacon, then an electromagnetic field.

248

00:31:02 --> 00:31:09

Please note how the magnets are placed:

249

00:31:09,1 --> 00:31:11

The North is above and the South is below,

250

00:31:11,1 --> 00:31:17

and the negative charge gets supplied to the South.

251

00:31:19 --> 00:31:28

This creates an effect - I can't explain it in its entirety as I myself don't understand all of it yet,

252

00:31:28,1 --> 00:31:45

but I explain what I can, I explain it on my level of understanding; so then, here is my point of view.

253

00:31:45,1 --> 00:31:48

Why do we need the ultrasound scheme here?

254

00:31:49 --> 00:31:56,5

Hutchison as you remember experimented with longitudinal waves. He directed them at the objects, and the objects levitated.

255

00:31:57 --> 00:32:06

As you remember from the video the generator emitted high frequency impulses.

256

00:32:06,1 --> 00:32:17

They were directed at an object, and the object changed its frequency response data, and obtained the property of levitation.

257

00:32:17,1 --> 00:32:22

As you can see I combine it all here. It might seem difficult,

258

00:32:22,1 --> 00:32:28

and I'm sure that the antigravitation system can actually be much more simple than this.

259

00:32:28,1 --> 00:32:37,4

In Preiser zone for once there is no difficult electronics, just some anomalies that have to do with Earth crust.

260

00:32:37,5 --> 00:32:47

Anyway; this emitter, this piezoelectric element here, built into the disk itself, emits ultrasound for this whole system,

261

00:32:47,1 --> 00:32:54

emitting high frequency waves affecting the whole mechanism.

262

00:32:54,1 --> 00:33:00

The cacher provides an impulse, a high frequency one as well, and somewhere between them there should be a resonance.

263

00:33:01 --> 00:33:10

The fine tuning though presents a problem. Those of you who worked with parabolic antennas

264

00:33:10,1 --> 00:33:14

know that there should be polarization in the horizontal plane, in the vertical plane.

265

00:33:14,1 --> 00:33:25

So here we have all the same problems: You should coordinate the impulse frequency from the cacher at the middle disk

266

00:33:27 --> 00:33:35

with the toroids by setting up the voltage and the magnetic force of the disks.

267

00:33:35,1 --> 00:33:47

We actually have a condensator here that's charging, and if the charge is too high or falls short, the scheme simply doesn't work,

268

00:33:47,1 --> 00:33:54

and the gravitational waves no longer bend around the system but go down and put pressure on the system.

269

00:33:54,1 --> 00:34:16

If we synchronise them and achieve the resonance of these fields, the waves bend around the scheme, and we achieve the levitation of the objects.

270

00:34:16,1 --> 00:34:31

You can build a graviplane using this scheme if you have enough metal for the disks.

271

00:34:31,1 --> 00:34:49

The top wing, the way Grebennikov did it, has a rough structure, it isn't even, and this unevenness bends the magnetic fields during electrization.

272

00:34:49,1 --> 00:34:58

Remember the beetle, it has a top wing and its wing beats, this beating of the wing creates electrostatical impulses

273

00:34:58,1 --> 00:35:17

that charge the top wing; and the top wing has a lot of small holes, and a sort of hairs on its bottom that accept charges.

274

00:35:18 --> 00:35:29

My system is a bit different. I copy these 2 disks, made of this metal, they closely resemble the structure of this beetle,

275

00:35:29,1 --> 00:35:40

and the impulse is generated not by the beating wing but by this catcher that provides electrostatic impulses to the disk,

276

00:35:40,1 --> 00:35:49

combined with the ultrasound waves; and the whole system together

277

00:35:49,1 --> 00:35:55

gives this effect where the gravitational field of the Earth bends around it all.

278

00:35:56 --> 00:36:03

As you can see, you can build the device using this scheme when you have this metal (with unevenness).

279

00:36:04 --> 00:36:09

I've already started building a new disk. As you can see it uses a simple metal;

280

00:36:10 --> 00:36:20

it's build from simple DVD cases. And there are two magnetic fields here already.

281

00:36:20,1 --> 00:36:32

I'd like to find the correct settings for this disk to launch it into the air.

282

00:36:33 --> 00:36:41

This far it's in development stage. Let's get back to the scheme.

283

00:36:42 --> 00:36:54

Here it is; I'd like to note here that I bear no responsibility for the possible failure of your experiments.

284

00:36:54,1 --> 00:37:02

If you don't have the required metal and the correctly adjusted settings, then you'll have no results.

285

00:37:02,1 --> 00:37:10

As far as these settings go, it could be discussed in a separate video.

286

00:37:12 --> 00:37:20

Here I finish, I hope you've enjoyed it. I'll get back to Grebennikov,

287

00:37:20,1 --> 00:37:29

and I've already started building graviplanes. I've worked with Grebennikov's archive, I do the research in all directions.

288

00:37:29,1 --> 00:37:41

Later I'll also tell you something about such inventions as those by Ignatov.

289

00:37:41,1 --> 00:37:49

He also invented levitating devices but they were based on a different principle, and a very simple one at that.

290

00:37:49,1 --> 00:37:52

I'll tell you in the next video.

291

00:37:52,1 --> 00:38:12

So here were the main things; the way I understand it at the moment. I hope this was interesting to you.

292

00:38:13 --> 00:38:32

Please ask your questions, leave comments, like or dislike (I already expect some shitty feedback from trolls).

293

00:38:33 --> 00:38:40

Good luck to you all, and thanks to everyone who supported me financially.

294

00:38:41 --> 00:38:49

You've helped me a lot. The research goes on.

295

00:38:49,1 --> 00:38:57

I'll try to launch this disk. It has a simpler construction, a simpler metal;

296

00:38:57,1 --> 00:39:06

I hope I'll find the parameters for it.

297

00:39:07 --> 00:39:12

For now, good luck, Alexey and Garage Technologies - out.



5 Comments

Major Design Shift Involving Dynamic Flow

7/7/2018

1 Comment

From the updated section on the [Construction](#) page regarding electrogravity (under the picture of the B-2 Stealth Bomber), and from the article below this one, based on Townsend Brown's patent on electrogravity, dynamic charge over the hull surface is the motive force that drives the craft.

What this means is that in the inner hull space, the top part of the LAU-X4 is charged positive, and the bottom is charged negative, with the Central Accumulator being the "electrical accumulator" or the "electron accumulator."

The air in the hull is charged and flows from top around to the bottom where it equalizes its charge, and is pushed back up through the vertical core to the top of the hull where it starts over again.

This is the biggest change.

But first ... let's take a closer look at a different kind of electrostatic lifter:

The video below recognizes evidence of electrical-inertial force, that is NOT ionic wind, but seems to be creating an inertial polarization, and the lifter "falls upward." ... It is demonstrating a reactionless lift, non-Newtonian... or is it?

This is a fairly heavy unit as well, but it is also circular instead of triangular, and the power source is very small compared to the massive power supplies some are using for their lifters.

This one uses the collapse of an electromagnetic coil to achieve the high volts, and more closely resembles the power supply of Townsend Brown. Everyone else uses complex power systems using big fields, signal generators and large transformers instead of tiny negative-energy fields. Using tiny high volts you don't have that excess big fluffy energy field that causes ion wind. The energy is tight and small and all of the power goes to the work. **Ion wind is due to a lack of efficiency in the power supply most people use.**

He even covers it with a large sheet of paper to show it's not creating "thrust" to levitate it, as well as shows that no wind is blowing the piece of paper he holds underneath. The piece of paper above it however does not mean air is not coming around the edges and turning at right angles to generate lift. Let's take a closer look:

So this device in the video below:

- 1) is circular instead of triangular.
- 2) uses the collapse of electromagnetic fields for power (tiny high volts; negative energy) instead of using large transformers and signal generators (big positive energy).
- 3) demonstrates a lack of ion wind as thrust, and instead shows that it is creating an electrical-inertial internalized force, showing non-Newtonian motion (possibly).

I want to note that if it were creating a gravity field, then the stick he places on it would levitate over the lifter. But it really doesn't seem to be lifting due to wind or ionized air-flow thrust. We know these things don't work in a vacuum, however. But the question is, if it is not generating a force of ionized air to thrust it up, is the presence of air merely required in a system, and can an airframe be made air-tight to test this in a vacuum?

Since he is using flyback voltage to power the craft, there doesn't seem to be the usual force of ion air thrust; then it would seem that there is an ionized air flow that moves from the top wire to the bottom ring (as per how lifters work), but does not continue past the ring to generate thrust.

This seems to demonstrate the possibility of an action-reaction against the charge-field created by the top wire itself to lift it, using counter charge of air flow to push against the

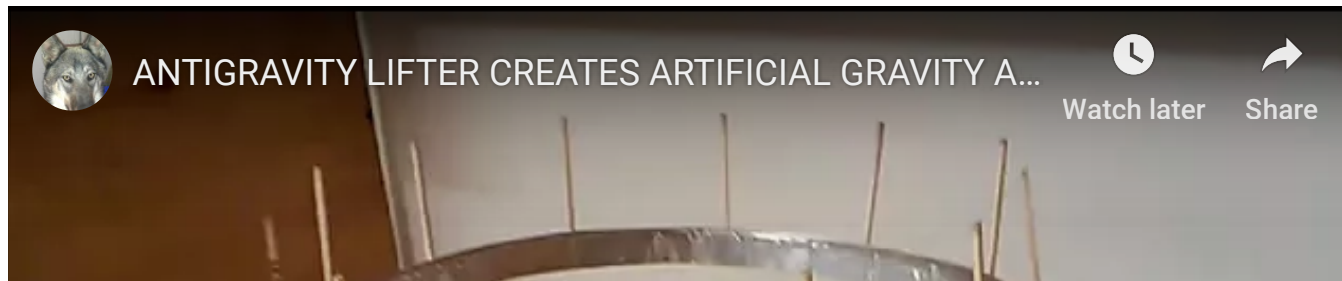
charged field of the top wire.

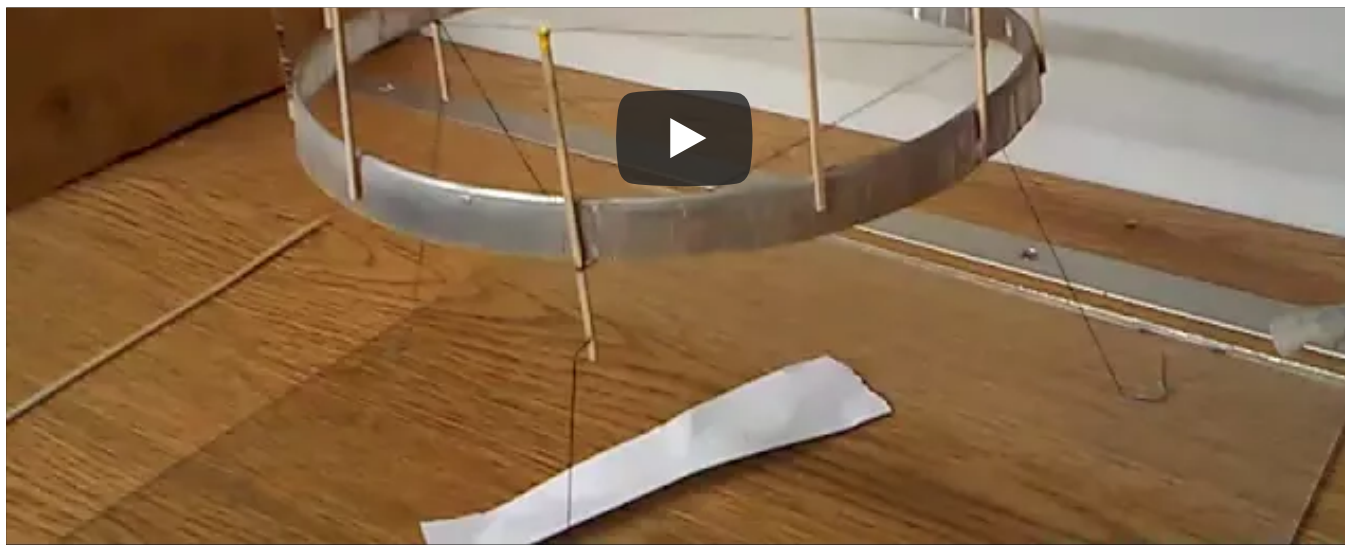
So fast-moving air may be flowing from the top wire to the bottom ring, and be limited to air flow only in that area.

This device is several times heavier than a standard tin-foil lifter. Due to its instant levitation response time, it is unlikely that air flow is acting to thrust it up, however I understand that air flow is part of the overall requirements.

Dielectric and magnetic layers have been reported to work to achieve lift in a vacuum, like the Cannae space drive, which works in the vacuum of space as an electrical engine with no thrust or fuel.

In the case of most lifters, air itself is the dielectric material which polarizes and becomes "stressed" in order to produce lift in the direction of polarized current. There isn't much force due to the fact that air has very little mass. But some dielectric materials with some decent mass is how Townsend Brown achieved his famous results, immediately classified by the military after his demonstrations. Unfortunately there aren't very many videos in the public regarding the real good stuff ..





The thing about this, is that if you put this in a vacuum, it won't work. So you have to pack your air with you when you go into space. But the good thing is that it's not showing any signs of ionic wind, just electrical and **inertial field polarization between the top wire and the bottom ring**, which means that it does not require that air moves toward it, and is thrust behind it -- it doesn't work under such principle laws of motion. All that it requires is that air is merely present in the system, which is why an air space is employed in the LAU-X4, between the inner and outer hulls, to create an internalized circulation field within the craft.

To make this device more efficient, multiple rings can be used so that they are smaller and smaller in diameter with a little bit of an air space in between each ring; rings within rings, or a spiral of a piece of metal, in a flat coil. The same with the top wire, directly above each ring, or otherwise spiraled over a wide spiraled "coil" of flat metal. Such a thing would then be able to support the weight of an insulated air frame to be placed around it, maybe made of plastic wrap or shrink wrap that could remain air-tight for a vacuum test.

I would suggest not to directly touch the plastic wrap to the top wire, but have the stilts extend past the wire a bit to hold the plastic up off the wire.

Furthermore, using spiraled rings or concentric rings within rings (with the top bare wire overhead), and encased in a metal airframe in the case of Townsend Brown systems, only seem to demonstrate air flow over the hull surface . . . see below.

Also, this is interesting in that Dr. Harold White of NASA Eagleworks seems to be basing his concepts upon similar technologies, including vortex / Rodin coils ... Whereas in an electrogravity setup actually generates a compression field in front, and an expansion behind the craft (on top and below; front and back denotes movement direction). We do see this type of effect in the Cannae drive, as well as the EM drive, using an electrical inertial force with no fuel, and with no particle thrust.

In a large enough setup, any type of electrogravitational system would have to warp time, as per the principles of gravity, so placing a digital clock inside and leaving the system running for days to determine a difference in time frequency would be appropriate.

From what I understand of Townsend Brown di-electric material so far, a single dielectric layer with a bottom magnet and smaller upper magnet, run a charge through it, causes lift in a vacuum. However a block of material with layered magnet/dielectric/magnet/dielectric/magnet/dielectric/magnet materials, using conductive magnetic material, run a charge through it at high volts derived from EM collapse is how Townsend Brown's initial tests went. The block of material is alike a capacitor with the magnetic conductive material being the plates, and the dielectric being the insulators. The dielectric material must be of sufficient mass.

Regarding the LAU-X4, as long as the bottom OTC-X1 engine is doing its job making a **mass reduction field, all it would take is a slight lift to accelerate the craft to high speeds very quickly** (taking the craft out of a conventional field of inertia using negative energy). The vertical impeller is serving as that Townsend Brown dielectric and magnetic medium while accomplishing other roles, too. It's lightweight, too (it is not a super-massive block that would interfere with the OTC-X1's ability to reduce the mass of a ship effectively and be too heavy to construct in a lightweight air-frame) and utilizes principles of magnetostatic resonance along with inertial frequency (it spins and spirals, so has a direction of some sort of "directed force").

Even though mass is required for a Townsend Brown concept to work, *having too much mass* would seem to be counter-productive.

In some of Townsend Brown's concepts, a central shaft within the air-frame seemed to comprise the dielectric mass, along with the air frame itself being constructed of layered materials (see the below), but also there is work in Germany involving **exotic plasma flows at frequencies** which affect a type of superconductive approach, accelerating electrons faster than the speed of light (it's not public research, sorry!), which means that we can make things happen in more elegant ways without having to depend too much on the reaction of crude mass, but can rely moreso on the *energy torsion fields* to do the job.

Let me briefly explain a "torsion field." A torsion field is a concept that Townsend Brown actually used to explain the physics of how his technology worked (**you can see Townsend Brown himself actually wrote down the word "torsion" in the diagrams he supposedly drew out by hand, shown below**); and torsion differentials are also used in Einsteinean relativity. It is viewed in modern days as "pseudoscience," however, but in any concept of electrogravity or gravity drives, there must be some interaction with spin and gravitational forces and waves, pushing and pulling on the fabric of spacetime, in either action-reaction or reactionless ways. And yes, gravity waves do exist, and have been discovered by the LIGO observatory, and is generally accepted in science these days.

In fact, let me share what the warp drive blog article, "[Gravity control cells and plasma in ELF](#)" says about torsion fields:

***torsion fields* (fields generated by spinning mass, gravitational in nature; also including spirals and flat disks; torsion = vortex)**

Here's a quote from the first article in the pdf:

"For 20 years, torsion fields and torsion generators have been widely used to create torsion energy sources, torsion transport, torsion metallurgy, torsion systems of data transfer communication, torsion systems of medical diagnostics, etc. [10]. The feasibility and practical effectiveness of torsion fields has been experimentally proved in a number of areas of application. In some fields, that use torsion technologies (such as nuclear waste processing), a scientific foundation has been laid and preliminary

experimental results have been achieved. Technological experience has been gained in some areas."

A torsion field cannot be a mass-less field if it involves gravity or negative gravitation since mass is required for gravity forces and anti-gravity forces to have a medium to exist. The article above even shows that torsion fields are primarily involving spinning gravitational mass, and spinning electromagnetic fields!

The exception to this is a field of negative mass, or zero mass derived by mass in electromagnetic action. Although the gravity wave by itself has no mass, but is nonetheless the result of gravity fields created by mass, which includes electromagnetic frequency as a mechanism to affect gravity fields since mass is a form of electromagnetism; and by changing the time-frequency must therefore change a gravitational field, since time and gravity are DIRECTLY related to electromagnetism.

I've never used the word "torsion field" except in this article, and maybe another article, so this is a new terminology to me. I just found out that a scientist named David Yurth (a friend told me about him), who is very prominent was somehow involved in a "torsion field" scam with the Russian Academy of Sciences. Some money was exchanged, and I don't know all the details about that. But it occurs to me that the field of scientific research that borders on these new things is kinda volatile.

I've put forth quite a few ideas trying to put this puzzle together. A lot of it seems like common sense and logic to me. I hear scientists getting killed, imprisoned, etc etc etc.. seems like it's a fine line to walk to just think about stuff and publish some ideas about things..... that's just a note... moving on.

I want to share this link: <http://www.ovaltech.ca/electrogravity.html>

...

Electrical currents do exist in space, and so there must be electron flow involved. However, is space charged, electrically as a rule? Considering that space is conductive, can an object in space lose all its electrons, and permanently become a positively charged electrical object?

Electrons are not the fuel of an electric space engine like the EM drive. The EM drive's thrust is just energy that is continually created, as nothing leaves the resonance cavity, because it is sealed like in a Faraday cage.

In an atmosphere though, the EM drive may create an exhaust of a sort of ionized plasma, some sources claim. This is also a typical electrogravity aurora that has been witnessed behind various UFO craft. Heat is not an issue with an EM drive apparently either. Microwaved metal will eventually melt and become a conductive fluid (some drive systems use this approach, some sources say).

It's not considered that electrons are lost away. Some schools of thought attribute electricity not to the movement of electrons at all, but through the movement of magnetic current. Just as a particle is also a wave, and sometimes both and neither, electricity works in the same way both sometimes as a particle form, and sometimes only as a wave form, like in the EM drive.

It is not the movement of air which drives the EM thruster. However basic electrogravity in an atmosphere moves air as a consequence of its actions. The Townsend Brown technology shows a dielectric layer is used with a layer on top that can conduct a magnetic field. But it also shows a vertical dielectric suspended from the top curved hull shape. The dielectric takes the position of the vertical core, if we look at Townsend Brown's patents. See the [Construction](#) page, in the electrogravity section.

The top hull becomes the charged surface, and the vertical core takes the position of the Townsend Brown di-electric material. Also see "stressing the dielectric" in the Townsend Brown Electrodynamics article at the bottom of this page, below this article.

Eric Dollard worked with di-electric waves (parallel electric waves). They are similar to longitudinal waves, but a longitudinal wave moves sideways (in the direction of its flat plane), where parallel di-electric waves move up and down.

Gravity essentially is a dielectric wave form. The electrogravity sets the inertia of the object generating it, moving it by moving its gravity. The longitudinal portion of the wave defines the area which actuates dielectric waves. The Cannae drive works thusly.

The Townsend Brown technology however is very fast. There is a heat resistance from air friction involved using electrogravity. The craft is not pushing itself through the air; the air gets out of the way, electrically.

. . .

I might have to change the whole website up at this point due to this new design shift, but I'm not going to. I may add more to this article later, though. There's not enough public support for this technology that I have seen. So it's not worth it to me to change this website all around based on every little new idea or realization or information shared to me. There's no funding.

A brilliant acquaintance of mine, Kevin Hay, wants to form his own company involving electrogravity, so there may be a lot more information coming around in the next 10 or 20 years about all of this. This isn't profitable to me. I made this website to validate the technology, and show that it has a leg to stand on in prelude to a book, or series of books about this. Consequentially, I haven't used but a tiny fraction of images or pictures to describe all this mess, because I was saving it for the book.

I may just leave things as they are at this point, unless something really spectacular pops up, otherwise I'll just stick to my Tesla tower Ley-line project.

Our current level of technology is already beyond the impossible at this point (according to conventional and

contemporary physics taught in universities), shown from the inventors in the world such as Eric Dollard, Marko Rodin, John Huchison, and those who recently passed away like John Bedini ... and inventors of the past such as Nikola Tesla and Townsend Brown, but their technology is not able to be marketed due to the fact that the SYSTEM and controlling global elite say "No!"

More people need to be involved in building and construction, but also people ought to start networking their websites together, and sharing what they have. In order to not make this website any larger than it already is, I keep reaching impasses, but the whole general concept seems to be okay here, in spite of design shifts and whatnot, although it's truly stretched thin, also. I'd like to keep things as they are for a while, and just finish my Tesla ley-line project.

If for some miracle a really good portable electric free energy or overunity engine pops up, then it would be a miracle. The QEG has almost disappeared already. Websites about the QEG have been shut down, over two possibilities (out of every two, there's always a third): either it failed to work, or the website creators became embarrassed and wanted to wipe the slate clean, or it was covered up, shut down, the builders paid off, and they're happily living it up in the Bahamas with QEG girl.

I guess, I'll have to promise that if something does NOT work or pan out, or has been disproven or proven beyond a certain extent (the MEG is still good to go, although it may require a special block material to work; those block materials became unavailable once Tom Bearden reported success with his MEG device), then I will make sure to mention it. The MEG may end up being replaced with the Reactionless Rodin coil .. but, ... both geometries are seen here at this website, although I'm now looking a little more deeply at the Rodin coil. I did consider that for the Outer Ring, but at least the concept is explained, awaiting the development and advancement of certain technologies, and the release of patents that supports the overall LAU-X4 approach.

There's over 2 or 3,000 classified patents that president Trump has said he wanted released over a 2 year period of time. That has not yet happened.

Part II

"Interference" style coils by Daniel Nunez at 1stopenergies.com are a different kind of vortex coil (called a POE) other than a *Rodin coil*, however both these coils have demonstrated power amplification, and when a spark gap is included on the system, it can run magneto-static energy, AND can REPLACE the MEG units on the **Outer Ring**. *I had suggested before, to make these coils spin against each other, one inside, and one outside, in opposite directions*, on the warp drive blog and Construction (downloadables) pages, and maybe on the warp drive engineering page but, maybe not. That's the oldest page. It may have been a downloadable on the home page .. I'm pretty sure I mentioned this before. Full circle.

The MEG devices may be questionable, only because there requires a certain type of nano-crystalline block that was *rapidly removed from the market after Tom Bearden's public success*. However as a field generator, and field expander, it can be good. Some have reported "underground success" so ...

However, five good 100 pound 220 amphour deep cycle batteries would yield about $(220 \text{ amps} \times 12 \text{ volts} = 2640 \text{ watts} \times 5 = 13,200 \text{ watts})$ of power that can be collapsed through alternating induction coils, and set through a Bedini circuit to the other 5 batteries that cycle the energy back and forth.

My point is to not get limited in a power supply. **There are commercial power units available using catalyst conversion (may be a type of hydrogen fuel cell) that can last 50 years and output 50 KW. They're VERY expensive, though.**

One note on the MEG: It can be equipped with a spark gap. When the block is wound with coil, the block is halved. Those halves can be gapped just slightly enough to give it a magnetostatic quality, gapped right above and below the magnet in the middle. Materials make a difference, but energy itself is not hard to understand. A nano-crystalline dielectric ceramic composite layered with magnetic plates is the recipe for electrogravity.

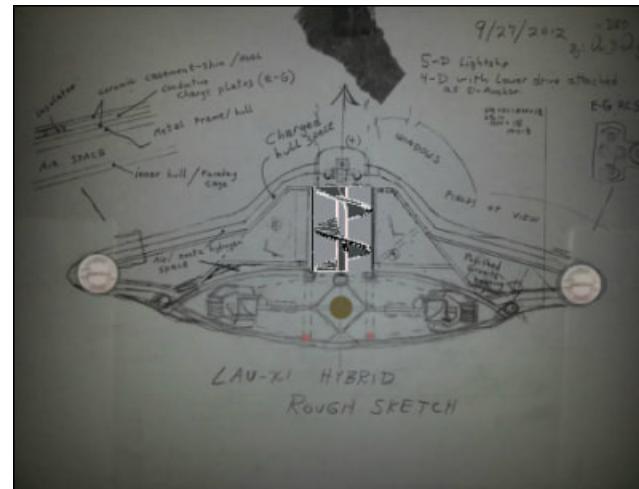
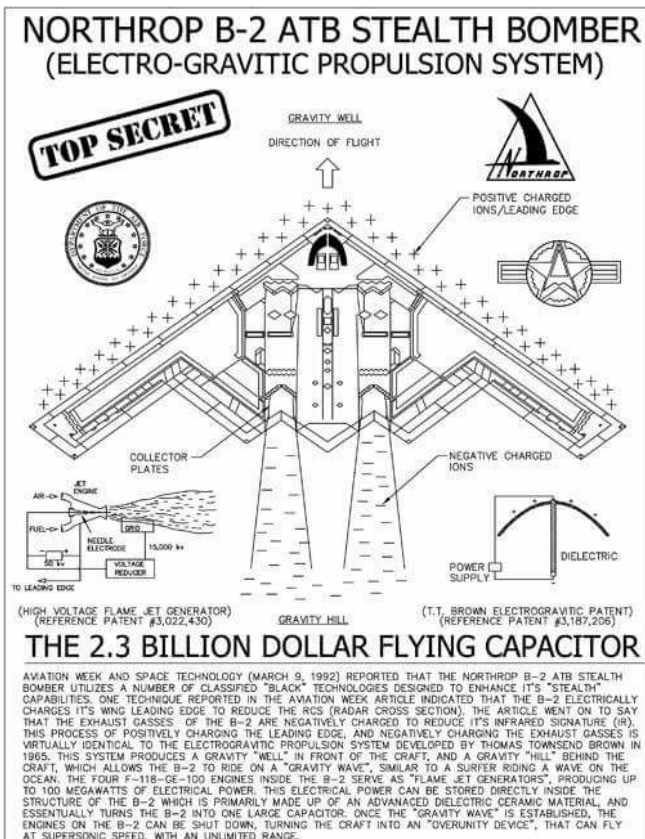
Magnetostatic energy taps the quantum vacuum. I have noticed this in my experiments, and Tom Bearden also explains that there exists an active static vacuum as the substance of the energetic living universe.

Okay, so I've made a whole lot of updates, recently. *Just keep in mind that the **B-2 stealth bomber** uses the White-Alcubierre principle of compressing the spacetime in front and expanding it behind, in electrogravity fashion, and that concept is not unknown as a style of warp drive -- basic magneto-electrostatic* ([Construction](#) page). But as an airplane, it lingers in the atmosphere, except for the **TR-3B** flying triangles, which whistleblowers and some literature included on patent presentations claim it is able to travel at light speed, and uses electrostatic capacitors on the three wing-tips.

This is not new either, because people have seen the test flights of crafts zipping around the Earth several times, flying from east to west, then returning around east to west again, etc. This was mentioned on the Promise Revealed website, which has a collage of photos of advanced tech all which can be attributed to anything secret space program related. The speed of the craft mentioned was the speed of electrostatic wave speed (**electrogravity as dielectric parallel waves**, reported by Eric Dollard and his HAM radio enthusiasts at 220,000 miles per second, which is about 9 times around the Earth in one second).

The physics are pretty solid, and the technology is stretching it a bit thin; the technology has not yet caught up with our knowledge . . . which means that the technology **does exist**, regardless, because of our knowledge, otherwise how would we know, right?

Part III



LAU-X4 hyperdrive / warp drive spacecraft

So according to a **model of dynamic hull flow**, we can look at this like the B-2 stealth bomber.

I don't know why it never clicked, but, ionized airflow is how electrogravity acts in an atmosphere, but since it's electroGRAVITY -- as in, such a phenomena has been observed to make changes to the craft's inertia -- then it should work in the vacuum of space. The air is trapped within the hull space between the inner and outer hulls. The air flows from top of the ship, around to the perimeter and down to the central accumulator, through vents or holes basically in the lower OTC-X1 assembly. The ship's hull becomes the hull for the

OTC-X1, while keeping some of its own hull, but perhaps slitting it like a fan for optimal ionization.

The air then returns through the open system up through the vertical core to the top Tesla toroid, and cycles back around and down again to the bottom. This may be far more efficient than the way the LAU craft has originally been intended.

It's not quite the same as a plasma flow, but in a rarified air state, then the inner hull atmosphere would become plasma in a near vacuum (not a complete vacuum). Powered by massive electromagnetic collapses, the root of negative energy, then a magnetostatic negative energy plasma can be realized (using a spark gap somewhere in the system).

Positive charge should be on the top half of the hull, and negative charge on the bottom of the OTC-X1 hull, keeping with **electrogravity dynamics**.

Electrogravity in a vacuum is already proven to exist.

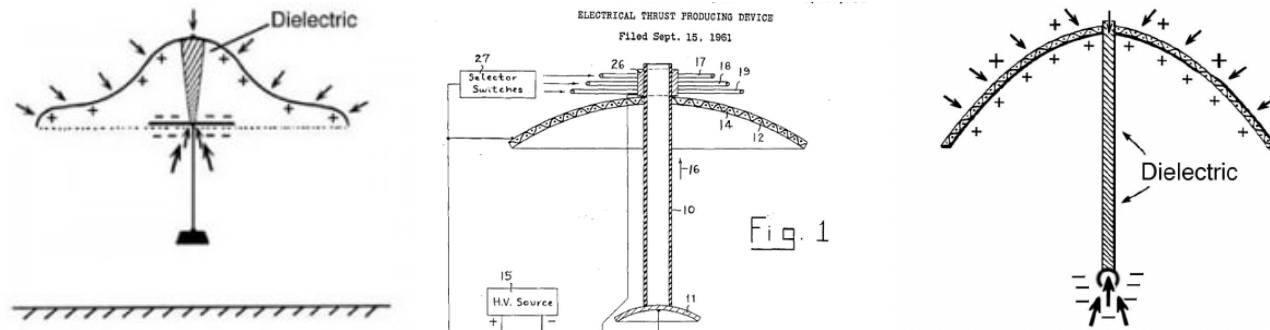
Part IV

The Central Electrical Accumulator accumulates the inertial charge of the electrogravitational movement within the craft.

The Vertical impeller draws upon the lower Central Accumulator, because it is the only thing it can act upon.

It's effect is to draw or pull the forces up; so the vertical impeller electrically grabs hold of the Central Accumulator and pulls it up, pulling the ship forward, in that manner of internalized inertia.

Here are some images from a search on Townsend Brown patent that I wish to share to illustrate this concept, which has been revealed in the research of dynamic plasma flow.



Upon the above:

The image on the left is from the Starburst Foundation, Townsend Brown's pulsed DC levitating disc. _ © 2008 Paul LaViolette. Their website is: <http://starburstfound.org/advanced-propulsion-electrogravitics/>

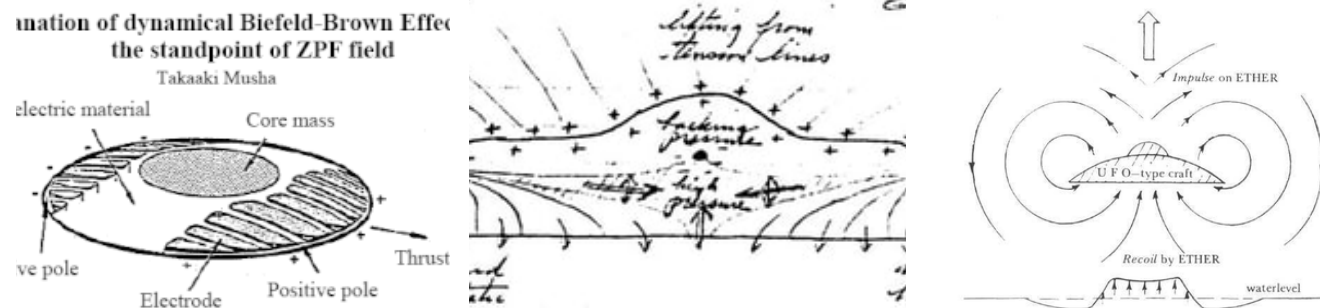
These images show that a double hull layer is appropriate, as in the LAU-X4, for use in the vacuum of space.

High volt positive charge projected **up a coil** to a Tesla toroid output conductor is easy in a D.C. configuration using the collapse of the electromagnetic field for high volts.

The outer hull of the LAU-X4 will be charged, but also the inside of the outer hull is also charged, which is where the hull space is between the outer and inner hulls of the LAU-X4. The outside edge of the inner hull is charged within the hull air space, but the inside of the inner hull acts as a Faraday cage, because the charge stays on the outside of the inner hull, charging the space between the two hulls (inner and outer).

This is a publication of Townsend Brown's own journals, obtained by William Moore:

http://www.doctorkoontz.com/Antigravity/Townsend_Brown/Thomas%20Townsend%20Brown%20Scientific%20Notebooks,%20Vol%202.htm



Upon the above:

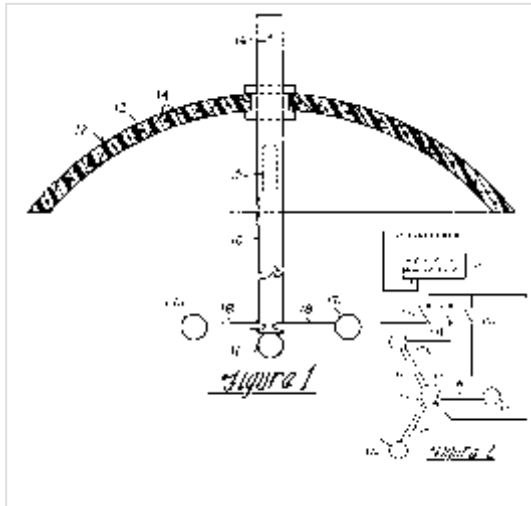
The image on the left is taken from this page: <http://www.unariunwisdom.com/the-forgotten-genius-of-townsend-brown-and-his-flying-saucer-technology/>

The image on the left is incorrect as far as the designation of thrust, should be designated "travel" or "lift," because the craft travels in the direction of the positive charge, and that is proven through electrogravity experiments such as the electrogravity lifters, which are very elaborate in construction these days.

The image on the right is from here: <http://www.thelivingmoon.com/forum/index.php?topic=776.0>

Oh just google "Townsend Brown Patent" and click on the images ...

The image in the center, just click on it to magnify it so the whole image can be seen. The image in the above center is from Townsend Brown's personal notes.



The parts to this are not labeled. This is one of Townsend Brown's patents. There is high voltage going to the spheres at the bottom, to each sphere. The other end of the high voltage circuit goes to electrode 12 in the curved upper disk shape.

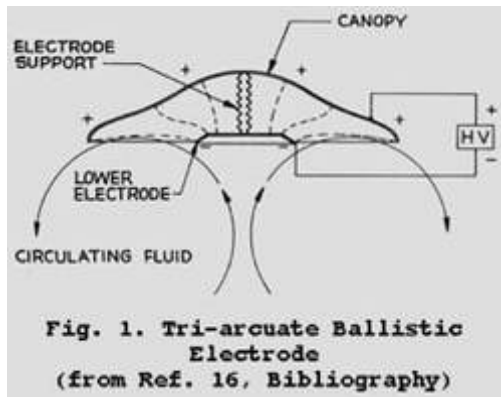
See: <http://www.ovaltech.ca/electrogravity.html> for a relation of "stressing the dielectric" where I am assuming that the curved disk is in layers of dielectric and magnetic structure.

The magnetic layer is between the positive and negative dielectric layers. It also looks like these layers are coiled within the airframe structure.

Here to the left we see something that resembles the OTC-X1 lower hull portion surrounded with the LAU-X4 airframe. This comes from the Townsend Brown family website:

<http://www.thomastownsendbrown.com/hydro/hydrosb.htm>

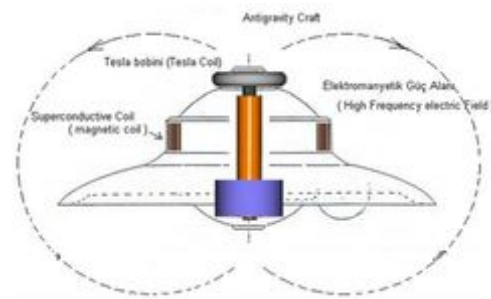
All of these images illustrate dynamic flow pathways. The canopy is the upper electrode, and the lower electrode is something like a wide plate (like the OTC-X1 engine lower hull attached to the



LAU-X4).

In a contained system, or rather in the vacuum of space, these flow dynamics still apply, electrically activated as the inertial flows of electronic force -- which is basic electrogravity. These concepts are included in the LAU-X4, although I haven't found much information about these things until very recently, which caused a design correction to the LAU-X4 involving the vertical impeller's movements which demonstrate internalized inertia, rather than Newtonian action/reaction.

You can see that on this image a little better, which is the type of technology this website is specifically dealing with:



Components to this: large vertical coil, smaller outer coils, lower capacitor stack, upper Tesla toroid-shaped conductor.

This is further discussed on the article below this one.

But at this point it's suffice to say that this completes the plasma flow portion of the LAU-X4 design and physics (with further information in the article just below this one on [Plasma Flow Dynamics](#), and also discussed on the [Construction](#) page, whereas the Construction Blog page deals primarily with the OTC-X1).

Part V

Vertical core and gravity plating:

There is one thing that has come up, as seen on the [warp drive news](#) page, is that the **construction of the vertical impeller may need to be adjusted.**

The Impeller is designed with Townsend Brown / Tesla dielectric plating of dielectric and magnetic layers, as per the pdf linked in the Townsend Brown section of the [Construction](#) page. This should affect a lift/thrust similar to how the Cannae electric space drive works.

If we assume that the Cannae drive is not using Newtonian physics, but is setting its electrical inertia, working with internalized inertia, then the impeller may not need any changes.

A note about Newtonian physics: On the home page, it is discussed that the ship moves similar to how a gravity wave travels through space. The gravity wave is not pushing against anything to push itself along with a thrust. The gravity wave propagates itself under its own inertia. If the gravity wave were considered a "thing," then it would not obey Newtonian physics, and there would be no action/reaction that causes it to move, it would merely move, based on its own inertia to do so. This is also why physicists are considering gravity itself as a form of negative energy. The Warp Drive News page discusses this a bit more in depth, up top.

For example, when you turn on a flashlight, the light merely travels, without producing thrust behind itself to do so. Using negative mass, as some scientists have discovered with negative energy fluids, they tend to have inertia that is backwards! If you push on it, it pushes back with a wall, in the direction of the force applied.

This is what is known as a "reactionless drive," which is of big interest to the military and defense departments, as Marko Rodin found out when he briefly worked with the department of defense (if memory serves; he spoke about it), to explain his reactionless coils. A reactionless space drive makes its own gravity to move itself. This means that if the Cannae is a true electrogravity drive (which seems to demonstrate the quality of electronic inertia), then is it really pulling itself along, or pushing itself along?

All this aside, the air flows up the vertical core, but an electrogravity force may push that air back down the core, like how a lifter works, which moves the ionized air. So, the vertical impeller blades may just have to be made of utron material, instead, and just churn the ionic space within the vertical core, ONLY affecting airflow back up the vertical core to the top of the Tesla toroid static-conductor.

It's kind of hard to say at this point but we **DO HAVE AN ALTERNATIVE -- In case one thing doesn't work, the other thing will.** We see that the Cannae electric space engine DOES work, and we see that Townsend Brown electrogravity in an atmosphere DOES work. The only question is: how do these systems perform in a vacuum?

We have two options, and both already work, one in a vacuum, and one in atmosphere.

A near vacuum to create plasma conditions however, may be another variable to consider, Whereas charged particles can be carried up to the top of vertical core, even with a "downward force" of electrogravity from the charged impeller blades. This is in near-vacuum conditions, to better facilitate a generation of negative energy plasma.

When in an atmosphere, the outer hull surface exposed to the atmosphere takes over. When out in space, the inner hull space conducting to the outer hull, and to the outer hull surface, and conducting along the outside edge of the inner hull (confined to the hull space and to the very exterior), would be that mode of flight.

The inner hull acts as a Faraday cage to protect the pilots, however the outer hull is layered in dielectric, magnetic, and ceramic layers so that the magneto-static field can conduct to the outside of the hull, magnetically. A magnetostatic field conducts right through insulated wire. The inner hull would not be made of a magnetic layer, or a ferrous layer that could conduct a charged magnetic field to the crew space.

Charge in this case is conducted THROUGH the magnetic field, but it must be touching something that can conduct it through it's material inner lattice. This was one of Tesla's concepts for Hull plating, in fact.

The only "impossible" thing here, is that a magnetostatic field can conduct to the exterior, and NOT conduct to the interior. You can still feel the static charge from around a glass plasma sphere (like the toys in stores, and props for movies), for example, as it conducts through the dielectric glass layer.

If we consider that such a field has electrical inertial and gravitation properties, then it is the vertical core itself which can generate a scalar gravity field within the pilot compartment, **however using the same technology as gravity plating to generate an Earth-like gravity field for the crew is also appropriate.**

The static field would not be harmful without a magnetic polarity. See: the pdf link on the [Construction](#) page in the Townsend Brown section.

By using an exterior layer that conducts a magnetic field, which is part of the external charged plate systems as the electro-inertial flight/control surfaces to maneuver in an atmosphere, it could very well maneuver in space also, using the electrogravity effect from the dielectric and magnetic layers.

The insulative Faraday cage is made with an understanding that electricity travels along the exterior of metallic surface, not penetrating the interior. Without the way to conduct this energy from one side of the hull to the other side of the hull, then one side would be electrified, and the other inert. **This reminds me of solid state components, like a transistor or a semiconductor, how the two or three layers, one maybe of a central crystal layer, then energy can conduct through the hull layers, or not, depending upon the "solid state construction" of the outer hull.**

So The vertical impeller is the fail-safe. It moves force. It either moves electro-inertial force, or just air force, up or down, to match the engine dynamics that require such a dynamic transition.

Here is the final performance probability:

The impeller can direct its inertial gravity force up, so that the impeller pushes down onto the central accumulator, to activate it perhaps, like in a transmission that requires some force to push down onto the central accumulator for it's drive-shaft to engage, also making the electrical connection to the central accumulator, to power the vertical coil. Obviously a separate power source would have to be included (like the outer ring) to engage the impeller blades to push the impeller down and connect the coil.

This would easily cause an upward air flow, AND an upward magneto-static flow to the top of the ship, moving the plasma up to the top, and then pushed around the hull space to the outer ring and back into the OTC-X1.

This would generate the simulated gravity wave.

Air flows up the vertical core, hits the very top of the outer hull which is charged, and then "grounds out" by taking the long path around the hull, because the air will take that path and be accelerated electrically, showing us the path of the scalar energy, by using the air or rarefied air / plasma to light up the dynamic flow circuit...

So the dynamic flow is like throwing a punch. The fist moves from where it's at, and accelerates rapidly. The fist is not pushing against the body; the fist moves where one's will and where one's electrical chi desires it to go, wills it to go. A gravity wave does not push back upon other gravity to travel, it anchors into the fabric of space.

In space, gravity attracts but sometimes repels, too! If two star systems are gravitationally pulling the space in between them, then it could lengthen their distance from each other, pushing each other away from each other, using gravity, as both a pull and a push.

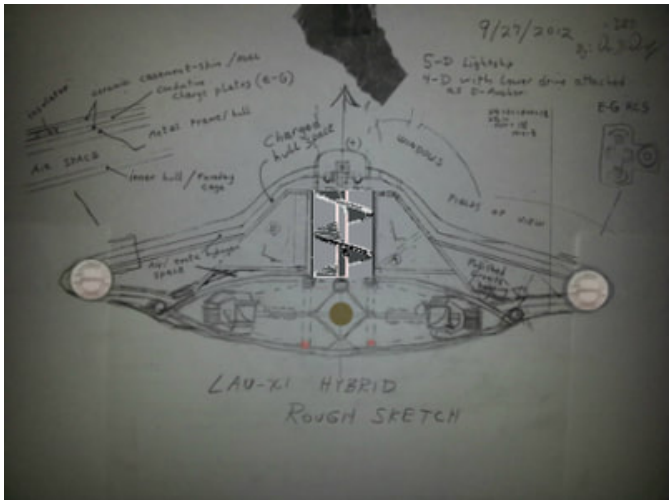
Two distant galaxies were seen recently moving apart faster than light, not because the mass of their galaxies moves faster than light, but because space itself moves faster than light, and expands between them!

So if a ship is electrically able to move gravity, and changes its own gravity / inertia to move, then the impeller force from the negative energy charge of the **central accumulator** (which as discussed on the [Warp Drive News](#) page) **is acting as a gravitational vacuum**, may not be able to budge a negative (*mass-reduction*) gravity field with a [normal] gravity field -- it's not so right to think gravity can budge it at all, that gravity can move upon a gravitational vacuum, or push a gravitational vacuum around since it would be fruitless to use force against force, when such force would merely be absorbed. Can you push on a negative gravity field (negative inertial mass), and expect it to move, or will it push back upon you with equal force?

If the mass of the impeller pushes down upon the central accumulator, it's not necessarily going to push the ship anywhere, like how a guy runs along the deck of a boat and stops suddenly to inch the boat forward, using internal inertia.

The impeller in this case continues the force from the bottom of the ship up to the top, and the ship rides that line of force (like riding a beam of light or a gravity wave; having non-Newtonian inertia) which circulates in a magnetostatic field (like a magnetic field) from the top around to the bottom again. Which force moves the craft, the inertial force up, or the external force down? They both move the craft at the same time, in unity.

The vertical impeller creates force, carried up from the central accumulator and cycled around the hull back again. This way force is not attempting to move upon a gravitational vacuum; the force of the gravitational vacuum moves like a particle fountain out of a black hole -- projecting its accumulated energy forward making use of its state of zero or negative mass carving out the path that it is filled with the gravitational vacuum -- the wake of the mass that the energy is pulling forward, like falling into a gravity pocket always in



Also the utron spins off aspects of a vortex torsion field as Townsend Brown considered a "downward hydrostatic" flow according to his hand-drawn sketch above that came from his historic notes.

The LAU-X4 is FAR MORE Efficient than the OTC-X1, but would not work without the OTC-X1.

It is hard to tell if the vacuum force upon the central accumulator or from it, reversing the direction of plasma flow along the hull (if the vertical impeller spins up or down) is the real solution, so both solutions will have to be considered until test results show which way is more efficient.

Taking in consideration the success of Townsend Brown electrogravity in the atmosphere, and in the vacuum of space in such engines as the EM drive and the Cannae drive, along with the mass-reduction negative energy field provided by the OTC-X1 and conductively induced along the Outer Ring (the OTC-X1 was proven in the past), then the physics and design are pretty solid at this point. Several entirely different styles of electrogravity craft can be designed and constructed from these physics, too.

It DOES SEEM much more powerful using dynamic hull flow with the impeller spinning upward, since there is more surface area along the hull to exert a force (internalized or externalized) which also takes a right-angled change of vector through a movement of exotic matter-plasma, which must be considered. If electrogravity is to be properly understood, it must be understood as a movement, and causing a movement of spacetime, "curving" spacetime as Einstein would consider it; movement is achieved from the other event of the paradox.

The rapid vector shift of dynamic flow from the outer ring back to the OTC-X1 also would illustrate how energy squeezes the ship forward, like how one squeezes one end of a pumpkin seed and it shoots out of their fingers. Trying to pull the entire surface area of the upper hull down through its center to the central accumulator would meet some horrible resistance, whereas resistance slows a ship, preventing it from reaching the speed of light.

Electrogravity must act in the way of the White-Alcubierre warp drive dynamics, causing a compression upon the spacetime in front of a craft and expanding it out the back, which the impeller flow of bottom to top would demonstrate this dynamic, just the same way that Townsend Brown demonstrated this dynamic. It is the scalar curving of space and time, which is what the airframe / hull shape achieves that moves a ship through the substance of space. The vertical impeller pushing force up compresses the spacetime frequency upon the top, at the output conductor (Tesla toroid), tying into the outer hull, creating a field effect of a bubble rather than a beam effect through the center, ignoring the hull altogether.

No airplane flies from just a propeller, but also must have its wings.

In any case, this is the nature of the beast, so to speak. How is it creating that gravity pocket that the ship falls into, and is that gravity pocket a dynamic force, or a smaller concentrated force just above the center of the top of the ship? It's going to do one or the other. One way will be more efficient, also.

This AT LEAST qualifies the LAU-X4 in it's final design state, as a finished concept.

In fact, this may work out not as a conflict, but as a flight mode !

The impeller flow down to the central accumulator could be slow "trolling motor" speed, whereas flowing up can be the fast light-drive speed... OR ... Vice Versa!

Those are further advances upon already what is however, and would require a little more engineering to work that vertical impeller properly, but these are the essentials. From just the core design, all the rest can be derived, and can be always evolving... just like a good martial arts system!

... and it wouldn't do anyone any good if folks didn't have at least something to work with, because that is how new ideas come forward as evolutions of older ideas; just as the LAU-X4 has come forward, the crafts afterwards would be more advanced. That and, good physics are not built around solving problems, but upon further evolutions of the questions, that solutions come as a by-product of shooting for the highest goals, but not becoming trapped in the pursuit of them, but having a completion point which is the spark that

sets the motor into overunity internal-generating.

. . .

Considering the force from the impeller:

Since tests in a vacuum have seen movement using the Tesla / Townsend Brown style plating, then accelerating that movement may exponentially raise that force, using Newtonian laws of motion.

This does seem to parallel the concept of the Cannae electrical space drive, in that the plate materials when charged induces movement.

I would say that the air pressure of the engine core would have to be just enough to form a plasma through the high volt negative energy -- at that equilibrium, to match force with force, electrogravitationally. The air flow can also be of a monoatomic hydrogen, of which monatomics do demonstrate exotic matter properties.

It would become a superconductive exotic matter plasma flow at that point.

Maneuvering the ship by counter-charging hull sections upon sections of moving matter-plasma, is similar to how John Searl maneuvered his craft, by shunting the charge along one side of the outer hull, so that the craft traveled in the direction of the charged hull section.

This would affect maneuvering at high speeds, allowing for it, whereas before it was not thought it could be obtained ... That is to say at high speeds, the ship can turn on a dime.

...

As a bonus, I edited/updated the "Promise Revealed" article on the bottom of the General blog page, which was unreadable before (I know I really messed up some articles pretty good before I figured things out right) ... so here's the link to TONS OF PHOTOS, A HUMONGOUS RESOURCE of the:

Secret Space Programs PHOTO GALLERY ---> <http://thepromiserevealed.com/secret-technology-photo-gallery/>

... for your viewing enjoyment ...

 Like 0

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1 Comment

Plasma Flow Dynamics and EM Drive Update

6/30/2018

3 Comments

UPDATED -- Plasma Flow Dynamics and EM Drive (7/2/18)

It's pretty hard to explain this because people think of ionic charge when thinking of "magneto-static," but that isn't the type of energy that drives inertia in a vacuum. I think I've managed to isolate it as a form of "negative energy plasma," and match a physical sensation to it, also to describe it.

Points of Interest:

1) It has to be seen as a moving force in a vacuum, and the only things to do that are using scalar electrical energies (longitudinal and parallel); but the EM drive is surely using a type of radio frequency in the microwave band in an enclosed copper resonance cavity.

That is similar to David Sereda's concepts, a little bit.

2) The Cannae space drive uses a capacitor plate stack, and uses an electrostatic scanning beam for propulsion. (electrical inertia with no trade in mass)

3) Townsend Brown tech in a vacuum worked obviously because he is known for that, that no one has managed to duplicate, yet, at least in public.

4) Negative energy scalar flight technology (space engines and warp drive) are using various types of electrical energies, using field energy and wave energy as propulsion with no loss of mass; *HOWEVER, negative mass and positive mass (mass is electromagnetic as per the Electromagnetic theory of negative gravity) can not only be in fluctuation, but also be set in deliberate imbalance to induce motion, in theory.*

The bottom of this article describes the physical process of the collapse of mass in a system.

. . .

This article corrects an oversight, and clarifies action that propels a craft in space, and in atmosphere. It is presented in a step-by-step analysis to the conclusion that it is the flow dynamics itself which validate the physics used.

It also describes the three types of engines basically, using scalar propulsion (longitudinal and/or parallel wave): the **EM drive**, ... **Dynamic Flow (Townsend Brown)**, ... and **Internal Flow (Vacuum force)**.

⋮

The EM drive and the Cannae electric space engines are pretty cool. They're difficult things to integrate into warp drive physics. See the link:

<http://www.masinaelectrica.com/emdrive-independent-test/>

Interestingly, in the above link, it also describes the Cannae drive, which is the type of engine I detected through my Tesla tower and receiver from an overhead satellite at 1400 volts (detected the electrostatic scanning beam). Watch the two videos.

. . .

The post just below this article says negative energy physics cannot define them.

Also, the Tesla Basic Electrogravity engine design (not really a craft, because of where the pilots sit close to the coils) is noteworthy, showing a flow dynamic up out of the vertical core and flowing around the perimeter of the craft.

The EM and Cannae electric engines use a type of electric force. The EM drive has no "exhaust ports" and so the energy that propels it must escape the faraday cage as scalar and photonic energy waves.

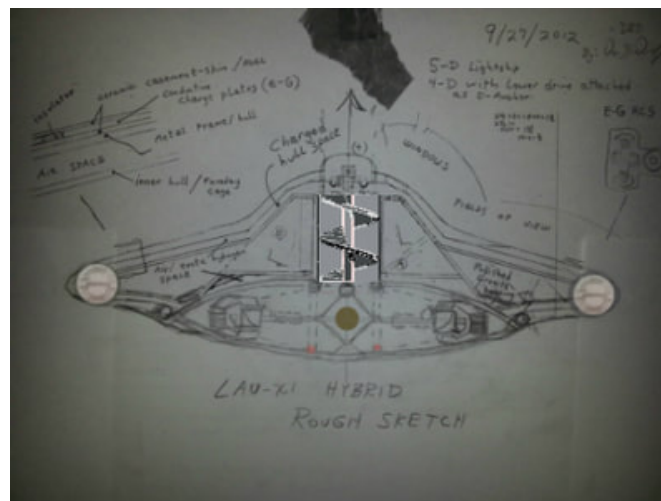
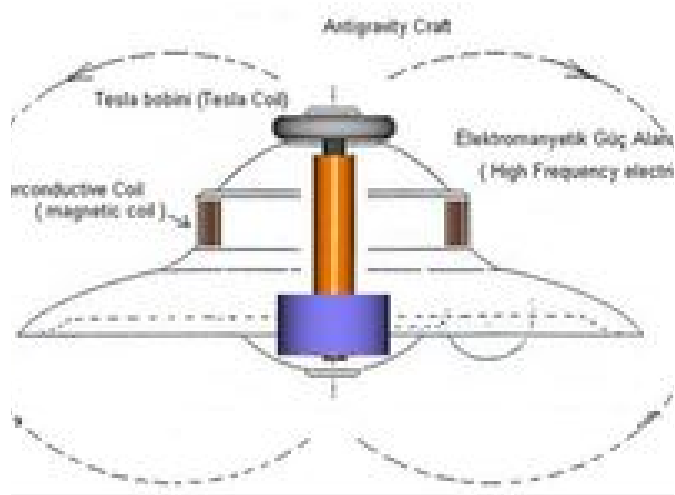
There are two directions of energy flow around the hull and within the hull of the saucer spacecraft, pulling spacetime within the craft, or pushing the frequencies of spacetime around the hull of the craft, for propulsive qualities.

It is typically thought that the energy of the craft collapses to the central accumulator, and is accelerated in the vertical core toward the central accumulator for lift in one direction. **However, the energy of the craft can be collapsed to the central accumulator, and pushed up the vertical core to flow AROUND THE PERIMETER of the craft, through the inner hull space.**

This effectively achieves a paradox of the collapse of mass, extending from the core out and around the craft.

This is accomplished using negative energy plasma, at high frequency in resonance with the quantum vacuum, produced by the engine flow.

This would create a **scalar energy flow** -- a monopolar force of negative energy that surrounds the craft.



----- Both styles use negative energy vacuum physics -----

This style would adapt the LAU-X4 to a White-Alcubierre style dynamic, by adjusting the energy flow up the vertical core to create a negative energy (exotic) plasma field that surrounds the ship in a "warp bubble."

The EM drive has been considered as a reaction-control maneuvering thruster (just in case), however it has been suggested that the hull plating itself would suffice to maneuver the craft, by alternating and rotating hull plating charges, and aligning charges positive to negative in the direction of linear (translation) style movement (translating along its X axis), the ship can rotate and laterally move, and roll and yaw.

In space, you just have to point the ship in the direction of the star you want to visit, and engage the engines in a straight line. Turning at that point would stress the ship, because it would invariably depend upon changing the field flows of the circulating plasma around the ship.

So these are two flow directions: up the core, or down the core. The OTC-X1 engine will have to mesh with the upper portions of the craft's energy flow around the hull.

If the flow were down the vertical core and out the bottom of the OTC-X1 hull, it would act as exerting pressure similar to the EM drive (exhaling to move). Scalar energy is drawn into the center of the ship, and the hull shields the pilots (inhaling to move).

If the other way, it would use more of the hull for a propulsive force like wings flapping in the vacuum of space.

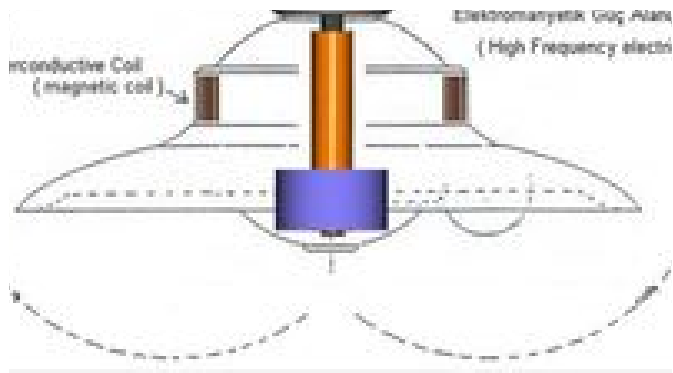
Either the energy moves the ship along, in the direction of its own travel over the hull, or the energy pushes the ship in the opposite direction (action-reaction), using either vacuum physics or Newtonian physics respectively.

If using Newtonian physics, there would be a little resistance of momentum from the vertical core pushing up, instead of pushing down. This is where negative energy physics and positive energy physics start to breakdown, and break away from each other.

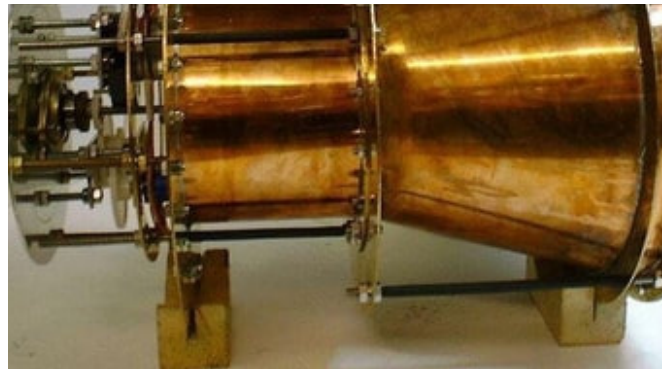
Vacuum Physics

Newtonian physics





Dynamic Propulsion



Directed Propulsion

Now it would seem that the LAU-X4 conventionally already uses either directed propulsion, or dynamic propulsion.

The scalar energy traveling down the vertical core expands outward at the Central Accumulator, yet maintains a tight beam behind the ship as propulsion (particular due to the mass-reduction field generated by the scalar energy of resonance along the disk).

And yet, the flow around the hull can determine the Central Accumulator as the focal point which is pulled upward, pulling the spacecraft upward (forward, in that flight mode).

We're not really sure yet, which direction the vertical impeller has to spin, to get it to work in space (vacuum).

More specifically, the impeller works in theory because the EM drive works -- as an electrical force engine, but the impeller uses static scalar forces in rotation and direction / angular momentum, but those forces are intended to tweak the frequency of time, causing space to warp accordingly.

Either way, circulating exotic plasma flow around the hull seems to be the general consensus, in consulting.

The OTC-X1 also needs a circulating flow around its top hull (at the bottom of the craft).

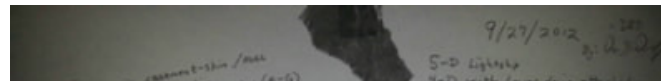
Other craft designs use just capacitors in three corners of a triangular-shaped hull.

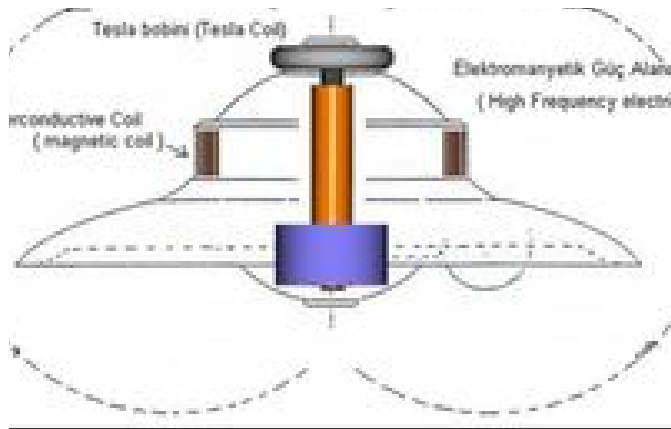
We've got a little margin of error and room to play, here, along with interchangeability in a base design geometry, AND an Outer Ring power energizer (at least with a 40,000 watt output minus the OTC-X1).

The vertical core is the only engine that has not been seen to work in any documentable and researchable sense. However this also deals with plasma flow, too. I would say the resistance over the vertical core would be far greater a force to spin and push against, needing considerable energy to do so. But if using scalar methods, then an air/plasma flow might conduct itself along, and speed up the engine.

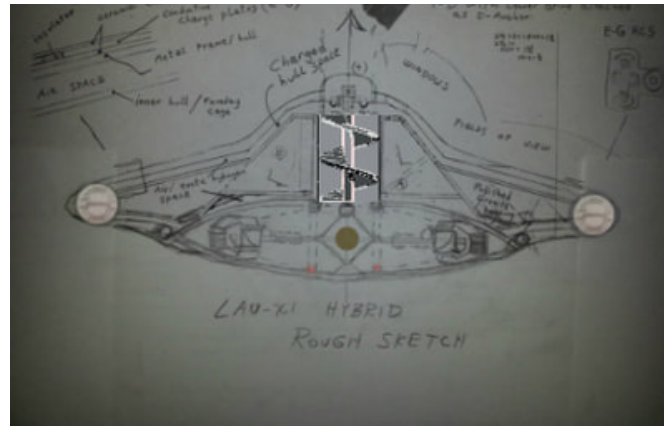
That is what gives it viability, is its vortex plasma-flow dynamic, using the central accumulator as an electrical ground. After all, it is designed to accumulate the scalar negative mass flows as the central balance of the ship.

The EM drive does not use negative energy physics at all.





Townsend Brown



Tesla / Vacuum

So then, the image on the right accumulates a far greater amount of energy, negative energy, at the central accumulator by design of all engines working in harmony and in tandem.

The image on the left now would seem to be pushing itself up due to the flow over the "wings," and also pulling itself up as the energy takes the return path through the lower central capacitor.

So the image to the left seems to demonstrate the White-Alcubierre negative energy principle in a dynamic sense along the hull, *expanding space on the bell shape and contracting space into it's bottom middle, compressing space inside the bottom capacitor.*

These TWO DYNAMICS are BOTH quite valid, and both demonstrate viability.

The inertia and mass-reduced gravity cancellation spacetime forces move the ship.

It will pull itself along, or push itself along. But those forces do not come into equilibrium, so there is motion / energy. If the energy pulls itself, it pulls the craft. If it pushes, then it will propel the craft. The energy dictates the physics being used. Knowing how the energy moves is knowing how the craft moves. The craft will work the same way according to the direction of the energy flows.

If you put a propeller on the back of an airplane, or in front of it, it will still work in the **same way** that the energy of its propulsion will work.

In fact, it could be seen that these two styles of flow dynamics in the saucer shapes, is a warp drive style (Tesla Basic Electrogravity), and a hyperdrive / tachyon drive style (LAU-X4).

Time dilation principles must occur in any kind of FTL (faster than light) engine system, be it a warp drive, or a hyperdrive, or a light drive. ... or a beam ship.

Conclusion:

If the vertical impeller pushes energy upward (and flowing it back down around the hull to the bottom), then it would not be using Newtonian physics, but would be traveling in the direction of the INERTIA of the negative energy flow -- traveling along in the direction of where its energy is projected -- traveling in the direction of the energy vacuum force.

It remains to be seen due to the nature of the OTC-X1 (viability) instead of the untested Tesla Basic Electrogravity craft, AKA the Haunebu II ... which actually would make it already tested back in WWII. ...

Hard to determine without an engine test.

If one understands the White-Alcubierre theory, then spacetime is compressed in front of the ship and expanded behind the ship. The LAU-X4 is based on that principle as per design; however, in light of the EM drive, the EM drive does not use that style of physics.

I would suggest an engine test.

There is one final factor to consider:

The vertical impeller spinning downward, but using electrically charged surfaces to pull the air/plasma up, as the vertical impeller speeds up the air flow electrically (like ion wind) in a geometrical dimension of acceleration -- compressing the scalar frequency in that sense -- and giving the flow dynamics from top down and around the hull.

Regardless, it's a moving surface area, and if spiraling down mechanically while spiraling air up through means of magneto-electrostatic ionizing charges, then there is a little more surface area to travel. And with negative mass, that slight lift could be just enough to kick it into high gear.

Plasma flow in a dynamic hull shape is the key. Even the EM drive some scientists say will create exhaust through photonic and electrical-plasma thrust (creating a beautiful aurora in an atmosphere), due to its cone-shape (like the electro-plasma auroras from Elon Musk's rocket, and launches in Russia, China, and Japan, and basically everywhere around the world these days).

What does a microwave EM frequency do to metal? It makes plasma.

I don't have these answers. I would suggest that these systems be tested.

The question is ... when the static force is put on top of the craft, can it be considered a negative mass force, essentially in the expansion of the static force, compressing spacetime frequency (increasing the volts to bring that waveform in tight)? And **in that sense creates lift not from action/reaction, but from a loss of mass equilibrium, in the sense that one must *lose one's balance forward to take a step***?

That is not quite in the Newtonian sense of the Law of billiards, of the motion of rocks. Newtonian physics assumes mass to be unchanging. But warp drive physics uses changes of positive and negative mass to induce change of position -- call it movement.

Warp drive does not use Newtonian physics, but is not in violation otherwise of natural universal laws. It may be hard to understand it, but the only engine here that has not been tested before in the last 100 years, is the impeller. Townsend Brown, John Searle, Otis T. Carr, Viktor Shauberger and the project paperclip scientists all have historical validation, and modern validation.

Russians have tested levitating tops that spin and spiral under antigravity forces, too. These systems are a lot more valid than people think. I'm starting to notice more spiral and flat impeller designs popping up these days, in fact. An impeller is just a plate stack that spins after all.

Spin creates force and inertia.

If a craft sets an inertial frequency in a direction, it should be expected to travel in that direction of its inertia, created by magnetostatic electromagnetic gravity changes. That is the basis of warp drive, of which the EM drive does not qualify as such, and it uses positive energy.

The nature of negative electromagnetic mass has been described in great detail throughout this website.

Negative mass has been measured in labs in Germany. Plasma frequency and flow, of a certain type of plasma of negative energy (exotic) has also been validated mathematically and experimentally at this point in time. It can be assumed and should be assumed that exotic (negative EM-mass; scalar) plasma flow creates changes in mass which does not induce motion, but induces *changes of inertia within a system*.

It's obvious that there is a need to re-evaluate the laws of physics, particularly when *proof* such as seen in the article, "[Electret - Basic Reactionless Free Energy](#)" on the [Free Energy / Tesla](#) page, *does exist*.

Plasma Engines as an addendum and aside:

Negative energy exotic plasma flow as magnetostatic energy is the key to understanding warp drive propulsion. That starts with Tesla. There is a strange force involved here which is incompatible with Newtonian physics because Newtonian assumes mass as unchanging, whereas warp drive relies on the change of mass to not induce motion, but a change of internalized inertia and frequency.

It moves by losing its balance forward, similar to how one takes a step forward. Walking, one loses one's balance forward, regains it, loses it, regains it in stable-instability.

It is an internalized force of energy tho which is responsible for a change of position -- call it movement.

This is where we are, currently, with the burden of testing these systems.

Townsend Brown style antigravity is also now known -- how to achieve it and how it works.

I think we're standing on the firm ground of theory at this point, having PROVEN ... truth .. or rather, fact.

...

I want to thank everyone involved with pushing this along. It is truly amazing.

The simple fact of proving a reactionless system, also proves the aspect of reactionless inertia - the basis of warp drive physics and theory (which includes Townsend Brown), and this is seen in the "Electrets - Basic Reactionless Free Energy" article. *If you consider electrons have mass, but there is no mass given up from the electret, then it is setting electrons in motion through its crystalline geometry, and then even yet, what about the field effect that sets things into motion, that is a type of inertia because **motion is a type of inertia, and electrical motion and electrical inertia can be a positive or a negative value according to the White-Alcubierre model.***

I'm a lot more clear now at least, with eliminating the controversy of two things in paradox with each other, regarding these physics.

There really should not be any controversy. The only question is which way does the plasma flow?

Plasma engines are on the less-known side ... I don't know what I can do about that because it's going to use Newtonian physics. So it would be hard to correlate those without walking away from a pure strain of type of physics.

Plasma generates force that moves a craft by thrust. Okay, so plasma generates a force. How does it work without a change of mass; there has to be a change of mass involved, and it would be easier for it to get lighter than heavier. It can be seen the changes of inertia and frequency, **electrically**, in the basic definition

of a plasma engine:

https://en.wikipedia.org/wiki/Plasma_propulsion_engine

However, the typical sense of plasma engines is something that uses fuel and Newtonian physics.

Plasma does not have to be hot (heated to blow out the back of a rocket), it can also be cold plasma (maybe just a tad bit warm) by ionizing air at high frequency, and using an applied bit of a vacuum.

Oh, if only it weren't for those darned nondisclosure agreements Dr. Harold White had to sign regarding what he has said as technology "already existing beyond warp drive" ... then maybe there would be a little more public information about this sort of thing. But there isn't. A lot of stuff in private, though.

We have the keys to magnetostatic inertia however, and that includes plasma as a form or medium of static electromagnetic mass. Gravity cancellation is the way that warp drive works. The final step is to get it from theory to device. And where we also have air-flow involved, and the presence of air involved in electrogravity flight, and lifters, due to the static force, then there needs to be another consideration.

The mere presence of air is what a static force uses, although a static field can be felt outside a vacuum jar.

Plasma carries the static force, and conducts scalar energy fields, as well as being the result of scalar energy fields. These longitudinal and parallel waves take particular shape with plasma, due to high frequency. Plasma is an **electrically conductive active medium**.

Plasma plays the role of resonance with the active vacuum of the universe. That is the medium that carries the field-energy generated from within the engines and between coils; the plasma carries that field around an airframe, and is magnetized to the airframe as a sheet or corona of energy flowing dynamically.

It creates a frequency change, and carrying the scalar wave negative energy, conducts superconductively along the airframe (hull).

Plasma at a certain quality and frequency will also allow for faster-than-light travel, carrying electron-mass faster than light in a field through radiating frequency bands. That means that the plasma itself is beyond

superconductive (light speed), moving in parallel and longitudinally at the speed of those wave-shapes (confirmed in private and independent tests outside university resources).

That then is generating a force-field of where negative mass exists isolating an internal mass -- which has inertia -- of all the mass inside the field, in the craft. **The negative mass envelope is an event horizon of inertia.** The concept applies to a ball of weight energized by a wire in a field that allows for levitation. An event horizon of light however, is what is observed. Sometimes a craft morphs into a ball of light if it's far enough away, if anyone has ever seen that.

That is the concept, in any regards, that a field or bubble of negative energy that causes craft to levitate (like the OTC-X1), and achieve rapid change of position. The EM drive will levitate, but the physics are different concerning that.

Achieving levitation and mass-reduction in the lab, carries an additional step of directing plasma flow around a larger air-frame -- it is the conductivity of the negative energy along the hull.

This applies also, to the impeller:

A conductivity of negative energy through the impeller is benefited by a force of inertia and acceleration that the impeller generously provides. This force is multiplied and conducted in a negative energy field, spinning it, and pushing/pulling it. A static force that pushing upon a static force will interact and their waves interfere, and a field can be changed in its motion, therefore in its inertia, at a frequency which electrically can be transformed.

If we are using negative inertia, then the field of innate movement might resemble travel in the direction of its force, **in a reactionless sense.** If the static force is on top of the craft, then compression from the bottom up could off-balance the equilibrium and assist in plasma flow around the hull from top around to bottom . . .

Pretty interesting all around; these things do have to be considered.

Points of note:

The flow around the hull grounds to the central accumulator. The bottom of the ship is the ground - the lower hull of the OTC-X1.

The reactionless aspect of this is pretty interesting. The nature of inner (internalized) inertia.

I think Bob Lazar talked about this dynamic using element 115 where the flow goes up and around the hull.

In fact I remember plasma flow around the hull like this was a proposed design many years ago.

Obvious Design Shift:

A coil like this Tesla Basic Antigravity setup, like the Tesla tower also, will put a charge either on the top or on the bottom of the end of the coil, according to the DC polarity of a small secondary actuating coil wound around the main tall coil in the vertical core. The secondary actuating coil can be held an inch off from touching the main tall, vertical coil in the center of the craft shown above.

That is to say you can put your static on top or on the bottom, by switching the leads on your battery (to simplify).

The known ways to achieve antigravity / magnetostatic lift, using aspects of reactionless inertia, mass reduction, in fields and in current flows of negative magnetostatic energy, and gravity/inertia cancellation, as frequency of such an electric-light craft, are all pretty much looking the same ways.

This Tesla style of magneto-electrostatic warp drive dynamics and physics is the easiest way to work with. And, **very mysterious types of energy** have physically been felt from working with this technology, not your run-of-the-mill static ionic charges, but **electrical energies that feel like water, like real substance, a thing in itself -- a type of negative plasma** (felt at the *base* of the old Tesla tower shown on the Tesla Engineering Physics page, and witnessed).

This electric magnetostatic energy, charging the outside of a copper sphere run on a wire into a nice positive charge at the frequency that matches Earth surface charge could easily repel itself off the surface of the Earth.

In space, its own inertia would have to carry it, kind of like how the EM drive works, but since we're dealing already with a lifting platform generating negative mass (the OTC-X1, ironically endorsed on Dr. Harold White's personal youtube channel), then we have to work with negative mass systems, meaning Newtonian physics may or may not work.

Electrostatic lift has been seen to work, as seen in electrostatic lifters ([Construction](#) page).

The only question there is of the nature of vacuum conditions. Whereas we can now use EM drives, and get going pretty quickly because of the OTC-X1 engine, and the physics are pretty well understood there, now, there may still be another way, **using dynamic negative energy flow, which harnesses active vacuum energy, in resonance with a magnetic field.**

There are two forms of this flow: dynamic, and impeller styles.

A static charge alone does not seem to want to do much, but *put it in motion*, raise its frequency, and make sure it's derived along the horizontal zero axis plane parallel to the polar collapse of a

transverse electromagnetic field ...

Adjusting hull polarity using charged hull plate sections could affect wave interference in an already active magnetostatic exotic plasma field which causes the craft to want to move and turn and rotate, etc, using electrical scalar forces. It also acts as an electrical shield from ray particles and radiation, if it changes the density of mass by taking the ship out of a field of conventional inertial gravity frequency best way I can explain it, and this is the kind of thing we are wanting in a warp drive.

There are some theories out there in private, saying that yes, this stuff could work. In particular, it is the plasma aspect that people are seriously looking into, which is why I'm talking a lot about it.

Some magnetostatic fluids are accelerated up to light speed to create mass which cancels itself (gravity cancellation), but the Tesla system is based on field flows that are electromagnetic and static in nature, that invert upon mass to create negative mass/energy conditions.

This stuff is actually working in private laboratories, that I have been informed of in correspondences; and there is proof of this type of system working in a vacuum, using the di-electric and magnetic hull plating layers ([Construction](#) page).

The Cannae space drive makes use of a capacitor plate stack to drive itself with parallel electrostatic waves (scanning beam), but that again is using positive energy, which is a weak force on the universal substance.

A spiral shape, like the spiraled bare electric wire around a squirrel cage can be made into **blades that spiral (like capacitor fan blades, maybe detached from each other and slightly overlapping)**, affixed OVER a central shaft, that is coiled in magnet wire, but where some of that coil is exposed, to the inner vertical core interior. Wire, plate, capacitor stacks, spiraled stacks, electricity flows in the way it's going to flow, and when using magnetostatic energy, it works in interestingly dynamic ways. Yeah, it's a good idea, because it can be moved and spun, like spinning a coil of wire, and like spinning a static impeller.

...

I think it's a good idea, and I think this is how Humanity is going to see its first public warp drive. Everything I'm reading and seeing and hearing is all lending itself to this style of geometry, and action.

Some of that Tesla energy also is not what it seems to be if pulling a static vacuum from a magnetic field (like electrical "water," a very unusual sensation that is not well known to the public). If there is this other force, like a force of chi, which is similar to the energies of the kundalini of the living body, which can sometimes feel heavy, hard as stone, or light as a feather, then energy is known through observation (through sensation, not through visual observation) to act like a substance, which can act upon matter ...

Application of the Electromagnetic Theory of Negative Gravity:

The theory applies to the collapse of electromagnetic fields around the outside, toward the center (following characteristics of a collapsing EM field, which collapses from the poles, and collapses to the center), which resonates with a central magnet, longitudinally. This applies to the OTC-X1 in particular, as the current is carried in the zero magnetic plane of all aligned magnetic fields. Resonance in this manner reduces mass of the entire system, from outer electromagnets to inner magnetic core.

This is a scalar magneto-static resonance (negative energy resonance), as seen in the OTC-X1, the Basic Tesla Electrogravity, Townsend Brown's work, the MEG, and other similar technologies. This resonance reduces the mass of substance, in a field area, because mass is electromagnetic.

(In fact, one of the ways to measure the mass of an electron is to send it near an electromagnetic field, and track its curved path. Keep in mind, an electron is a quantum object, meaning it's not a real object; it's

momentum and position cannot be simultaneously measured. So it's momentum is what is being measured electromagnetically, measuring an electron's inertia as a consequence. Because matter is not solid, but comprised of forcefields, then all matter in the universe is electromagnetic energy, as the physical substance of the universe)

This applies to the vertical core of the LAU-X4, as well as the Outer Ring through the hull space. The vertical core needs to be magnetic and conductive, and able to resonate.

The same geometry exists in the Outer Ring, and private tests have revealed that when an inductive load is applied (through resonating transformers), then the MEG will levitate, under applied load. This also applies to the OTC-X1. I like to talk about private testing for verification, but I cannot reveal the details, because it was private. So this will have to suffice for now.

With levitation comes a measured quality of negative mass. This has also been verified in independent private labs. So the Outer Ring generates a negative mass field, by itself, and is able to carry that field from the OTC-X1 through the Outer Ring as it expands the field from the OTC-X1.

The vertical impeller then serves as the magnetic (electromagnetic) center. It can be coiled without interruption, and a separate frame over the shaft to support the spiraling individual capacitor plates (similar to the Cannae electric space drive); and it should have a magnetic core. This is why there must be an electrostatic and magnetoSTATIC quality to the dynamic flow around the hull through the core, because the impeller will be able to move and conduct that negative static energy. It is considered negative static energy, particularly with a spark gap somewhere in the system of the Outer Ring; all it takes is just ONE spark gap to change the quality of the energy generated and run through the coils and through the system, which means the spark has to be either at the power supply, or just after the power supply, or within the action that generates the fields itself.

The spark can even be included in the energy dynamic flow, AS THE ENERGY DYNAMIC FLOW, in the form of PLASMA. The vertical impeller is where the plasma is made, other than plasma being made surrounding

the Central Accumulator in the OTC-X1, and from within it, because at its core is a spark gap, within the central accumulator, itself.

If you will notice in the LAU-X4 design, a Tesla toroid donut conductor sits atop the vertical core. This also, is where plasma is generated in the core. It was originally designed to conduct down to the Central Accumulator as the electrical ground of the craft. However with an aspect of possible plasma flow from the bottom up, with a dynamic flow from near the top of the hull around it and to the bottom, **this can certainly be done electrically, even if the air-flow is reversed to where it aims down to the central accumulator.**

The idea of this, is to set into motion an inertia of negative mass energy (negative electrical energy), which would either act in reaction, or as reactionless physics, to give the craft speed and propulsion, due to the negative mass "warp bubble field" giving the craft no inertia, or negative inertia. <---- The entire concept of warp drive physics: with mass, there is inertia; otherwise without mass, inertia is instant and without gravitational entanglement, "phased to zero" as it were, not experiencing the laws that govern inertia of MASS.*

If it isn't violating Newton's laws of inertia and motion, then it isn't a warp drive.

So because of this, the vertical impeller is not just a glorified Cannae electric space drive. The impeller makes use of laws of inertia and motion that are a little different in an applied warp field, that in theory, should provide a tremendous force of relative motion. The engine itself moves and spins, and a Cannae drive, like the EM drive, produces electrical inertial force. It has to resist the mass of the space craft, but if the craft has zero or negative mass, then it only sets the craft's internal force of inertia itself because the craft is not resonating with the inertial and gravitational space around it (not in the same frequency).

There will be inertia inside the craft, in the pilot's space and inside the interior, so a directed beam of inertial force will have a MUCH greater effect, also at MUCH higher frequencies. Frequency must be understood.

Also ... just because air blows inside the craft, doesn't mean that current and electrical dynamic flow cannot conduct from the top around the hull, down to the bottom of the OTC-X1 area. The walls of the vertical core can be conductively insulated from the hull, or made of special material layers to shield the pilots (Faraday Cage). The magneto-static force of pushing the gathered magneto-static energy at the top of the vertical core, with those interference waves and pulsing impulse frequencies (electrical inertia), is how it works.

Even now, the UTRONS have their foundation as electrical-inertial generators because of these new electro-inertial space drives.

I would surmise the Cannae drive works from pulsing impulse waves down its shaft, picked up by the capacitors and beamed longitudinally in parallel in a tight beam (as a reaction engine generating electrical thrust). What I detected in my Tesla system started out at 600 volts, flickering from the pulsed frequency, and then rapidly moved into full 1400 volts; so there is a narrow cone-like diffused spread to the tight corridor beam.

As the vertical impeller rotates, it would be easier to pulse energy (due to rotation making electrical contact at certain points), but ... just the act of moving a static force, stretching it, pulling it, pushing it around, that is where the real force will be developed, in the moving of magneto-static negative energy force at high frequency and voltage, in resonance di-electrically and magnetically. Again, the veins on the impeller are constructed of layered di-electric and magnetic sheets similar to what is described in the Townsend Brown section on the [Construction Page](#).

The assumption of the impeller is the same assumption made, that a propeller can be in front of an airplane, or behind the airplane, either pushing or pulling, in a reaction sense ...

Using conventional Newtonian laws, if it cannot push a thrust behind the LAU-X4 ship (below the OTC-X1 engine), then it can pull upon the space in front of it -- a negative thrust, so to put it. Conductive plasma flow around the hull in the direction depicted by the Tesla Basic Electrogravity image can be achieved just through conductivity; if the top Tesla toroid is the source of the static plasma, then it can conduct around the hull as well as down the impeller to the Central Accumulator ground (acting as the bottom capacitor).

The secondary goal is to get the plasma flows acting as corona, or electrical sheets that blanket all conductive surface areas, generating a dynamic field, which is also in motion electrically (electro-inertia). it is guessed that the Outer Ring would generate at least 40,000 watts of power. God only knows how much in the lower OTC-X1 engine, probably closer to 200,000 if it's resonating like the MEG resonates, powered from the Central Accumulator, and probably from the Utrons, too (the Utrons have about 3 different design possibilities, both according to Otis Carr's materials and documents, plus from a deductive process of reverse physics). **That is a LOT of potential power to move a space drive with zero or negative mass.**

I want to leave it on a note:

I'm sharing a short video which is a highly condensed version which includes a snippet of zero point reactionless drive technology, taken from a presentation from Marko Rodin as well as Dr. Steven Greer, describing a reactionless coil that is spinning a magnet without any power going to it (the power was disconnected but the coil was still energized, and this phenomena keeps showing up more and more. The video does not mention though that once the power is removed, it continues to spin the magnet for about 5 minutes after, but .. the magnet is picked up and walked around the room away from the coil also, and it still is spinning through entanglement).

This video might not be in the right place but, it makes a point.

Here's the link: https://www.youtube.com/watch?v=NkLJnm_Eq-I&feature=youtu.be

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3 Comments

Di-electrostatic Vertical Core (Cones)

1/9/2017

10 Comments

Periodic analysis to make sure things are still on track.

UPDATED: (1/25/17)

The Vertical Cones have been tossed out and shelved, because it uses positive energy in a way that negative energy physics cannot define.

The impeller engine upgrade is shown in an article further down the page . . . (12/06/17)

I'm keeping this article however, to illustrate the difference in engine styles.

Asymmetrical di-electrostatic propulsion. (oops, see the bottom for correction)

...

The vertical core of cones had been re-oriented where the cylindrical housing magnets were all north facing in, and all the magnet polarities around the rim were north facing out (See: the home page, right under the big design image). That gives us an opposing north and south magnetic field on the inside and outside of the cone surface area. With a di-electrostatic aspect, this has interesting possibilities.

The magnets are in motion, compressing the frequency of the di-electrostatic field around the cone surfaces on one side (left) and expanding them on the other (right, or otherwise 180 degrees opposite to the rotating moving magneto-static compression -- the magnetic compression of static charge), moving a static field around the cone surface areas.

With a spark gap up top, derived from the spark collapse of di-electric, drawing the energy of plates in "vacuum collapse" from the Outer Ring transformers, a static charge can be delivered to the vertical core "vibration" engine of rotating and gyrating cones.

The di-electrostatic surface areas of the cones, all in rotation grounds to the Central Accumulator.

Quite a new aspect to all this.

The Cones can be made in asymmetrical capacitor style, terminating to a common edge (rim of the cone), and the middle point of each conic capacitor plate stacked along the central axis of each cone.

I'm going to work on this and engineer it in a new design based on negative energy physics to harness the propulsive static charge of the motion and movement of magneto-static inertia.

A lot of this is based on the "djed" designs from the people before the Egyptians.

There may be variations upon this, including a spark gap at the edges of each cone rim.

The concept however is to "compress the static inertia" down through the cone system. There will have to be a collapse of the static field nearing the bottom, where the static field draws in to the central ground. This compresses a static rotation into collapse, and into the center (Central Accumulator) of the transverse static vectors with the OTC-X1 rotating di-electric disk.

It therefore should accelerate the frequencies of the magneto-static electrogravity field to the central balance, as the warp drive engineering page discusses. Magnetic compression of static fields increases the frequency, also. In an inertial polarity from top down, the overall energy will raise in frequency like a Tesla transformer of another kind.

What does "di-electric" mean? It means "two conductive plates," basically, or a di-electric material. Telescopes sometimes have di-electric coated optics for enhancing light, kinda like a glowing cat eye. In contrast, magnets are normally di-polar (having two poles, a north and south). Sometimes a magnet can have just one pole (mono-polar), but as a secondary effect only (like touching only the north poles of a handful of magnets around one end of a steel pipe, making the steel pipe one north-pole-only magnet).

It seems to fit within theoretical parameters of the di-electrostatic warp drive principles.

Looks like the LAU-X3 physics are right around 100%

Corrections:

Oops! Seems the vertical cone stack is still acting as an **asymmetrical monopole**, not as a di-pole **UNLESS YOU COUNT THE TIP OF THE CONE AND THE WIDE RIM AS A DI-POLE** (of positive and negative energy). See the comments below.

ALSO:

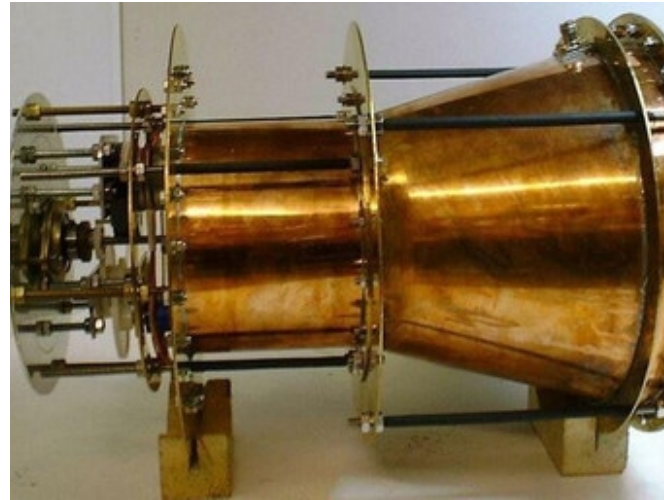
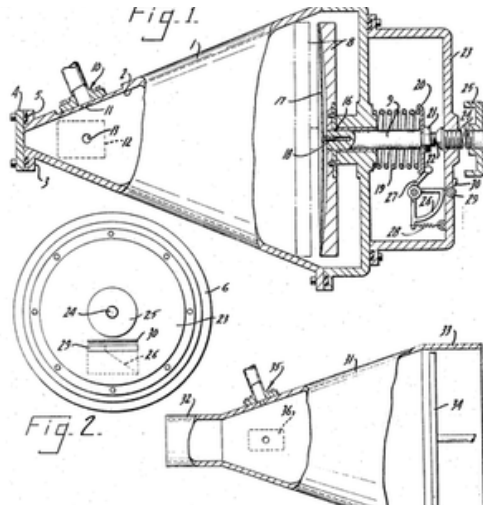
It's pretty remarkable how similar the vertical core of cones are to the infamous EM drive NASA has verified as working.

The EM drive uses a **radio frequency resonance cavity**.

The vertical core of cones can be hollow inside (originally that was the case).

I just read an article showing [the EM drive to move in the direction of the wide rim of its cone-shape](#); so the tip of the cone is the direction of thrust; rather, since there is no thrust generated, the cone shape points to where conventional Newtonian physics would say the force of thrust moves, pushing the ship in the opposite direction. It could be said that a gravity pocket forms on the wide side that the ship falls into, also. I will wait until there are more confirmations and more public general info in that area before posting a link.

EM Drive:



Notice that the compression of energy (negative) and expansion (positive) occur at the tip and rim as a dipole, with definite static inertia. It moves in the direction of the positive energy, like a slippery seed being squeezed between yer fingers as the energy compresses at one end, and it shoots across the room. If the nature of the energy itself is changed however, then it could make use of an expansive force of electrical plasma (the inertia of charge, or "positive gravity"), an expansion of charge from negative to positive.

This is actually a verifiable basis for the vertical core of cones.

It's a simple concept, similar to yer basic asymmetrical capacitor.

What does high frequency radio / microwave band of EM waves do inside a metal chamber? It makes plasma.

Plasma is a high volt static force.

We're now seeing success with reactionless electrogravity engines. Nothing is really being reported other than a "slow lift" however. The OTC-X1 may increase the speed in relativistic mass reduction and gravity cancellation ways to compensate. Plus, the use of Tesla negative and positive energy systems has yet to be truly exposed in the public domain.

We may yet see an evolution of the vertical core into an impeller style, where the blades are around the inside edge of the cylinder, and open through the central vertical axis for increased magneto-electrostatic frequency capacity. Two capacitor plates closer together will transform very easily to higher volts, but farther apart they have more potential for the overall energy "amount" which would initially be lower frequency, unless more energy is built up in the static corridor.

Regardless, the general concept of the impeller: it is spun and accelerated and compressed, its inertia is forced into one direction of the spiral, to amplify the electrogravity impulse (di-electrostatic electrogravity propulsion internally acting as an external inertial field generator; it's a magneto-static inertial field generator, using air housed inside the engine spaces to generate the gravity-force that moves the ship, yet it can also work in a vacuum).

However with the experimental validation of a working EM drive, all over the world, the vertical core of cones do demonstrate a proof of concept.

With independent verification of Townsend Brown di-electric systems working in the vacuum, verified through several sources including from Honda engine tests (see the [Construction page](#); scroll down to the words in bold font: "Townsend Brown"; there's a pdf), di-electric hull plating can serve as a viable form of maneuvering in the vacuum of space.

The superconductive nature of negative energy is still a little bit un-verified by multiple sources to confirm it, however its usage in modern warp drive theory, established by Alcubierre and is the primary reason for the

formation of NASA EAGLEWORKS branch, the nature of di-electric and di-electrostatic energy fields (warp fields; warp bubbles; electromagnetic scalar energy fields) can be seen to easily apply toward electrogravity hull-plating dynamic-static-propulsion, for fast travel instead of a slow lift.

The hull plating layered ceramic (magnetic conductor) / dielectric conductor has been verified; See: Construction page. A magnetic aspect must be included with a di-electric aspect for performance of a di-electrostatic propulsion system in a vacuum. This very much stands to reason, keeping with the conventional electrogravity theory of rotating magnetic fields over an alignment of electric spin (like Dr. Ning Li's gravity device), but by using magneto-di-electro**static** fields instead of rotational magnetic fields.

Also in time, the Outer Ring system may evolve more toward an exotic light-generating field of zero mass, as more people share their independent research and experimental verification. However; experimentally, the ring may be divided into two halves / segments, with electrogravity rotational "impulse engines" like the EM drive between the halves along the outer ring zone (allows for rotation along the Z vertical ship axis, similar to a reaction control thruster, but reactionlessly and not expending mass to thrust in a direction). The two ring halves may cover 172 degree arcs each. That way there are definite start-finish points to work the frequencies (transformation; inertial polarization, etc). **Yet just by rotating the charges on the outer hull plating, it might also rotate the ship by changing the spin polarity of the ship's [rotational aspect of] inertia.**

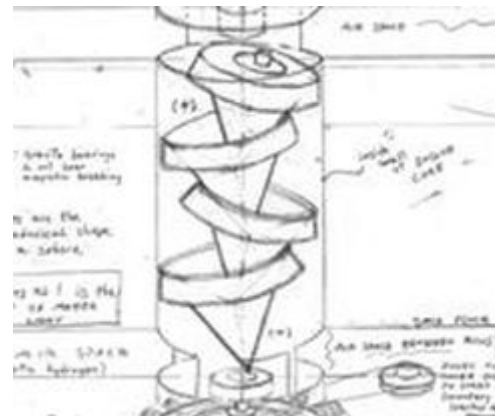
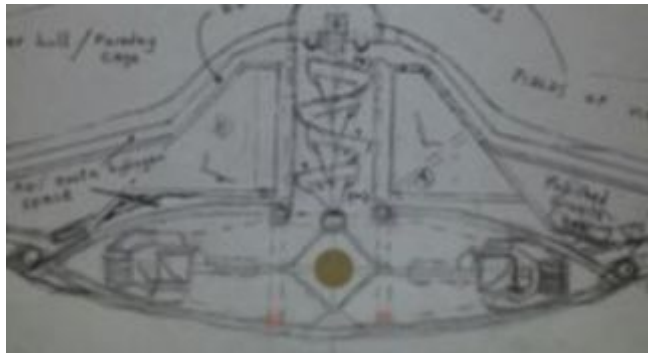
As it is, the outer ring system is a negative energy field generator; similar to the OTC-X1, able to transmit an induced negative zeroed-out mass of the particle flows (air flows) from the ship engines through its magnetic field, and static-scalar field. It is also capable of resonating and generating as well as transforming energy, able to take the maximum amount of energy possible from engines and generators, and perpetuating it in the outer resonance ring, while also holding capacitance to power the hull plating, and to amplify energy from the engines. It serves multiple purposes.

The resonance fields generated from the engines is like a sound that vibrates. It can be conducted through the hull in a "resonance warp field" where all these engines can operate in harmony and in chorus together.

New research into negative energy systems is ongoing, although slowly developing since no one has ever known how to do it until JUST recently it was explained and demonstrated.

The beauty of all this is "if it works" means we learn more about the universe. And "because it works" we learn more about the universe.

The nature of dielectrics and electrogravity can mesh with the vertical core of cone monopole vortex dynamics for more of a high-powered electro-mechanical high-powered gravity engine.



Wow!

Why not just use negative energy for everything, generating the high volt radio frequencies, too?

The magneto-electrostatic energy will expand from a spark, or contract into a spark. Negative energy can transform positive energy states. Understanding the nature of the energy itself, what it is, how it moves, is it hard or is it soft, is it heavy or light . . . and that the nature of all things is the nature of energy itself, then all energy has inertia, and vibration and frequency . . . like poles of a static magnet, both polarized OR non-polarized.

Dynamically, the OTC-X1 utrons are double-terminated right angled cones -- exotic unification. The central accumulator is the source of positive energy to be transmuted, but at its heart is a spark gap to receive the collapse of that positive energy -- the negative of the energy -- and from that point explodes through the vertical core, in the same polarity, either self-contained or co-contained energy inertial frequency / systems.

The vertical core is a negative energy engine, but with polarities of positive and negative.

Positive energy doesn't pull on negative energy, or try to expand it. Negative energy however will collapse positive energy, and travel using the positive energy as a channel or current, in the sea of energy (wirelessly).

Energy has definite inertia.

From the vacuum point, plasmatic-mass force(charge) explodes with inertial force so to move in that direction . . . and also inertial energy already present is compressed at one end (the tip), the actual scalar space of the mass is squeezed at one end, compressing mass (or rather, inertia, which is of mass however), folding its counter-balance into itself; so to maintain the engine's balance, it has to move perpetually in one direction. ... it sucks itself along like a vacuum cleaner, just at the same time as inertial force explodes in one direction only. You just can't look at only what the energy is doing in one way, in order to understand the mechanics of it overall.

It behaves paradoxically in two ways at once, however in both ways there is the same direction of inertia.

It is incomprehensible just knowing the positive aspect of energy alone.

Utrons:

We can take another look at utrons. The EM cone moves in the direction of its wide end. The utrons then act as a negative compression force upon inertia, building up inertia in the center of the wide rimmed equator, but compressing it overall by di-electrical negative energy. So, inertial mass increases in the utrons and is reduced. Inertial energy is drawn into the utrons thereby lowering the inertial mass overall of the ship.

Being in direct opposition to each other as well, where inertial or gravitational forces oppose 180 degrees, the utrons have an effect upon the overall inertial field, whereas the central accumulator picks up the central pole of the most cancellation, increasing the overall frequency of negative mass [inertial] vibration.

That's the warp field itself, instead of trading frequency for momentum as in the EM cone (frequency is compressed asymmetrically -- on one side or end -- which trades momentum of one side to the other), momentum is traded out with mass with the utrons -- the more momentum, the less mass -- in the Utron/Accumulator rotating energy plane/space, which is a scalar field of shape, which creates an energy field of mass reduction within and therefore around it, as it has been explained, before.

The quantum nature of spin (acceleration/charge/energy) itself is significant, as well -- harnessing the energy of inertia and gravity, which also harnesses the force of mass, be it positive or negative, compressed or expanded (density), set into motion just like the spin of tiny particles creates the field in a magnet.

The EM Drive is essentially the proof of warp drive; rather, the EM Drive is used here to prove warp drive, specifically validating the engine design of the LAU-X class ship.

The LAU-X class ship uses these principles: mass is reduced therefore time speeds up, also the ship travels faster because there's less mass and moves faster with less force. Also, the central accumulator creates a large negative energy pole along-with the positive energy pole at the top of the ship, allowing for that fast-warp-speed of motion, without incurring the limiting effects effects of time through light-speed-and-beyond velocity, defeating the limitation of special relativity claiming the faster something travels at light speed, the slower in time it goes.

To note: by reducing mass, the **inertial** mass is reduced. So the faster the X-1 utron disk spins, it does not incur normal gyroscopic inertia. The OTC-X1 increases the frequency of time, and it floats over the surface of the Earth (levitation) when spinning. It becomes so light in density that it passes through objects and is able to move from the pressure and voltage (intentional energy) of thought itself, as a force.



10 Comments

Magnetic Resonance Breakthrough

This is also on the Info page on the top article about di-electrostatic propulsion. I'm posting it on this page though, just so people can have a sense of timewise continuity.

Breakthrough!

I was told I could use my Tesla tower to charge a car battery by connecting the system (or an antenna) to the positive terminal of the battery, and connecting the negative terminal of the battery to ground. In fact, people are already doing this I found out, from some online research.

They are actually getting a spark-response from antennas, because they are using steel components. Using aluminum and copper wire and antennas, the material is non-ferrous, and unable to resonate with a magnetic aspect, and unable to spontaneously generate a spark response. But by using steel wire and antenna components, then the material can naturally polarize with an electromagnetic aspect, and "spark-off" very easily, due to the magnetic aspect involved.

Using aluminum and copper components, the energy is non-polarized with a magnetic aspect, so it requires diodes. But by using steel components, no diodes are required to polarize the antenna electromagnetically. The antenna will still be polarized electrostatically, but only by using steel or ferrous material will it polarize electromagnetically (actually, magneto-electrostatically).

In fact, a Tesla tower using steel material instead of aluminum or copper will start generating electromagnetic current usable for motors and standard electricity (free energy) because it will resonate electromagnetically instead of radiant-electrostatically!

So. All those electrostatic (electrogravity) lifters out there using aluminum foil, need to switch over to something like thin steel flashing, instead (and sand off that insulative coating crap so that it's bare metal).

That will give it a magnetic response. A unified field deals with electromagnetism. If you eliminate the

magnetic aspect, it's not a unified field. Gravity responds to electromagnetism, and is an aspect of electromagnetism. Electromagnetic inertia is the whole aspect of electrogravity. Tin-foil non-ferrous lifters will not respond in a vacuum, but steel flashing can!

As mentioned above also, most lifters are vertically oriented, instead of curved shapes. Most of the youtube videos of di-electric propulsion in a vacuum don't work because they are using non-ferrous material.

Let this sink in!

Steel Utrons instead of aluminum or copper?

Steel Central Accumulator!

That's why these tests haven't been working even though the physics says they should! It's because people are not generating a magnetic response, or rather a magnetic resonance with the non-ferrous material they are using!

If you are going to use standard magnet wire, wind your coils around a steel pipe, or a steel core, or have a long bar magnet inside the coil winding, so it will resonate magnetically, naturally! But you'll need to take extra care, and be safety minded!

. . .

I had suspected this a few years ago, but it wasn't until recently it was made apparant.

The materials you use will either harness a magnetic aspect, or not. If you want to harness only radiant electrostatic with no magnet, use aluminum. If you want something with an electromagnetic energy to it, like to run motors and propulsion systems, use steel.

This has been a bit of an anomaly before with verification of other people's test results. Some people have been measuring an electromagnetic energy in Earth surface charge, and some haven't. That can be due to a power line down, or a phone line grounding; however, the simple fact of the matter is that your material makes a difference, just like how Townsend Brown had to use the correct di-electric material in his famous saucer experiments.

It was tough using static electricity in an aluminum/copper tower. For one thing, the coils had to be really large. **But the magnet increases the frequency so a small coil can be used** (also di-electrostatic propulsion should now be much easier; the whole material should be very responsive using a ferrous di-electric material like steel or ceramic -- di-electric AND di-polar, AND it won't take that much current to get it to move since the magnet does most of the work).

Also, normal static electricity was unable to form any kind of electromagnet through a coil, unless it was polarized first. However by using a ferrous material, that natural polarization occurs WITHOUT the use of diodes.

A material cannot be moved in a vacuum by a magneto-static energy, unless that material can be grabbed onto by the magnet itself. Space is electromagnetic. So, a material that cannot conduct magnetically (OR electrically for that matter), cannot be moved through such a conductive medium. It's like trying to get a piece of plastic to magnetize or electricity to conduct through wood. Won't happen!

It's too simple, but it changes everything! It makes all of this actually able to work like it's supposed to.

People are now using steel antennas with a spark plug dangling from it over an automobile ignition coil; all connected to the positive end of the battery. The automobile ignition coil steps-down the voltage of a naturally-occurring static spark discharge to a low-volt electromagnetic current to charge the battery. The negative terminal of the battery runs to ground. Being a dumbass, it took me a while to figure this out; however, we were all told that Tesla used aluminum, and electrostatic lifters used aluminum, and then we started to realize, "uh oh," mercury eats aluminum in utrons, aluminum doesn't resonate a magnetic polarity, and then .. realization occurs!

If you're like me, then you have to be told. Electromagnetic current will charge a battery. Electrostatic current without a magnetic wave won't. Magneto-electrostatic current can. Like kind only. Much like a Bedini circuit with a spark gap. And now, with natural polarization, coils will form electromagnets from the radiant static energy in the air, without diodes, just from the natural ability of a good di-electric AND di-pole material such as steel (ferrous material only, also like ceramic; ceramic also is what Tesla used in his di-electric hull plating).

There are some successful di-electric propulsion tests in a vacuum. Much of it all depends upon the material you use! It's a little something called "material science" AKA: "use the right materials in yer spaceship, dummy!" That's UTRMIYSD for short .. LOL

Now we can put di-electric and di-electrostatic propulsion to use in the OTC-X1 utron and accumulator construction, hull plating construction, and the like, in a vacuum. It will harness the magneto-electrostatic resonance as it should, as is the nature of gravity, light, the universe, and everything.

Problem solved.

It actually makes a lot of sense. No current would run from a coil of wire stretched up to the sky and run to ground, unless there was a static connection made to the atmosphere from a metal disk or metal toroid shape, then the current would instantly flow; a static connection was made.

Space is conductive, too. Electrical currents run from the sun to planets and comets, and from planet-to-planet; and any object in space moving around will conduct a charge, and draw a current to other "connection points" or bodies in space.

A space motor, or di-electric / di-electrostatic propulsion system, makes use of the electromagnetic (magneto-electrostatic in a vacuum) connections, like a wire plugging directly into space itself (the aether or quantum vacuum), through a static connection node like the hull of a ship, or one half the hull to the other half of the hull.

Townsend Brown layered his di-electric and di-polar materials, as did Tesla. The energy of the universe, light, space, etc, is going to be the energies of what has to be worked. An asymmetrical capacitor using the shape of the hull itself has to be layered with materials that harness the forces of what are to be worked.

...

Well ... I been searching the internet and apparently it is just one account of charging battery via antenna .. and it's the same account verbatim scattered on many websites, and whoever it was must have used a 4000 foot loop antenna or something because they got a spark plug to fire from it.

Others have tried it but hardly get any power, but they DO get an electromagnetic current ... although they aren't using a Tesla tower multi-transformer rig like I was. I was getting a LOT of energy but it was all

electrostatic with no magnetic polarity.

Steel HAS to be the reason for magnetic polarity... because electricity without a magnetic polarity cannot even energize an electromagnetic coil or light an LED unless it's magnetically polarized. ... Muchless charge a battery.

I might play around with it .. I know using steel or a magnetized sleeve to wind the coil around will raise the volts way up.. at least.. But I'm going to spend like \$20 bucks.. lol can't afford to do the experiment but maybe I can add onto it over time like I did the old one. ... can always magnetize a steel pipe or an old iron pipe if I can find one somewhere. Iron is the original permanent magnet.

You'd figure lightning would measure as an electromagnetic wave but it does NOT. only if it hits something on the ground that polarizes it magnetically does it become a static-magnet.

Lightning had induced my old Tesla tower on an average up to 60 volts on a strike MANY times .. but it was NEVER magnetic in any way, and could not energize an electromagnet coil... only like twice on rare ground strikes did it ever.

You know, it's funny .. my mentor (he commented on the Info page article about di-electrostatic propulsion) has been able to charge batteries from an antenna. But there has to be surge protection. . . . It's in the works to test, regardless. However, there are other people who have contributed to a verification that the material makes a huge difference.

So, I'm sticking with what I'm sharing here. Also, since multi-layered hull plating with special di-electric (maybe even semi-conductor) and di-polar properties apparantly is how Townsend Brown got his saucers to fly, according to historical research and information shared by his family, then it has to be said that the material properties is one of the prime aspects of di-electrostatic propulsion in a vacuum. My mentor also confirms this.

See, the battery charges due to radiant rise. The ground is a positive charge, which is why the negative terminal connects to the ground (the Earth's surface). The positive terminal of the battery won't connect to the Earth surface, because it's the same polarity, although the surface of the Earth is negative ENERGY.

The Earth charges the battery. The energy from the Earth expands within the battery. The electromagnetic current from the battery cannot form a circuit with the atmosphere under normal conditions. As I have mentioned being able to transmit the energy from a single AA battery just through some ordinary coils (through the console to the tower), through the Earth surface charge from inside the house to outside in the yard, through negative-energy inductive resonance, the energy of the electromagnetic wave travels over the Earth surface. That is why only ground strikes from lightning twitch on the magnet-meter (analogue electromagnetic voltmeter), as electromagnetic (static-magnet actually).

The energy of the Earth magnetically polarizes in the battery, and continues to rise up through the tower, trapping the electromagnetic wave within the battery. The battery itself provides the magnetic polarization, and it charges.

A similar thing happened in the Tesla tower once, trapping an electromagnetic energy briefly and circulating it within the tower. When I tapped it to ground though, it continued to run until I released the ground connection; and then upon reconnecting to ground a couple of seconds later, the energy was gone.

That may seem to be in paradox. It's a funny story. I tapped the tower to ground *through my body* with bare feet. I was getting shocked, and I let go! When I touched the tower secondary resonator again, the energy had already released. Yet, the tower spontaneously started transforming after that. I could raise and lower the squirrel cages and the volts would go up and down. I could raise and lower the secondary resonator coiled pole too, away from the ground or closer to the ground, to transmit more or less of the AA battery.

So, this is what I think ... the tower was able to hold an electromagnetic circulation which could return to ground. However also the Earth can release its own energy which pulses at a lower frequency electrostatically, and could be physically felt through the console (sometimes I called it the "touchstone"). There's a lot to be said about all that, in the Tesla Engineering Physics page. The console was connected to tower via wire for a time, and the grounds tapped to release either higher or lower electrostatic frequencies,

which could physically be felt very differently. The air connection made all the people in the room light-headed, while the Earth connection made people feel queezy and heavy. It's no wonder why those energies affect the kundalini; there is a spiritual connection to the energies of life.

Just let that sink in for a little bit and see how everything is mapped out.

. . .

The Tesla tower system is the energy accelerator in this case, allowing more energy to course up through the battery, or less. In the case of a spark-plug firing off in antenna grounding however, you have two parts to it.

The static energy in the air meets the polarity of the Earth surface. It does not move to the Earth, it allows a channel from the Earth up. True grounding however, is the grounding of negative energy to the surface of the Earth. .. All the Earth grounds from the grid infrastructure can instantly be neutralized from a flickering lightning strike, cutting power to the neighborhood for however long that lightning bolt may be dancing around, like on the surface of the neighborhood lake. However, di-electrostatic grounding is the polar reversal of radiant rise. It follows the same pathway. Spiritual energies can conduct and ground through the body, as the body kundalini energy rises up in that situation, as well, like a fluttering of wings rippling through the spiritual body, as the spirit "touches ground."

So ... to summarize:

> Winding coils around an iron magnetized pipe for the antenna gives a magnetic quality to the energy, and also using a magnetically polarizing material such as steel. The Tesla tower is set up for it, it transforms (raising and lowering squirrel cages to tune higher or lower volts), but where's the magnet? Connecting the positive lead to a battery may polarize it, giving it some electromagnetic energy to work with that can stay circulating in the tower. The battery doesn't ground out (although I wouldn't set the battery on the ground just to be sure), it charges.

The magnet is already there, and is always there, just needing to be polarized.

Diodes will isolate a magnetic polarity, but the material can, also. Since there is a magnet involved, even though non-polarized, the tower will still transform, and interact with the magnetized iron pipe antenna that magnet wire is wound around. Since the magnetic interaction is still there regardless, then the vibration of the electrostatic voltage, when set in motion, or otherwise induced (for example from near-by lightning flashes), then the static movement through the magnetic field will be polarizing. Lightning shows electromagnetic polarity in rare ground strikes, when it hits like an iron pipe, or quartz crystal deposits. The material you use makes all the difference. Di-pole and di-electric material will polarize electrical energy according to the material's properties, which is how diodes work.

...

A battery set on the ground will deplete, or otherwise depolarize. This can be looked at in a number of ways. But since it's sitting on the ground, and there is no realistic radiant rise mechanism with just a battery on the ground, then it can be assumed that the energy field of the Earth is the interaction. The Earth's energy field is naturally a positive charge, relative to the atmosphere. But relative to itself, it is non-polarized. If you stick the ends of a digital voltmeter, it'll show perhaps a negative polarity or positive polarity, rather indeterminate because polarity depends upon the relative positioning of charge.

The energy of the ground is parallel and di-electric; negative energy, but positive polarity.

The battery will resonate inductively (negative-energy induction; able to pass through solid objects as well like the battery housing, concrete foundations, air gaps, etc) to achieve equilibrium. Think about it as the

vibration of the Earth surface vibrates the battery housing, and energy is transferred through the vibration. Setting a battery on a 2 X 4 is enough to stop the battery from de-polarizing. For example a vibrating resounding crystal bowl on a wooden table will vibrate the table with sound, but if you set the bowl on a mat, the table won't give off sound along-with the bowl.

...

Which way does the energy flow?

If you have a static build-up of charge in an antenna, the antenna may have a bright electrical corona, or otherwise the energy is held as a static charge, not moving around, just sitting there. Art Bell's old van with his antennas on it used to glow; tires insulate from the ground. Many times I've been riding in a vehicle and open the door to step out, touching the metal door frame and as soon as my foot touches ground, a static spark arcs between my hand and the door frame. Connecting the antenna to ground discharges the energy into the ground.

If this is the case, then when a battery positive terminal is connected to antenna, then the antenna naturally polarizes electromagnetically, otherwise the energy polarizes within the battery itself.

You have two cases: radiant rise, and electrostatic grounding, which determines the inertial direction of the movement of charge.

Plasma balls tend to float over the surface of the Earth; it can be assumed the plasma ball to be positively charged, riding over the positive Earth surface charge, yet having some mass to it so it does sink down to near the surface. Right before lightning strikes you, your hair may stand on end, indicating a radiant rise of energy, rising to make a static conductive corridor for energy of the lightning to travel between sky and ground.

Yet clearly, there is movement between the two. Townsend Brown discovered that those energies have inertia and can be utilized to induce motion by electrically polarizing a saucer-object's own inertia -- internalized and reactionless motion. Air flow around the object is a by-product of its own polarizing inertia, and the inertial field that it generates.

We have two polarities: The positive energy of the plasma-mass, and the negative energy of the di-electric plane of Earth surface. Yet it seems that both are a positive charge, whereas the atmosphere itself is a negative charge due to the difference of energy distribution. The sun is a positive plasma charge. Space is electrically conductive.

In space, charge will manifest on either side of asteroids or satellites or other stellar objects according to relative positioning of energy distribution.

The only question is, if an object is polarized positive and negative in all ways, thereby polarizing its own inertia, then which way does it move? EAGLEWORKS says theoretically, an object will move in the direction of its negative energy. But Townsend Brown says the opposite, and has shown us the way, historically.

Townsend Brown says an object will lose its balance in a direction that corresponds to an object losing its mass in one direction. Logic tells us that when something loses its balance in one direction, it'll travel in that direction. But it is the mass that moves, not the loss of mass. If an object loses its mass in one direction, then that loss itself is a force of mass upon itself. That can appear as a squeezing force of aether space upon one side of a massive object, like squeezing a watermelon or pumpkin seed between your fingers and it shoots across the room.

Radiant rise from positive to negative is not a force of mass, but a force of energy! **It is the movement of negative energy to positive energy.**

Yet the movement of mass (movement of charge) from a positive to a negative is a force that acts upon itself.

A static force grounds to negative energy, but the inertia of its energy projects upward away from the ground, as soon as it is polarized!

Lightning has danced overhead my Tesla tower before, crackling overhead, unable to touch ground due to the reflexive field of the tower acceleration upward. Also, grounding the tower on a clear day would immediately form an interference grid in the sky, like an "X marks the spot" (in a very wide area, too) in the

appearance of cloud patterns, showing me that energy was rising up from the tower.

That is the essence of di-electrostatic propulsion: An object under inertial polarization will travel in the direction of the positive charge of its inertial mass, reactionlessly.

Even though the Tesla tower sits on positively-charged ground, the bottom of the tower itself is therefore a negative polarity. Even though, according to Earth surface, the atmosphere is a negative charge, the top of the tower in the atmosphere is therefore a positive charge. There is conduction between polarity. The Earth surface however is negative ENERGY (di-electrostatic in parallel; collapse and depolarization of the magnet), and the atmospheric charge is positive energy, extending away from the surface of Earth, in expansion to the relative "flat" plane of Earth surface.

Given enough energy and polarity, the top light-weight toroid of the Tesla tower, if allowed to disconnect, anchored only by a wire, could float up under static rise.

The polarizing of negative energy itself also not only moves away from gravity, because it is less dense, but under polarization moves in the direction of its positive charge. It is a paradox that a positive shape can exist within a construct of negative energy; but that is essentially why a static charge will cause a lightweight object taking up positive space to float. It is because the negative energy itself lowers the density of the material it envelopes, thereby lowering its mass (mass reduction), and given a polarity of its inertia, will move in the direction of its own imbalance.

Energy Density and Inertial Polarization.

If you really think about it, the shape of a warp drive "bubble" is a tear-drop shape which tapers off to a di-electric zero, so it compresses space **behind** the ship, not in front of it. **BUT**, the asymmetrical capacitor shape of the hull requires the "ground" on the bottom, and the tear-drop shape on top, because there is a paradox between positive shape and negative energy, and the *imbalance* between the two which creates

inertial motion.

A better explanation of the infamous cone-shaped EM drive is that of simple lift. The energy has **less** pressure (not more pressure, even though the volts are higher) toward the narrow part of the cone shape because it is able to resonate faster, much like how the air moves faster over the airplane wing causing lift. So, there is less pressure toward the narrow part of the cone, AND an increased voltage -- think of the "speed force" of frequency and voltage.

That's a paradox in itself because water has more pressure when it moves faster, as in a turbine which speeds the water up as it moves through the turbine, as in the images of the turbines below on the next article. Water pressure is greater behind the turbine engine, moving the turbine corkscrew forward. How can water have more pressure moving faster, but air have less pressure moving faster? Water-force is pushed behind the boat propeller to move it (higher pressure and higher speed opposite the direction of travel), but air-force is accelerated over the top to generate lift (lower pressure and higher speed IN the direction of travel).

The vertical impeller aspect of the overall form of the LAU-X4 also demonstrates an increased frequency in the narrow portion of the ship's shape, shaping the internal inertial mass frequency in harmony with an external asymmetrical shape.

That faster frequency also exists with the Tesla tower, whereas the increase of volts is upward along the transformer.

The vertical core could even be a cone-shaped spiral were it not for the negative ground requirements of the central accumulator for di-electrostatic inertial "lift." That alignment is necessary for negative energy "rise" whereas negative energy moves to positive energy; but the positive static *charge* grounds to negative di-electric **energy**.

. . . this begs the question of whether or not the utrons are in fact hollow, or solid, if we consider static energy density ... They're most likely hollow considering the weight of them on a larger scale. Static exotic coils.

But then also, are they really steel since they have to pass through the magnetic gate between the electromagnets? It has been said by Carr that their shape causes them to accelerate through the electromagnetic gate. Certainly if they are aluminum, they would resist due to magnetic breaking.

But, if they are in fact magnetized steel (or hollow iron with a coil imprint, or otherwise a coil winding adhered to the exterior), for instance, then when the utrons pass in to the electromagnetic gate they are attracted to the electromagnets, and then a quick snap reversal would speed them right along!

One utron half can be magnetized in one polarity, and the other half in the other!

Well at the very least, the electromagnet has to collapse JUST PRIOR to hitting "top dead center" over the utron, giving it a nice magneto-electrostatic negative-energy charge. As soon as the electromagnets start to collapse, their polarity instantly reverses. No problems. Magneto-static exotic coils.

I like it!



1 Comment

EM Drive Comparison And Another Design Shift

11/23/2016

21 Comments

UPDATED: 12/09/16

To briefly note:

Microwaves are a frequency in the EM band, a little higher than radio waves. The EM drive works because it exerts a greater pressure on the flat surface than the angled cone-shaped sides. I want to make a similarity case for the vertical core impeller, which uses a different kind of physics. But, as the EM drive reportedly uses an internal force of energy, the vertical core impeller uses an external angular force of energy upon the cones, which is why the vertical core can work even though the "cones" are upside down.

The EM drive is astounding. This post should be in the warp drive news page but, it's getting kind of full. Regardless, it shows that an internal force can still move a ship, without the use of an external thrust. That's about as similar as it is to the LAU-X3 or the OTC-X1.

I love it how people are saying the EM drive violates Newton's third law of motion. The law is still a law though, we just have reactionless engines that use field mechanics. All a reactionless engine means is that the engine doesn't produce a thrust to propel it forward; internalized propulsion field. The EM drive doesn't violate Newton's third law, it just doesn't apply to Newton's third law. That's fairly common sense.

Here is the article about the recent EM drive: <http://www.inquisitr.com/3734389/warp-to-mars-in-10-weeks-nasa-publishes-impossible-emdrive-research-paper/>

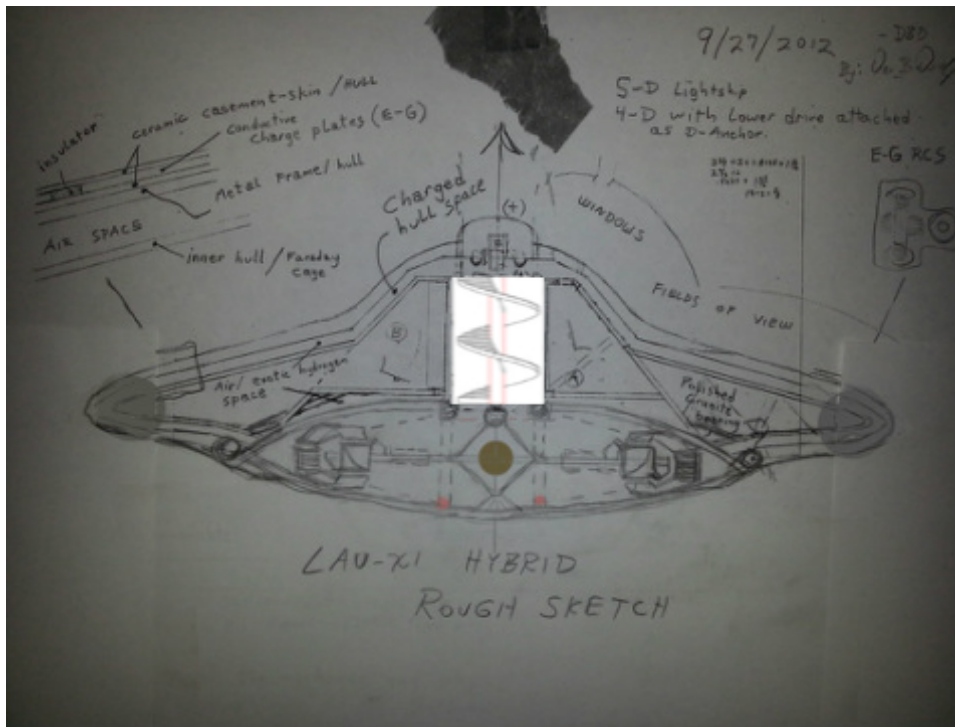
Regarding the EM drive characteristics with the vertical core:

.. of Course, I might just tear out the vertical core and throw in a corkscrew shape with magneto-electrostatic charged surfaces to drive an electrogravity force instead of using those cones. ... I thought about something like that when I was 8 years old actually, but it's not my

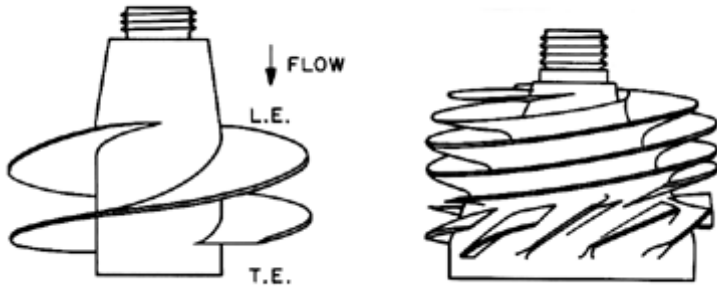
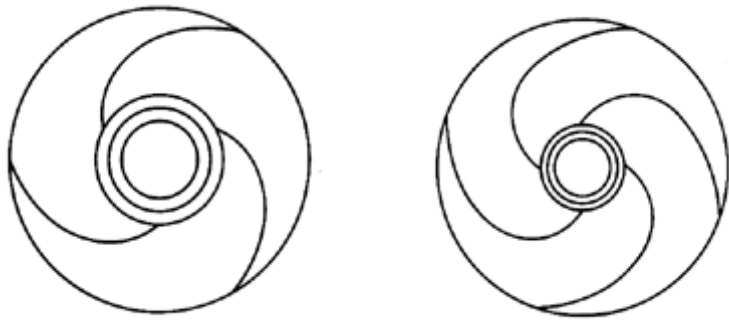
idea alone (I had asked to see, I closed my eyes, and envisioned something a lot like the impeller depicted in the images below). But an electrogravity corkscrew does have a nice flare to it. That would be a huge design change, but it would be very easy to merely change out the vertical core and keep everything else intact. I kind of like it, in fact. ... make it wider to compensate for the forces in the Outer Ring.

Believe it or not, such a thing was discovered in secret from a crashed million-year-old ship on the moon, for those familiar with the Secret Space Program operations a little. This was told to me from someone who was at Area-51 very briefly (ok, honestly he never really worked inside the facility itself), and has been working with the military since he was a child ... my mentor in fact. I'm throwing caution to the wind here. I'm not a remote viewer, but at the very least that practice should at least show that information in a box can at least be "spiritually" discerned. It is only a confirmation to me, however, of an otherwise fairly common-sense idea that actually does have a scientific basis in physics, and metaphysics.

something like this ...



LAU-X3 Dragon Tail (Refit)



Or double bladed ...

All it takes is a high frequency magneto-electrostatic negative energy charge being applied. Like DNA.

Yes, this **IS** a design alternative I've been considering for a while ... This **IS** the whole concept behind the Hamel engine. It's just now that the Outer Ring can generate power, and auxiliary exotic negative energy generators are considered, now that that technology has been demonstrated to me, then it really does open up the floor for a few design shifts.

At this point ... it's just NOT that difficult. Note the beautiful sine wave frequency pattern.

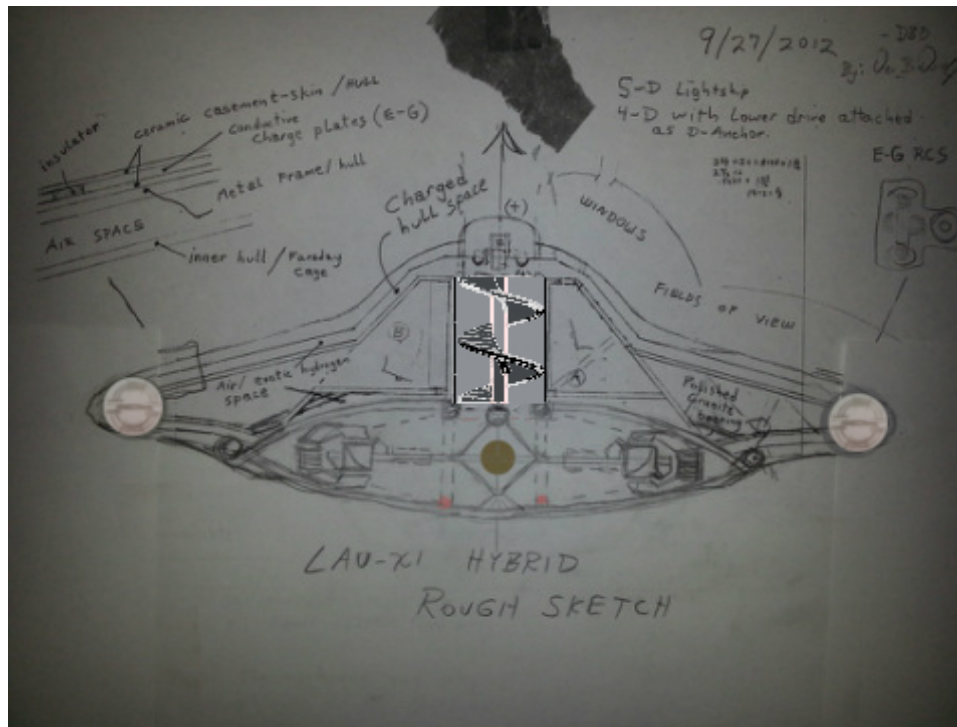
Okay,

Double helix it is! Maybe triple ...

... I kinda like it, actually. It actually increases the acceleration frame of an electrogravity frequency.

Let me rephrase .. it sets a frequency into motion, into acceleration. What is equivalent to acceleration according to Einstein? -- Gravity.

The physics actually remain the same. It's just that the engine design is changed.



LAU-DJ-X4 Dragon Tail (Refit)

A little better color . . .

David Hamel originally described the vertical impeller as that which created a vortex air flow which circulated throughout the inner hull space, between the inner and outer hulls. That flow could be ported through vents which could steer the ship and move the ship while in an atmosphere. He also described the impeller as an electrically charged engine. That is an additional redundant flight mode.

The impeller, charged with negative energy, magneto-electrostatic, is a rotating static force in polarity of positive on top, negative on bottom (standard electrogravity lifter and thruster configuration/polarity). Instead of transferring the energy of mass through a rotating magnetic field, the interior cylindrical housing can be charged to align the particle flow uni-directionally, and that energy moved through a rotating magneto-static field.

So not only does the rapid motion drive a force of particles, particles are driven in vortex along the surface of the impeller, staying in spin alignment and accelerating as the impeller also spins (acceleration 2). It's better than a Bose-Einstein condensate, whereas exotic negative energy is naturally superconductive, not encountering any magnetic resistance.

It is superconductive because of its exotic state which is a massive electrical force with no particular polarity. See the article on the General Blog page about exotic energy and exotic mass. This may seem to be a contradiction, but it is the engine itself which creates the polarization. Exotic energy does not start out polarized to turn an engine. The vertical core is spun by the Central Accumulator at the bottom. It is the spinning of the vertical core which causes the polarization; otherwise the energy in the vertical core is exotic and therefore non-polarized, yet highly electrical.

So, the energy of mass is transferred through the magneto-static rotating field, but aligned by the polarized charge of negative energy on the inside of the cylinder housing of the vertical core. Exotic and negative energy works in tandem, in unity. Recall, dualities conflict and contradict, but the paradox is unifiable. Please

re-read the above four paragraphs very carefully.

I have actually experienced this type of energy in my own Tesla tower experiments as well.

The exotic energy is created from a special auxiliary generator which resembles the Outer Ring segment illustrated on the Outer Ring page (there is a slight difference; the Outer Ring segment is slightly modified from the actual working generator). Yet, it can be created in the Outer Ring, also. Not everything is revealed in that process, because it is proprietary. It is the case with inventors that they are stuck on the "disclosure" phase because to do so may result in the loss of additional resources and funding to continue their work, unless a great deal of resources and funding is first spent to secure it properly. That is a common catch-22, and along the way if not done correctly, it can be stolen away from the inventor, or otherwise the inventor could be raided by unscrupulous energy interests ...

I have to be extremely honorable and extraordinarily careful with this presentation, but this is also an extra added security measure for the inventor, handled by pure trust.

In case this is too unbelievable, just think of it like this:

An electrogravity force, as people commonly consider it, will never-the-less create an inertial field, or rather a gravitational field similar to the Townsend Brown di-electric, which creates lift or motion without any thrust (seemingly in violation of Newton's third law, but then again so is the EM drive).

Not so unbelievable after all, is it?

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A True Warp Drive Impeller -- Details and Expectations

- 1) The impeller resembles the flying rod creatures that people have filmed.
- 2) Conventionally, positive and negative polarity was the electrogravity solution prior to exotic energy.
- 3) Double or triple spiral impeller would be most logical (at least double, because that fits more with what is observed in nature; a natural geometry)
- 4) A lot of people like the cone idea of the vertical core. There are cones in the OTC-X1, also part of the EM drive construction that NASA Eagleworks is testing, and I have to admit, it's rather a neat concept. In fact, UFO researchers have revealed that such a system has actually been used in secret, of course as far as I know, all those records were destroyed. But the impeller style is a classic. As a child, I had come up with a kind of idea just like that, which does make sense if you really think about it, and it's not such a silly idea. Especially since the flying rods have been filmed which resemble such a naturally-occurring concept. The idea of a spiraling rotating and gyrating inertial force is pretty stout as far as concepts can go. A gravity field SHOULD be able to penetrate walls and housings.
- 5) The extent of the LAU-X class design has been realized. If the world weren't so adamant upon keeping secrets and adhering to strict standards of Newtonian physics (Yes, especially NASA clings to Newtonian physics, totally ignoring all of Einstein and Tesla's approach toward gravitation and propulsion), then maybe we can make some progress toward a greater reality. I think the world **IS** changing for the better, at least I hope. Certainly the EM drive is an excellent step toward breaking out of old Newtonian physics and flat earth paradigms.
- 6) I hope others can take this seriously. After all, what WOULD an actual warp drive or hyperdrive even look like? The world doesn't know. At least Special Relativity isn't saying we can't, anymore. Physics is advancing, and this has actually been a serious attempt toward achieving the possibility that rockets aren't the limit any longer.

7) The Outer Ring can be utilized as a massive negative exotic energy generator to power the Vertical Core Impeller. More power = faster speed.

8) The impeller is a moving frequency of magneto-electrostatic force, a magneto-electrostatic force of mass. The impeller refit is a moving sine wave. As it moves the energy with which it is charged, it creates polarity in one direction. The rotating charges moves a charged particle flow of mass, while also moving its own mass, in a unified force. The faster it moves, the faster its frequency. The entire engine resembles an electromagnetic current, but on a macro scale -- a scalar vortex of polarized mass energy force in acceleration, which IS gravity. The inertia of its force is directed downward toward the Central Accumulator, leaving the pull of gravity behind it (on top of the ship). As force moves down, it falls up.

9) The impeller blades conduct di-electrically, also. We'll put the Townsend Brown di-electric to the ultimate test here in this design and craft the blades to conform to Townsend Brown's infamous di-electric approach toward electrogravity. It might require the blades to touch the housing, using bearings that conduct a circuit, or they can almost touch and a spark gap will close the circuit; and perhaps segment the blades so that they are divided into sections of T. Brown di-electric material. So now, the impeller adds a dimension of acceleration as well as rotation, and motion. The particle flow adds another dimension of action as external and internal forces, whereas the particle flow flows down through the vertical core and circulates around the ship to re-enter from the top of the vertical core in a circulation field as has been discussed many times.

As the blades move, the top of the blade is in different polarity to the bottom, to guide a particle flow along its path. If Townsend Brown was able to move his little saucers at some 20,000 miles per hour (maybe it was 200,000, I'll have to look it up), then it is apparent that this will create an electrically charged vortex field that spirals down through the center of the ship and resemble a magnetic field as the particles take their return trip in a wide arc (through the shape of the hull) back to the top -- internal Electrogravity, instead of applied force externally around the craft in an atmosphere. The only difference is the atmosphere is carried within the ship, instead of the ship traveling through the atmosphere, since this is meant for use in the vacuum of space.

The central drive shaft will have to attach to the top of the ship, so disregard the picture which shows a gap at the top. I just haven't got around to connecting the lines on the schematic.

10) The spark gap at the edge of the turbine / impeller, between the impeller edge and the cylindrical housing will give the vertical core a magneto-static energy, and spiral magneto-static forces down the inside of the cylinder itself. The top of the ship is fairly rugged and sturdy, so a lifting of the impeller will push on the up on the top of the ship, while a static force acts downward inside the core (equal and opposite reaction, but the "thrust" is concentrated in the core, and dispersed as it circulates around the inside of the ship). It's a beautiful balance, or rather, imbalance that imposes kinetic motion while the Outer Ring generates power and provides a negative energy surrounding field (The Outer Ring segments closely resemble the negative energy auxiliary power supply, how it looks, even though the details of how the auxiliary power supply works is a proprietary secret).

Since the auxiliary power supply is a stroke of brilliant genius from my mentor who studied under Cal Richardson, Tesla's partner, then that is why the designation of the new refit, LAU-DJ-X4.

11) It has been rumored that the impeller is an ancient technology we stumbled upon, from an advanced Human race prior to our modern Human "tribe." It's a fast engine, which may have teleporting tendencies.

12) Physics: Gravity cancellation occurs in the OTC-X1 lower drive system. As the impeller moves, it speeds up the Utron rotation so fast gravity travel works in harmony with increasing frequency of gravity cancellation, channeled through the Central Accumulator. The Outer Ring creates a negative energy electrical field essentially as the "warp bubble" effect Eagleworks has been seeking. The negative energy field collapses, or rather UNIFIES the mass build-up, in collapse as explained through negative energy physics, but unifying mass as explained in unified physics, so that "beam of electrical mass gravitation" occurs superconductively without a resistance of electromagnetic time as that terrible anomaly considered by special relativity to slow something down the faster it goes. That's the idea, however using negative energy or exotic energy in the warp drive impeller handles its own frequency as far as increasing the "speed of time" rather than slowing it to a crawl as special relativity has claimed (which is due to the lack of knowledge of gravity cancellation in relativity; the article below this also explains how time frequency is increased rather than decreased the more inertial mass and gravitation a system builds up through what is called, gravity

cancellation). The negative energy simplicity article below also explains how using negative energy will also negate the time anomaly limitations imposed by special relativity by increasing the time frequency while increasing the inertial frequency, by using negative and exotic energy.

Further Clarity

Protons accelerated near speed of light in a circle drives their mass up. That ring if pushed creates a counter force of resistance like trying to push against a bulldozer with your hands to move the dozer. Mass is electromagnetic. If we drive those mass rings up, which we can do with the impeller, then there's a force of mass always moving up, driving mass up, driving gravity up because gravity and acceleration is equivalent according to Einstein.

We have two possibilities in which the engine will work therefore.

You can drive a pontoon boat forward by slowly building up speed running along the deck and jumping and bringing the mass of your body to an abrupt halt driving the boat forward. It moves the boat quite a bit, too.

So, channeling the mass energy up builds up a gravity force while the OTC-X1 engine lowers the overall mass of the ship in an energy field. With a lower mass, it takes very little force of inertia through the center of the vortex to do work. Through the center of the vortex, is the best place to build the mass up. So there are in fact TWO ways to do this, using either negative energy or positive energy.

Since the central accumulator accumulates inertial frequency, then the motion of the ship pushes against the accumulator. This is why negative energy is used INSTEAD of positive energy. It is self defeating to drive

mass up only to push the accumulator down. Instead by pulling mass energy into the accumulator, it draws the ship forward (up).

The ship is pulled along. That's why quantum physicists claim negative energy is gravitational force. But that is in error. It is an ANTI-GRAVITATIONAL force meaning the gravity force is in the direction opposing the force-flow of mass so that the ship falls forward, driven by a gravity force that the universe provides due to the engines.

A 2 or 3 helix impeller would increase the frequency of inertial (gravity) energy.

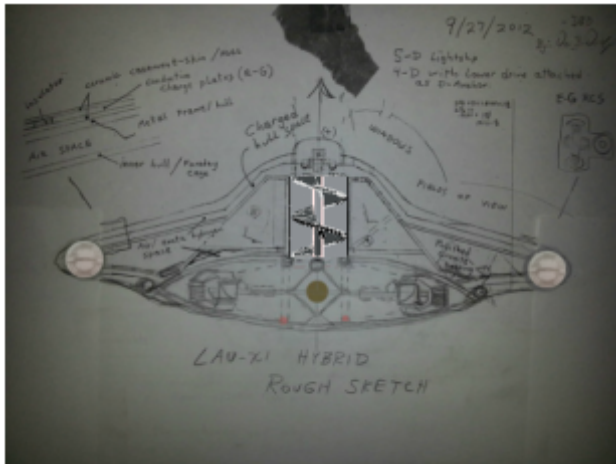
Looks like the little critters, the flying rods that people have captured on film. The diagram isn't too pretty but ... I'll fix it for the book.

At this point, the LAU-DJ-X4 Dragon Tail (Refit) is the Final Product of Design, Theory, and what testing actually has been done. There are several variations in the LAU-X class designs. Eventually, we may find out.

Until that time, adieu and enjoy.

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Summary and Recap



LAU-DJ-X4 "Dragon Tail"



LAU-X3 "Dragon Eye"

We have two styles: The one on the right, the cone style uses Townsend Brown dielectric or mercury, but depends also on external magneto-electrostatic frequencies around the cones to achieve an effect similar to the EM drive -- angular electromagnetic forces due to the cones' geometry, where the higher concentration of EM force impacts/occurs upon the wide "heads" of each successive cone. Rotational geometry is a requirement for electromagnetic and magneto-electrostatic angular inertial forces in vortex. Those are also electrical gyroscopic forces involved, as well. And of course it is accompanied by a proton flow through spinning electromagnetic fields, but such a flow is not as fast as the one on the left.

You can also look at the concept as the cones being squeezed with magneto-electrostatic forces, pushing the inertia / momentum of the cones up, giving the ship lift upward ... like how you squeeze a slippery seed through your fingers and it shoots across the room.

Also regarding the vertical cone engine: it has occurred to me that they follow the same principles at the bottom of the Tesla/free energy article titled "Tesla Power." Each cone goes from positive mass at the wide

rim to near zero mass at the tip of each cone. Charged with negative energy, the rotation of magnets applies positive energy current which not only gives negative energy a course to run through, superconductively, but also creates a positive / negative rotating static imbalance in the engine, creating positive and negative vacuum pressure of rotating mass-energy electron/positron frequencies. It illustrates the collapse of positive mass, and the frequency increase resulting.

The one on the left uses an impeller drive, again with dielectric segments, but focuses on a spinning and rotating particle flow in uniform charge alignment (positive and negative alignment vertically; each particle will be charged) which transfers the mass of the spinning and rotating charged particles in uniform unified motion through a magneto-electrostatic field, similar to Dr. Ning Li's theories (who used to work at NASA but disappeared, moving to China to presumably fund her work, since no one else would). That coupled with the di-electric construction of the impeller itself generates an electro-inertial propulsion field (internal electrogravity). It could be considered more of a quantum magneto-electrostatic inertial drive.

This system uses negative energy which draws down into the Central Accumulator, pulling itself upward like pulling itself along on a rope stretched through the universe. It is a di-electric, negative-energy accelerator inertial engine.

Resonance of particles amplifies their energy, be it energies of mass or charge.

Both use the same principles in general, but focus on variations upon which are common in the theatre of conventional gravity propulsion theories.

I'd say the one on the left is faster, and able to reverse its direction to stop quickly. **Also, the impeller cylinder can be connected to the hull plating to drive a spiraling negative energy magneto-static force around the outside of the hull from top down (mechanically timed system easy to do because of the nature of magneto-electrostatic energy). The energy wouldn't be recycled through the ship, just be generated in an exterior field to start at the top and finish at the bottom. The apparant discontinuity connects to surrounding space to drive the ship, so it wouldn't be a closed system.**

Just because lightning won't "flash off" or discharge in a vacuum does NOT mean that magneto-static rotating scaler forces won't none-the-less exist. After all, look at a plasma jar which contains a near vacuum, and also vacuum tubes for that matter.

There are multiple variations also of the Outer Ring system, some are not seen at this website, but I feel generally, its purpose and function is thoroughly analysed, theoretically, and through private verification. I haven't yet figured out how to get the private out to the public as far as that goes, nor if it is a good idea to do so. Largely that will rest in the hands of another anyway. Don't really need to say much more about what has already been stated at this website in the various pages, and in the comments to the various articles. From my own work with a Tesla tower, I can verify a LOT of how the smaller more portable system works.

So, it is theoretically valid, and I feel that to TEACH it, or EXPLAIN it, it requires a slightly more abstract approach, because I believe much more can be realized that way. The inventor also has developed much more advanced systems, so there we go.

The goal here is to communicate and share these resources so that others can begin their own development, and achieve further understanding.

The OTC-X1 engine stands by itself, or can be used as a component.

It is likely each outer ring generator "head" should produce several thousand watts of negative energy, through its own internal resonance (although it could generate more), not counting additional resonance through each segment including a charged particle flow OR a conductive particle flow. 144,000 watts of power should be easily achievable, if not more, through the Tesla energizer technology currently held in private. One thing about negative energy, is that it does not require a spark gap, but can be a resonance of longitudinal waves instead through an air gap (or gas). But, negative energy does not heat up or burn out systems designed to handle that type of energy (experimental verification). Conventionally, a single spark gap is all that is required to turn the whole system into magneto-electrostatic, and in my own experiments, I have not noticed any melting of any gap points or wires from repeated use.

Also and again, at very high frequency/volts, magneto-electrostatic current resembles a cold wispy plasma which harmlessly passes over the skin of a biological organism, and is non-harmful. Tesla had originally intended such an energy to specifically be used in spaceship energy systems.

This is the product of 16 years of study and experimentation, and at least half of that has been in metaphysics.

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Special thanks to my friend Youssef Gaaliche for this very brilliant revelation, so important I HAD to add it for general viewing:

My friend Youssef Gaaliche came up with a brilliant revelation that the levitating forces on the OTC-X1 is due to the time dilation alone, generated by negative energy (using the di-electric "capacitor" plates of the craft) experiencing say 1 minute of Earth gravitytime per 10 minutes passing in the ship, greatly diluting the gravity pull upon the ship; while the rotational forces acting at 90 degrees to the pull of gravity is a greater force that overcomes the minute pull of gravity upon the OTC-X1, not even depending upon the Townsend Brown force to work.

Thought alone is a strong force at that point that moves the ship around.

...

I would like to add that the transverse forces of negative energy (vertical impeller and OTC-X1 engine, and too the Outer Ring which intersects the balance), focused upon the central accumulator allows for the movement of the ship through conscious intent, practically teleporting the ship through an inner-generated wormhole or stargate -- a Light Body Craft. Considering speed is a function of frequency, of time and mass, then at negative frequencies (frequency of negative energy) acting upon length, width, and height, the ship can move as light and thought, negating all 3-D spacetime forces upon matter and mass.

Whereas in a gravity field, a 2 dimensional plane overcomes the, as Youssef says, the three forces that act upon matter -- gravity, spin, and weight -- then in outer space those forces, including gravity are all internalized through frequencies of time. Time frequency increases in Outer Space, because there is less density of matter. So movement between star systems would virtually be instantaneous.

Centrifugal force also plays a part in this, as the three forces acting upon matter, which has polarity as push or a pull. Gravity pulls, centrifugal pushes. Yet with the collapse of positive energy along the utron plane, through the di-electric disks, there is a centripetal (inward-acting) force of electronic inertia (the inertia of electrons). As the electrons are squeezed by the electromagnetic field collapse and pushed toward the center, thus there is a force of mass that is directed inward toward the Central Accumulator.

And so that is the force that overcomes gravity, through mass reduction, increasing time, and it is done in a unified field. The balance of centrifugal force and centripetal force is achieved electronically. And so when the system spins, there is no centrifugal force generated. That force must then translate through time instead of through inertial space.

A thought piloted photonic interface (the OTC-X1 "crystal ball") can easily be duplicated as a ball sitting in front of the pilot, linked to the engines, just to provide a mechanism . . . It is entirely possible that no such mechanism is required naturally. However, it is an intriguing possibility.

WOW!!

This also sheds more light upon the OTC-X1 operations, which before now was always using principles of physics involving positive energy! The electromagnetic pulsed field collapses occur through the di-electric "capacitor" plates of the central rotating utron disk (or the accumulator frame as some call it).

As such creates a tremendous build-up of positive and negative energy through the intersection and induction of the collapse of positive energy, transmitted through parallel magneto-electrostatic geometry (negative energy).

It follows the same principles as the Tesla negative/exotic energy generator! The electromagnetic field collapse sideways through the middle of the electromagnets induce the di-electric capacitor plates in parallel.

Adding a gyroscopic force (utrons) in a negative energy polarity creates a negative inertial gyroscopic *vortex* force. The negative energy charge of the utrons accelerates rapidly through the positive energy of the charged field electromagnets; and also at that intersection of positive and negative energy, is where the greatest amount of exotic energy occurs; creating an exotic-charged inertial force.

Inertial mass reduction gyroscopically is the effect of the utrons. Exotic energy is the positive and negative mass fluctuation of unity. The electromagnetic field collapse squeezes (hammers) the di-electric plates on top and bottom, and shoots negative energy through the middle of the collapse straight through from outside edge directly to the central accumulator, carried through field induction.

The Outer Ring does the opposite, acting in transverse to create a parallel collapse around the ship since it is directly connected to the "aero-frame" and di-electric plate structure of the hull. Therefore it does not need to be directly in-line with the OTC-X1 engine, but instead through the central balance of the overall shape of the hull itself, tapped at the poles (top center and bottom center) by the engines.

Well that means that the electromagnetic field collapse occurs in a special geometry:
collapsing from the poles toward the center!



21 Comments

Physics Update: How Time Works, Mostly

11/13/2016

3 Comments

Answers are in questions. Special thanks here. Sometimes, it's the questions which advances the science. Well, in fact, that's what science is all about, asking questions.

So,



In response to this question:

~~~~~

### **Relativity made Simple**

The orbital model of the atom is mainly from chemistry. You have electron orbitals .. the outer electron shell is what exchanges in reactions. The orbital model of the atom is something people can work with.

If something is right or wrong is doesn't matter as much as how can work with it and understand what we're working with. Yes, electrons have mass.

Change in mass is due to speed and inertia closer to the speed of light something moves. But electricity travels naturally at the speed of light. It does have a speed limit when magnetic resistance is considered tho. Free flow of electricity at the speed of light is more superconductive...

There are no absolutes. There is what we measure and what works. Most folks trying to re-write physics also don't understand simple gravity or Einstein's equivalency. So ...

You could say electricity has mass. Mass is therefore Energy.

### **Electromagnetic Light, Time in Electromagnetic Space**

...

To answer your question about time, you may have to read those new books I included on the recommended reading list (its up at the top of the list). You're asking the "how does it work" question, whereas my website is geared more to the "we know that it works and what works with it" perspective.

The Paul Davies book "The edge of infinity" will help quite a bit.

My home page and the warp drive news and warp drive blog pages gets heavy into all of that. People liked the articles, some of them, so I guess people liked that it makes you think, particularly about the paradox.

It is hard to fathom actually. I used to know the calculus approach to answering the question of why is the equation for the volume of a sphere so peculiar. ... Relativity is a calculus thing but also geometry. Calculus deals with spherical geometry. But standard geometry in say Euclidean, provides a good explanation. I never was one to retain math, but I taught myself calculus out of the book .. took classes too but .. the logic itself can be understood if the operations are known. There's a lot to memorize tho.

The natural way the universe works tho is easier to understand and to be known innately. You can derive the math at any time. But knowing gravity and electromagnetism is simple and MUST be simple for it to be real, according to Einstein. It has to make common sense! But sometimes it is exactly backwards to what common sense tells us. That's because two work with one in this universe.

When you see two blackholes spin down for a faster frequency of time, you have to assume one black hole by itself creates a slower time frequency surrounding it.

That's the simple relation to gravity, mass, and frequency (time), for everything in the universe. Positive and negative also apply, as does electromagnetism. All of it is Light.

Now where inertia comes in, well its all in motion. What can be still though will still have inertia. Thats what Newton's third law really means. That's what it is really saying.

Time is frequency, of motion. Simply. The fact time speeds up farther from gravity and slows down closer to

gravity is all positive electromagnetism. Negative electromagnetism occurs with two (at least), working as one.

Everything wants to revert back to a light state. All particles retain that acknowledgement essentially. But density (matter, and mass) behaves in opposite to a pure light state, behaving exactly backwards to light.

Time is the density of separation of matter into opposite states. Frequency of that separation from a zero point (be it a wave on a graph or a curve approaching infinity) into one polarity AND another is the space between the moments of separation, as matter separates further from light into higher densities. We consider higher density as low vibrational states, of more dense matter. That is how Relativity works, from that perspective.

If something happens 10 billion miles away, then how fast does light travel? Light will travel at the same speed everywhere if you measure it from where you are. So we exist always within our own spacetime continuum. But, the speed of light does change, which has been measured in labs and across distance.

That means that light measures spacetime. And according to science and Einstein, yes it does. Light measures the frequency of spacetime. How the hell else do we know when time speeds up or slows down unless we can see it, and detect electromagnetic waves from distant places in space reaching this point, or from point A to point B?

Time speeds up away from gravity, out in deep space because deep space is less dense. So, light will travel faster in deep space. Light travels about 360 million miles per hour from our current gravitytime position, roughly. It'll travel that fast near and within our local time frequency of density space.

It'll go faster in deep space than what we think. But we can calculate how fast if we sit and think about it. All in positive space. We you go into negative space, you're simply dealing with warp drive theory.

So light travels. Rather space travels. Light is everywhere at once.



Speed is another factor. That's where special relativity kicks in. That's what special relativity is all about. Speed of matter.

Matter that moves fast away from mass, or in parallel with mass, has a special relation with time because of frequency of motion and thus inertia. Inertia is electromagnetic in nature. Frequency deals mainly with time.

Does that explain how time works better? If you want to know why it works, or how it works, it has been mapped out. Orbiting massive bodies relative to each other tend to speed up time. Even though a binary star system has more mass, the massive stars revolving around each other speed up time instead of slowing it down due to a massive presence itself.

If the two as one were to become one, such as if the stars went black hole simultaneously, then in that uniform paradoxical geometry of inertial rotation, the collision of the binary stars in paradoxical motion can unify eventually as a black hole. But in the meantime, the frequency of time will speed up, approaching light which is infinite time. So mass has that limit that it cannot be light but, well .. How do I explain that? If the two become a one (a black hole), then it will be positive in gravity energy (a strong gravity force) and will slow down time because it stretches the time frequency so much as gravity pulls on the fabric of space, that time slows down a whole heck of a lot, at a black hole. Eventually at the event horizon of the singularity hole, time will stop mostly.

## **In a nutshell:**

As you approach unity (light) then gravity is less, because gravity is more present in lower densities, where

there is more separation between matter and matter.

Time is the thing that separates, though. Which is why in faster fields of time, there is less gravity, AND speed of light is faster.

**Gravity decreases in density as light increases in density**



3 Comments

## The Townsend Brown Utron

11/10/2016

4 Comments

Updated 9/12/17

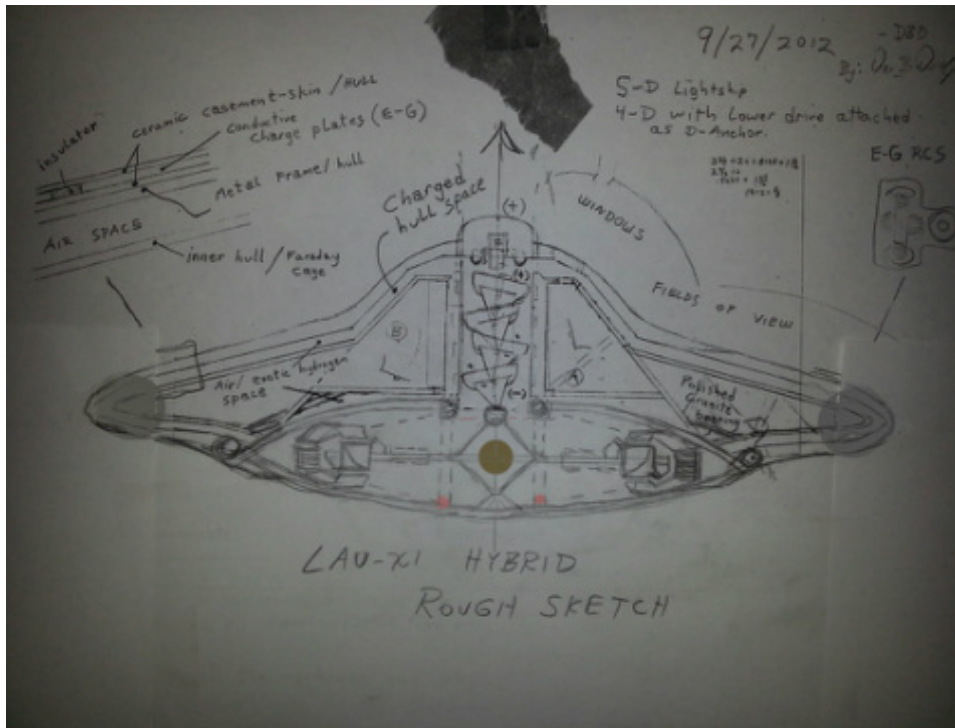
There is another design possibility using the Townsend Brown dielectric approach, sandwiching two utron halves together with a di-electric in the middle. The utrons can be constructed with some power-cell / capacitor aspect, actually having some guts to assist in the self-regeneration wiring of the OTC-X1, while employing the di-electric electrogravity aspect of what Townsend Brown had discovered.

This is a design alternative.

This is such a great idea in fact! I honestly wasn't the first to conceive of this. But this is great. Multiple stages of di-electric and electret plate stacks made to hold some capacitance and generate a gravity force when electrically charged is a more known approach than mercury-plasma, and perhaps a more simplistic approach that could even be safer.

I love this concept!

Plus .. I just realized this .. the vertical core inductively collides positive and negative energy in the engine because of the rotating magnetic fields. So ... we may just have a winning design for a warp drive ship. Otherwise the vertical core will have to be replaced with a different design which uses only negative energy from an exotic generator, but I'm hoping it won't come down to that. Regardless, this perhaps "maxes out" the design capacity; or rather we have reached the full spectrum of this engine configuration design, ready to build and to test, able to test multiple gravity drive technologies all in the same essential configuration of the LAU-X3.



Rotational, gyrating, spin dynamics of the di-electric in the utrons are taken into consideration in an overall energy field construction, created electro-mechanically mainly. The Brown di-electric used in the utrons could very well provide a safer energy field than using mercury. This should be enough to convince others of the proposal to construct such a marvel, in that it is very likely to work. And if not, there is more than enough information now, including knowledge of the exotic negative energy power source, to put this project well beyond the scope of mere speculation.

I'm adding to this article (9/12/17)

Mercury Plasma has given us results. Nassim Hamein had experimented with magnetically contained mercury toroid - donut shapes, spun at high velocity and charged at certain frequencies. It is said that he warped the walls of his house from doing this. Mercury-plasma type of systems have demonstrated levitation ability, and the TR-3B (the patent was just released not too long ago, also) uses mercury-plasma systems.

Mercury plasma is more unknown, but the physics have been around since the 1930's used in Die Glocke created by Dr. Schumann, of which the Schumann resonance of Earth was named after. Dr. Schumann said "The energy should flow like water (hydrodynamics) over the hull." You know he literally means the energy physically feels like electrical water (chi) running over the hull.

That is why it is called "magnetohydrodynamics" -- the magnetic energy flowing like water over the hull of the ship -- negative ion particles, or rather *negative energy* chi.

It becomes pointless after a time to try to "explain the physics" of something that was done in the past on multiple occasion (just covered up), and we have a pretty good understanding of how to duplicated it, regardless. Understanding how a mercury-plasma system can work in conjunction with *negative energy* opens up a lot of doors to a rediscovery of possibilities.

Mercury-plasma systems have been discussed throughout this website on pages like "warp drive engineering" and "warp drive news." It's almost as good as metalized hydrogen, something that has metallic properties, but is a gas/vapor OR liquid medium to be put into motion. It is the electrical motion (and acceleration) of mass involved which is what gives mercury-plasma (or metalized hydrogen) its favorable properties in antigravity / hyperdrive / warp drive applications.

It is accepted that Otis T. Carr used mercury in his utrons. There is a design alternative to use di-electric plates instead. Both systems are somewhat compatible, and similar.

Application of mercury-plasma in an utron is to note: The mercury spins inside the spinning utron, moving in spirals and vortex flows, and has fluidic properties that allows for that type of negative energy electrical vortex motion.

The utron with mercury would have a hollow spherical cavity, not filled completely with mercury so the liquid will take a toroid shape when the utron spins and revolves. Most likely, Carr pulled a vacuum on the mercury in the utron (which is why he reported a pressure leak in an utron which sent him to the hospital for mercury exposure).

The new upcoming release of the Tesla-tower Ley-line active vacuum negative energy power production system will shed a lot more light on what we're working with, as far as an understanding and identification and duplication of negative energy power generating systems.

Indeed the simplest of all electrogravity warp drive designs is just using a negative energy generator in an aerodynamic saucer-shaped hull that charges the hull with energy (di-electrostatic propulsion), inducing its own motion and spacetime frequency field (warp drive bubble). My mentor had achieved this in Oregon years ago with just an aeroframe, and a MEG-style negative energy generator. He hooked up LED's and flew it via remote control around over the skies of three nearby small towns. It made the newspapers, too. That's all the Outer ring assembly on the LAU-X4 is in essence -- just a modified version of multiple MEG (motionless electromagnetic generators) arranged around in a circle for power. The MEG uses a tuned magnet (made so the magnet's frequency matches the Schumann resonance) instead of a di-electric material, but it doesn't mean a di-electric can't also be used along with a permanent magnet material. That's the whole idea of the outer ring, really nothing too complex.

How negative energy applies to the utrons, is that the faster their acceleration frequency, the more negative gravity they generate -- mass reduction. *Gravity is electromagnetic.*

The utrons separate an exotic (negative-energy) vacuum charge to their points, building up tremendous energy through the vacuum collapse of magneto-static energy.

An interesting aspect about negative energy is that it can only be just one pole -- monopolar energy.

Negative energy can be transformed to positive energy (having polarity -- a cathode and anode), and back to negative polarity. In it's negative state, it is a *longitudinal* wave (and traveling over the surface of the utron), traveling superconductively and *simultaneously*, so needless to say its frequency is naturally much higher than electromagnetic waves. Also it will pull more energy from the universe (from the active vacuum), traveling faster and with much more energy.

The tight rope analogy is important. If you tug on one end of a tight rope, the person at the other end feels it instantly (longitudinal and parallel waves). Otherwise, if you shake your end of a loose rope, it takes time for the ripple to travel to the other end (electromagnetic waves).

Also, negative energy can have zero polarity, and yet have electrical voltage.

There are multiple wave shapes associated with negative energy however, to be released in the future as downloadables.

The utrons are not unlike radio-wave transformer shapes. How they are shaped is how the energy is directed, in perfect paradox. Mono-polar energy can be sent along a wire in either polarity of positive or negative; but the negative polarity of energy is the other side of energy as we know it, behaving exactly the opposite as ordinary electricity, as the universal natural form of electricity that is abundant and touches all life.

As far as electrogravity produced with a di-electrostatic is concerned, The negative of energy builds up much more energy through the vacuum, not in consuming energy, but pulling energy from the vacuum, through the "eye" so to speak. More energy is built up but in negative amps, even with positive voltage; the amount of energy generation exceeds the ratio of mass that creates the field of energy. Mass is transferred through

energy wave shapes as a paradox. The less dense the energy is, the more amount of voltage and amps there are, making the energy more dense, but because it is so tiny (the vacuum collapse state), the universe gives so much energy to it, so it's a real paradox.

The energy becomes just as strong as the mass that creates it; and yet paradoxically it is not the mass that creates it, because the energy comes from the vacuum, from the non-physical. But to simplify, it is the energy that has the strength, not the mass. *The energy can move the mass into negative density through its negative energy field.* The utrons merely direct that energy, and the di-electrostatic plates and electromagnets have their functions. So as long as the physics of negative energy are understood, the OTC-X1 can be built correctly.

Using negative energy is the key. Just charging the di-electrostatic plates on the accumulator frame with negative energy alone is going to move the craft. The utrons however . . . they are specifically for the use of negative energy.



4 Comments

## Negative Energy Simplicity

10/19/2016

12 Comments



Gravity cancellation is too hard. It's too many steps to have to learn. Let's simplify.

Negative Energy.

Increasing the frequency of negative energy, in the utrons merely increases the frequency of negative mass. Negative mass is different than positive mass.

When mass decreases, time speeds up. An increase of negative mass will speed up time. Remember, closer to gravity slows down time (laws of special relativity) and the faster a proton moves approaching the speed of light will build up mass energy (inertial mass) and thus slow down time. Negative energy reverses it.

Mathematically, a decrease in mass is an increase in negative mass. Both will speed up time. Simple.

As negative mass is accelerated, the frequency of that mass increases. That increase of frequency is relative ALSO with an increase of the frequency of time itself!

This is what Tesla knew.

...

Words and language is a logical structure, a mathematical structure, like word problems.

We don't even have to deal with taking all those additional steps in logic that a more "traditional" approach of gravity cancellation deals with; we can just simplify it all by using negative mass/energy.

This effect, as the ship increases in negative inertial mass energy, moves it faster in time in a higher frequency of space, essentially transporting the ship through accelerated space. This doesn't have anything to do with Relativity as it is commonly understood.

Negative energy is not the same thing as antimatter, although ... it is actually all the same stuff anyway so ... the relationship between energy and matter and mass is rather exotic.

Mass / inertial energy can be given polarity just like anything else. From light, matter can take shape, and mass can be set into motion with either positive or negative polarity. Such polarity in this case deals with the polarity of the scalar forces of mass (the shape of mass). Mass will build in form to be strong and solid, or it will collapse upon itself to become as a ghost and transparent and passing through objects.

The energy that harnesses and sets it all into motion is either the buildup of the substance of matter / mass, or the collapse of it. Mass is electromagnetic. So we're dealing with the build-up of electromagnetic fields of matter, or its collapse. There is an abundant amount of energy to work with, as all potentials of infinite energy comes from light. Energy is matter. Energy requires two to work as one, positive and negative, electric and magnetic. Energy is in the realm of matter, of space and time (frequency). Zero point or Infinite point energy (IPE) is regarding light itself, which has no mass, and thus no limitation for infinite quantum energy.

Light becomes matter, and mass, and experiments show this. See the General Blog.

Just note the relations with everything there. That's important.

With negative mass, as the OTC-X1 generates it, then the amount of power to do so is insignificant. It doesn't take large amounts of matter and weight to cancel gravity. It is just pure frequency and inertia.

I feel if this concept is understood, then the physics instantly simplify, and the whole thing is understood with ease.

It can be particularly seen and understood better with a mechanism of electrogravity, however also the same

with electro-inertia, used as the principle mechanism for the LAU-X3 engines.

Lots of words.

**Just remember that negative energy is the *COLLAPSE* of positive energy. Negative energy is NOT the same as a gravitational field, but a gravity *cancellation* field.**

**Obviously if negative energy equates to a gravitational field, then no ship could ever exceed the speed of light using negative energy.**

The simple truth: a build up of gravitational force (inertial mass frequency) cancelled in the OTC-X1 engine is a negative energy construct. That energy is put to use in the field transverse to the vertical core. It's very straightforward. Negative energy HAS been harnessed in Tesla magneto-electrostatic systems, like the tower, and other independent Tesla free-energy generators in private (I am not at liberty to disclose who); however there are multiple ways to see the truth of how to harness negative energy.

Ladies and Gentlemen, we have a warp drive.

. . .

In the comments, I mention Einstein's equivalency principle which states that an acceleration field is equivalent to a gravity field. Think of how an elevator goes up and you feel heavier as you accelerate up. Moving at a constant speed doesn't effect any change, but a rate of acceleration is ever-changing in speed, and you feel acceleration as a force of gravity. For example accelerating in a fast car, you are thrown back into the seat. A spinning or rotational motion is a rate of change: acceleration, similar to the carnival rides where you are stuck up against the wall inside a spinning cylinder.

A Bose-Einstein condensate makes use of this principle, as all the atoms in the superconductor are locked in a lattice, an ionic lattice, meaning it has charge polarity (positive on top, negative on the bottom of a spinning disk). That is exactly how the utrons work. Essentially acceleration of matter at extremely high velocity will increase its mass. If a principle of resonance is applied then matter doesn't need to be accelerated at near light speed, because the energy is multiplied upon through resonance, instead of through velocity (meaning it only has to accelerate at a small fraction of the speed of light to do the same job as acceleration at near the speed of light).

With me so far? The energy of mass, the increase in mass due to acceleration in resonance, as in the case of the Bose-Einstein condensate is translated through charge alignment in a rotating magnetic field thus directing an inertial force of gravity.

The gravity is cancelled through the opposing utrons in the arranged geometry of the OTC-X1 engine. Gravity cancels when gravitational masses oppose each other. The center of a massive body for example is a zero gravity environment. All the mass around the outside of a sphere, let's say, will attract evenly onto the gravitational zero, the center of the sphere of mass. Self-explanatory. If you are unfamiliar with the concept of gravity cancellation as seen here, then the first article on the warp drive blog is sufficient to explain it (and there are other parts in this website also explaining in further detail).

The principle of the vertical core is much simpler. It is a rotational force of magneto-electrostatic charged cones, rotating ions in a "downward spiral," all in charge alignment, moving through rotating magnetic fields. The cancellation occurs in the lower OTC-X1 engine, at the balance point in the center of the vertical engine and the plane of the X1 engine at right angles. The gravity force directed by the vertical core essentially creates a gravity pocket above the ship that the ship falls into, and the time frequency is under acceleration so a distant journey is made in less time than it should take to arrive at the destination (basic principles of warp flight, or hyperdrive flight travelling through a self-created wormhole).

The balance point in the center is significant and has been explained already throughout this website, as has the power supply, how the energies are generated and resonated and created. This is why I said that negative energy is not a gravitational force, because a high energy gravitational source like the sun will incur a slower time frequency according to special relativity. That is positive energy. Negative energy is gravity

cancellation, which allows matter to exceed the speed of light.

There is the basic simplicity of the overall warp drive engine. I've said all this many times before, but just wanted to drive it home one last time because I know all of this is so very complex even for the most experienced scientists to grasp. ... Many scientists and physicists say that it's not physics unless there is math. However I would not be doing anyone any favors to actually assist them in understanding anything if this website was heavily burdened by complex math which HAS NOT WORKED AT ALL by any means to explain how any of this actually works.

No physicist or mathematician has designed any engines and described the physics and principles of how they work ... except for me.

This type of engine is far more efficient than the conventional technology of ships similar to the TR-3B.

And again I must exclaim: Ladies and Gentlemen, we have a warp drive.

## Notes:

ANTI-Gravity. ... negative energy that has collapsed beyond the zero point of equilibrium is anti-gravitational which has cancelled the gravitational forces and the energy generated is in the negative. Conceivably that is an anti-time flow. This is the only place in the website which provides the principle in physics for reverse time travel. That is a speculative idea however, at this time.

Anti-gravity isn't exactly with what the LAU-X3 actually operates. The LAU-X3 operates with gravitational forces, and exotic energy. See the [General Blog](#).

Also ... These were in the comments. I thought I'd stick them up here in the main article:

It's interesting ... the force of positive gravity of Earth directs everything to the ground which is positively charged electrically. The force of the negative gravity is upward away from Earth, and the negative electrical charge is in the air. ... that is the electrical alignment of gravity, and the alignment of mass electrically. A rotating magnetic field, rotating in paradox to the rotation of electromagnetic charge of the inertia of the mass (electrical inertia) is a repeating mechanism seen all throughout the history of gravity-engines

Both the vertical cones and the diagonal utrons spin at ANGLES to a magnetic field. This directs the inertial flow through either Bose-Einstein type mercury plasma (room-temperature condensate; exotic), or the particular movement of atoms in exotic phase with exotic electrical force also in simultaneous action ... directed in motion whereas the magnetic field pushes on the exotic energy and sets it in motion. That's what the magnetic portion of energy naturally does, is to set energy and force into motion. See: General Blog

You saw it first at warp drive physics dot com.



12 Comments

## Mercury Plasma Utrons

This aspect is resolved in a comment, but I thought I'd post it and index it in a new article since I talk about it elsewhere, and thought to make it more easily referenced instead of sorting through the website looking for an obscure comment.

Carr used mercury. There is research about mercury being used for antigravity purposes that one can find in an online search. Mercury can be vaporized and was used in ancient pyramids around the world as a thousand-year light source. Its poison can explain why people died after opening ancient pyramids. Mercury has been found in pools on the floor of pyramids.

Similar to a plasma jar or vacuum tube, mercury plasma can be used in an utron, vaporized by the consequences of a hard vacuum and applied charge. Mercury in a toroid shape in an utron, contained in a non-permeable housing perhaps lined with a coating of glass or gold (mercury may penetrate through aluminum), would be about the only logical way Carr could have applied mercury to his design.

Some experiments from some companies involving mercury show levetation and the heavy atom of mercury to act in ways similar to a condensate where all individual atoms work in harmony together as a unity of a singular inertial force.

The utrons provide a spinning and rotating ionized mercury plasma force, which is an aspect required for warp drive in current research. Such is not limited to just utrons, but can be used in the vertical core.

Similar to a Bose-Einstein condensate, harnessing the inertial force of all atoms aligned in charge and inertial acceleration, as one large force.

Negative energy (Negative energy is magneto-electrostatic energy obtained from the spark collapse of an electromagnetic field; mass is electromagnetic) powers the formation of the ionic spin of the mercury plasma.

It's a recipe for warp drive. See the article "Harnessing Negative Energy" on the Tesla / Free Energy page of this website. Negative energy is required for warp drive, according to Alcubierre.

. . .

The simplest solution is to make the outer ring another utron ring that spins opposite in direction to the lower OTC-X1 disk to include co-counter-rotational gyroscopic inertial forces of negative energy mercury plasma in conjunction with gravity cancellation. It does not have to employ the same rotating electromagnet configuration as in the OTC-X1, as per the Outer Ring page describes.

This along with the power source described on the Tesla / Free energy page article "Harnessing Negative Energy" completes the design of a transverse magneto-electrostatic mercury-plasma warp drive starship.

I would like to note the similarity of the Outer Ring design to a rail gun also.

It should be obvious that this an adaptable design. The outer ring can be built exactly as the OTC-X1 outer electromagnet / utron peripheral, or otherwise. The outer ring page discusses possibilities of an electrostatic collapse, which amounts to one VERY important thing: when negative energy is already in use, and sent through the field electromagnets which pulse and collapse, then an additional dimension of negative energy is obtained.

What happens when an electromagnetic field collapse is used in a coil and collapsed again?

That would be a new mechanism of pure negative energy usage that is as of yet discovered, but is logical in



function to generate a pure and true warp field.

## Casimir Plates and Negative Energy

After some consideration, I want to add this as a design update.

FIRST OF ALL, Casimir Plates won't work. They have to be di-electric plates. The simple reason for it is at the bottom of the "Tesla Power" article on the Tesla/Free energy page. Di-electric plates actually hold usable energy that can be used to bend and warp and compress SPACE.

Regarding the possibilities of pulsed negative energy in resonance between Casimir (di-electric) plates:

That is something others have worked with and have had success. I almost had to sign a nondisclosure to view that but ... the reason I bring it up is to show how a similar application can be used in the rail design of the outer ring, but can be used with curved reflective longitudinal plates, with rails, which is more efficient as an engine design.

Since this is being applied in an engine, I'll go over some brief engineering aspects:

... Two sets of curved Di-electric plates focused to a common center. That can be expanded into a ring. ...

Such arrangement is for a resonating energy build up when once resonance is at peak will provide continuous non-stop power used for negative energy applications, not a specific design for an electromotive accelerator. Acceleration of that energy can be achieved by rails with some aspect of inductive force.

The set of double Di-electric plates works with alternating negative energy fields (negative AC). They have to be far enough apart that a spark won't arc; AND since they are in parallel although curved, there is no real

shortest point of distance allowing for a spark discharge.

It carries more surface area than bare wires spaced evenly apart. Recall that amps equates to a volume of a scalar space of energy.

Such a thing can replace the outer electromagnets in an outer ring system set up to equate to the OTC-X1 style. No electromagnetic collapse is required since the energy run through the plates is already a negative energy density. It is more efficient.

The outer electromagnets in the OTC-X1 induce a rotation of the central disk (accumulator frame). Although what has been shown to me involves resonating energy build-up in a power generating application, a type of electromotive application can be possible since it is dealing with a magneto-electrostatic field, and a magnet produces an inductive motive force. Since a negative-energy magneto-electrostatic field is present, then Curved di-electric plates can be an upgrade, and a design improvement to a rail-driven type of design as seen on the Outer Ring page.

Using Mercury-Plasma utrons on a drive ring like the OTC-X1 central accumulator frame disk, but a narrow disk that only inhabits the outer perimeter area of the Outer Ring section of the LAU-X3, would give us a 100% Negative Energy Outer Ring region, instead of a positive-energy driven electromagnetic coil that must collapse and build repeatedly around the perimeter. This could provide better warp field stability.

**Warning: DO NOT use aluminum utrons with mercury. Mercury dissolves aluminum on contact. Best to use copper.**



17 Comments

## Vertical Core Solid Cones

2/18/2016

17 Comments

Solid construction; no "guts"

See the Outer Ring page.

Similar in principles to Utrons, but it will power itself. It doesn't need any electromagnetic coils around the core walls; it's own movement against its own magnets will power itself like how the C-shaped magnets power the utrons in the OTC-X1. Yes, it still needs the repulsion magnets built into the core housing.

The Vertical Core "Vibration" Engine is a dance of twisting cones which spin and gyrate, not ever touching the walls of the core housing. It can be engaged and disengaged. It can be engaged, and then energized further with magneto-static current. Creates scalar gravitation in a beam, terminating at the tip of the Central Accumulator.

....

As an update to this, there's a good video to watch. It shows a small battery with magnets at the ends travelling through a bare-metal spiral of wire, as a conduit. The conduit's ends are connected. The electromagnetic spin works in paradox so that it induces motion. It illustrates the concept of the vertical core, which uses a static magnet through conductive space, but in its case similar to how a boat propeller moves through water.

Also as far as the guts are concerned, the magnets are still present in the cones. And as the realization made with the utrons regarding mercury plasma, then internal construction of the cones still may be pending.

Here's the video link: <https://www.youtube.com/watch?v=J9b0J29OzAU>



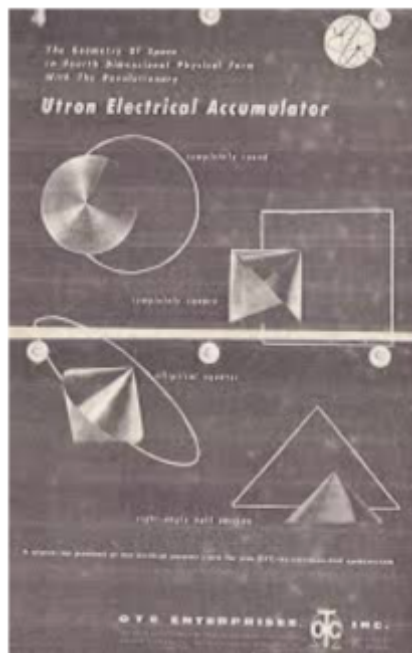
17 Comments

## HUGE Design Change. Utrons as Electrical-Inertial Generators

2/1/2016

9 Comments

This is one of those design changes that both sheds more light on the wholeness, and requires a little bit of a different understanding of the theory and operation of the OTC-X1.



Simply put, the utrons are solid. They are conductive but not ferrous. They are lightweight however.

They work as inertial gyroscopes, and as electric coils. Electrogravity.

See the Construction blog to understand this, better. It is curious that they are lightweight, to me. But regardless, they are also charged electrically, and as such is a different type of accumulator.

Einstein's principles of Equivalence tells us all about how inertial forces are equivalent to gravity forces.

They have to be solid in construction to have enough mass behind them to exert a inertial and directed force, in the vortex configuration of the engine.

This is a design change, at least according to the information on this website; totally new to me, as I never even considered any gyroscopic implication because they were, in my mind, way too lightweight.

That open up many more avenues of exploration and possibility, however. Can they be constructed a little heavier, and shaped evenly -- the mass evenly distributed in the utron shape, and still remain non-ferrous?

Questions to ponder. But this seems to be the most logical purpose for the utrons, as an inertial generator, which is conductive to electricity.

This is what Carr was referring to as "electro-gravity." That aspect is not changed in design throughout the website, however. It is an easy matter to bridge the two concepts, and it will make a lot of sense as you read the parts of the website mainly dealing with electrogravity and Equivalence and the like.

If I could describe it simply, Through magneto-electrostatic resonance, it creates more of a force of inertial mass because it raises the frequency of that inertial acceleration throughout a static electro-magnetic field.

### Electro-Gravitation

This is a very exciting new development to me. This has been a missing element, but a very obvious element all at the same time. Eventually, after seeing several spinning utron videos, it finally dawned on my thick head that "duh, they are supposed to spin." Actually it wasn't until I saw the next video after Walter's latest OTC-X1 video. That video was up next on the suggested video list that pops up on the video player about gyroscopic antigravity. That was when it really dawned on me. The fact that the video player just equated the two together seemingly randomly was testimony to my blindness and absolute short-sightedness as to what utrons are most logically doing in the OTC-X1. Walter immediately tested it, and confirmed that "yes, it could work." Walter Nowosad is a brilliant, and inventive man. His engineering knowledge is impressive next to his prominence as a renowned investigative journalist.

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9 Comments

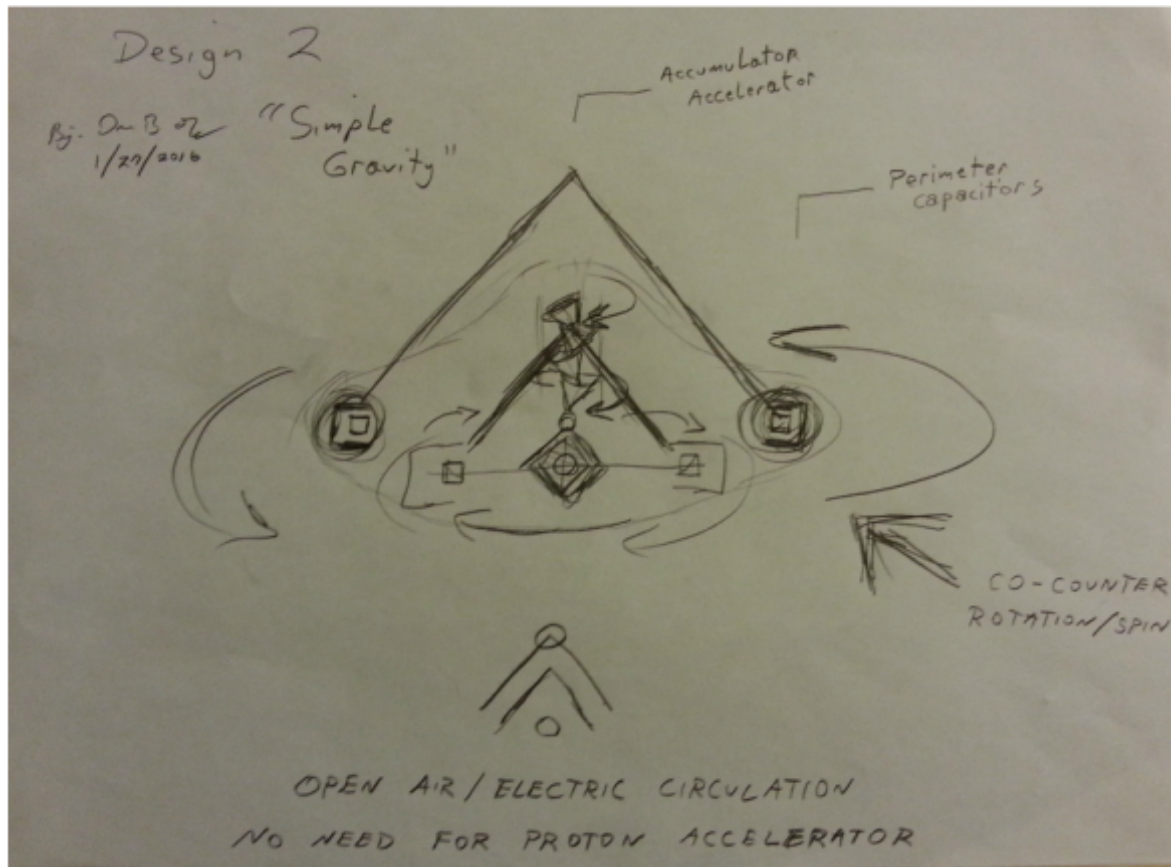
## Simple Gravity 2

2/1/2016

0 Comments

UPDATE: 2/13/16

Putting it together with a simple design principle. Looks vaguely familiar. Not discarding the other outer ring concept. Two variations. A unity is also possible . . . \*



Perhaps now a little more long-range than the OTC-X1, and easier on the mind.

You can definitely see the similarities with Hamel's "Egyptian" style.

5-D

I am actually thinking about deleting this. It also reminds me of Searle's concept with the spinning and



rotating magnets though. **I rather like the idea of proton acceleration, however.** As seen with Searle's big bulky craft, it doesn't take much rotation to achieve lift, and the OTC-X1 also demonstrated levitation at around the same RPM's. Searle used magnets (natural spin alignments in matter which creates the magnetic field). There is a lot more video and other evidence of Searle's ships actually working than Carr's ship. Airports in the UK were even building additions on to them when Searle actually started taking on passengers to travel in his disks. There are, by now, multiple ways to experiment with and achieve what must be said can be done.

Spin and rotation along with electrical alignment of charge in a magnetic field is Dr. Ning Li's concept of antigravity, as well. I think this website has explored the aspect of design fairly well, but without testing and experimentation, not much more can be said, except to just stay up with latest discoveries.

When the engineering catches up with the physics, then we'll be making progress. Other than that, it remains to be seen not IF we can do it, but WHEN.

A spinning disk on top and one on bottom with utrons sandwiched in between would be a little more obvious way to induce spin; timed magnetic reversals and AC antigravity was something Tesla had demonstrated to Samuel Clemens (Mark Twain) as well as I believe it was Nathan Rothschild (of of the Rothschilds, whom Tesla was friends with).

**One thing that was brought up though, about the utrons, is a "bearing motor." Applying DC current to a couple of bearings mounted around a steel rod will get them to spin in one direction. Merely electrically charging the trunion bearing mount of the utron may very well CAUSE the utrons to spin. Problem solved.**

**See:** <http://www.warp-drive-physics.com/construction-blog/gyroscopes>

Particle accelerators are probably the next step for my own journey. I think I have come full circle now with the information presented on this website. I will stay up with the OTC-X1 development and see where that leads, but the rest I will reserve for later. I need to take some time to meditate upon all this.

This is an odd post. I'm basically showing we can use an outer ring combined with utrons in a way similar to the X1 engine, in a pinch. However, the design of the LAU-X3 is for magneto-electrostatic proton-acceleration as a scalar field generator that also can warp time at a higher frequency. It can be tested in a few different ways, though.

The principles are well-defined. And as an alternative to very advanced particle acceleration, a mediocre particle acceleration is within our current technological ability so that instead of using a lot of heavy weight for a powerful particle acceleration, shortcuts can be taken to use magneto-electrostatic resonance on inertial systems. Rotating magneto-electrostatic vortex coils however, as the LAU-X3 primarily is portrayed, could also use spinning rings (have some mass and conductivity) around the outside and cones on the inside, or otherwise utrons, which makes use of open-air flow and co-counter rotational forces.

Some of the SSP information shows 2 particle accelerators, each 1/2 the circumference in a ring, and the left one flows clockwise for example, and the right one flows counter-clockwise (180 cancellation of an inertial "gravity wave"). Now that we know gravity waves exist, thanks to LIGO, we can start to put them into an engine construct.

It is unclear if an inertial field is also like a magnetic field, or an ionic electrical field of charge, which requires separation between the poles for an efficient and strong usage.

In light of a "static magnet," Co-counter-rotating magneto-static fields in use as the Outer Ring Engine -- spinning angled rings around cones, in combination with electrostatic (bare wire) coils in Rodin Geometry. The difference is how the electrostatic charge is aligned. The electric charge points to where the inertial field will line-up. It has to be in parallel to a general overall force of inertia. The Rodin Geometry is the ultimate geometry, but it is harder for strong forces of mass to accelerate in those complex vectors.

However a magneto-electrostatic field could increase the frequency (through resonance) of the "vibration" vertical core engine.

That is important ---^

Unconditional Love and Support on your Journeys.



0 Comments

## January 26th, 2016

1/26/2016

0 Comments

I have found a way to explain the physics of warp drive, and the engineering, very simply without any conflict of back and forth due to relativity. I can take a direct path.

Bob Lazar provides the Key. Time slows down closer to gravity, as a general rule. ... So if a gravity engine

projects a beam of gravity in front of it, which pulls it along .... well, the interesting thing that Lazar discovered was that in that gravity beam time stood still, and anything in it was frozen in time. But a gravity engine generating a beam of gravity pulls itself along, through that space in front, which is of stillness. zero time. Let me quote:

"Just think! If a gravity beam projects in front of the ship, and yet that projection also creates space to move into the ship, pulling the ship along, then that is quite the paradox! That projection in a beam of stillness is filled with the motion of the ship. As the ship travels into the future (forward), it moves through time in a much different way. It moves into the next space of still time, and then the space after, and the space after, each moment the same second as the past moment. It can always be known that the space in front of the ship is the SAME moment as it has always been while the ship moves.

It means the ship moves through space in the same moment of time, so it does not take time to move through space.

That is a very beautiful way to see it, without the harshness of calculation to take away from the appreciation of what it is. "

.....

That is making use of time slowing down via gravity, to travel through space without it taking time to travel; or rather by taking very little time at all to travel a great distance.

The other aspect is gravity CANCELLATION, which has an opposite effect by speeding up time. As the gravity engine pulls a ship along, the gravity engine suffers the same fate that Special Relativity explains to us, that the faster something travels nearing light speed, the more mass it generates, thus the slower in time it actually goes.

A field generator like a donut or ring around the engine though makes it work by using co-counter rotating forces. A proton stream spinning clockwise and a proton stream spinning counterclockwise simultaneously is the mechanism.

As a single proton accelerates to the speed of light in a ring, then it builds up mass and it creates gravity. That ring becomes a gravity source. At the center is a portal of very rapid time though. Gravity is a wave. By counter-rotating clockwise and counterclockwise proton streams, those wave forms are directly 180 degrees out of phase, meaning it cancels the gravity force altogether; the ring floats, and it speeds up time, rather than slowing down time. Gravity slows down time as something gets close. Cancelling gravity is the opposite and speeds up time.

So with a ring around the gravity engine (the engine has to be offset a little and not directly in the center), then that allows the engine itself to be in a faster time flow so that the engine itself can move at light speed and the mass it generates is redirected to the outer ring where that mass is brought to a "zero" (cancellation of Inertial Force), allowing it to move through space at light speed without IT slowing down in time, moving the whole ship along to a distant star in the space of a single moment!

.....

I have to make a design modification to accommodate the place of pure light space (zero point) at the center, though. Not only will that create a tremendous energy output (zero point = point of infinity), but also no moving parts can be there in that center space I'm thinking something like the Central Accumulator in the OTC-X1. The center is hollow for that reason and that reason alone! .....

Hmmm. Should be simple enough to change the design a bit. I'm gonna save that for my book!

It CAN be done!

.....

I feel generally sticking to the magneto-electrostatic engineering using coils in the outer ring and having it ported (vents that open and close per rotation) for the air flow, directed into channels as described on the warp drive engineering page, it would work as a basic Warp Drive. It won't obtain the stellar speeds that

accelerating protons to light speed would obtain, but it would create faster time at the intersection above the Central Accumulator and Vertical Core, speeding up the engine, creating more of a gravity pull and that dramatically increased frequency should eventually cap off at a speed due to the resistance generated from an electromagnetic field to the moving parts. It creates a "temporal offset" along the top of the Central Accumulator versus the bottom -- a relative monopole.

With proton acceleration, a build-up of mass creates a gravitational force, and with equal attraction in the center would be a gravity cancellation mechanism increasing time speed in the center; but with co-counter rotation simultaneously, it does not mean time slows down in the center. As mass drops to zero, time speeds up. What it does is opens up a portal of simultaneous time -- lightspace, in a unity mechanism, pulling open space in containment -- rather than dealing with paradoxical forces of speeding up or slowing down time.

The Central Accumulator (the big round thing in the center of the X-1 engine) represents two vortex flows moving through each other, opening light-space in the center (see the Baumgartner file on the home page).

However at the top point of the Central Accumulator we have an intersection of two cone tips, not passing through each other. Either way, in both cases, there is a "point of nothingness" (inside the Central Accumulator, or at the intersection of two cone tips above the Central Accumulator) where two intersect at one-ness.

As long as mass doesn't drop all the way to zero, there can be moving parts in the center at the intersection of the two cone-tips (that system in motion). The cone tip though does not directly touch the tip of the central accumulator, but is offset to create motion, and there must be a type of connection point that connects the vertical core, and allows the vertical core to lift off of the central accumulator transmission, stopping the vertical core's motion.

I realize this is highly technical without pictures; I have a LOT of pictures in my book, which has slowed the publication process down tremendously.

An outer ring that accelerates protons to light speed however, may not be able to use such a configuration BUT ..... In a quantum field of zero energy (infinite potential for energy; light-space), all things can happen at once. The most logical thing that can happen WILL happen, transmitted through light space. So if it is supposed to work a certain way, it should work that way; even if the intersection would be outside spacetime

(or within; Inner Universe), there will be entanglement through dimensions.

It's like a Joe Cell in that manner, where there is a quantum probability field generated (or opened up), then electrical timing will work in the one way it is supposed to work, because it wouldn't work in a way it's not designed to work.

So that's pretty much it in a nutshell. It's a place to start. There are still unknowns involved, but if the OTC-X1 design at its highest speed can disappear altogether as Tesla has claimed in obscure notes, then it's good enough. A design shift using light-speed proton acceleration in an outer ring would require the vertical core to be raised above the ring, and a larger central accumulator containment (to fit the size of the ring). I don't think it would hurt to add further acceleration within the outer ring (in parallel with the OTC-X1 accretion disk), using an accelerator within an accelerator in the same plane. There could be an issue mixing technologies, no telling where the ship would end up. Don't want a repeat of the Philadelphia experiment. Such a mixing would REQUIRE a vertical core so to not lose the ship or the pilots.

The LAU-X3 is adaptable and versatile enough to experiment with various flight modes and engineering aspects. I gotta find a stopping point somewhere, I guess this is that point.



## Bob Lazar and the Reality of Measurement of Paradoxical Light-Time Provides the Clarity for the Simple Unified Solution that Supports the Existence of Lightdrive Travel; After All This Time, What is Most Simple is what is Most True.

1/25/2016

2 Comments

I know I've been harping on time speeding up closer to gravity, closer to the gravitational CENTER, but still seeing time slow down right around the center, as Special Relativity shows. The reason for this is a paradox of frequency and density.

This is stuff I'm going to have to go through, but I just like examining that opposite "devil's advocate" position of relativity, because it's like a little crack in the door that by examining the opposite point of view could reveal more.

I'm not going to include such a confusing matrix of thought into any book, though. This is just working it out on this website which is a good workspace for it. Why not?

Here it comes:

Bob Lazar had told us though something that is worth notice: the candle in the gravity beam freezes in time, and does not melt in the gravity field, but the candle fire is frozen in time (along with the candle) while the gravity beam is turned on, yet STILL emitting light, showing light is beyond space and time (light-based unity).



Frozen time however does not imply lack of motion! What it does imply is that by using a gravity beam (vertical core), it would make time stand still while a distance in space can be crossed, further implying that it would take no time at all (literally) to cross a distance. Obviously using gravity is going to be inducing motion.

That's a pretty interesting paradox. That's a speed paradox, actually.

It does not mean that Earth time goes faster to someone crossing a vast distance in space. It means that if a distance in space takes no time to cross, then frequencies are very high. Relatively, it would appear that the ship moves much, much faster IN TIME to cross a vast distance of space to an outside observer. Relative to the pilots, it would appear that time literally stands still to cross a vast distance of space.

This is what I've been trying to explain, because that above is pure paradox; and the paradox is very difficult to understand, although it is very simplistic in what it does.

We do actually observe (witnesses) UFO's (ours or theirs) doing this. There are also Secret Space Program accounts of what the pilots experience. It's a match.

So in a starship, **when a gravity source is in motion at the speed of light**, time really does increase to cross a vast distance very quickly, as seen from an outside observer, AND the pilots experience it taking very little time to do so, which again, is a MATCH.

The sun doesn't actually move around at the speed of light, zipping here and there, but if it did, we would be able to measure the exact opposite of what Special Relativity claims.

Both cases are both real. It can be seen that not only does time slow down near gravity, but also time speeds up closer to gravity, just depending upon relative frames of motion and position, and dealing with specific engine geometry, in paradoxical frames of relativity (depending on what "angle" we perform our measurement / observations).

Paradox Resolved!

Do we believe Bob Lazar? Well there is CERTAINLY reason to do so.

This also explains why I've been saying that time increases near gravity, BECAUSE IF A GRAVITY SOURCE IS IN MOTION THROUGH SPACE, then THAT is where the Relativity reverses and it becomes True.

It actually makes for common sense, doesn't it?

If a black hole could move across space at the speed of light, Relativity ACTUALLY REVERSES! From the point of view of the black hole at motion, time would stand still and the universe of the black hole (all of the reality of all of the star systems at a distance AWAY-FROM Self) would appear to be suspended in time, but outside observers would see time moving extremely fast as it moves also in that higher frequency, seeing its motion and course through space moving at such high speeds it would be difficult to even imagine!

When examining a frame of relativity, a frame of very rapid motion can be viewed as a STATIC Relative frame, EVEN THOUGH IT IS IN MOTION.

That's where I've made my mistake all this time, treating a relative frame of rapid motion as a still frame to examine, but being confused on it, because I'm the one at rest examining a static (non-moving) frame OF motion. I should have known better, because what is Static does not imply stationary or non-moving, but ONLY relative to the observer.

Just think! If a gravity beam projects in front of the ship, and yet that projection also creates space to move into the ship, pulling the ship along, then that is quite the paradox! That projection in a beam of stillness is filled with the motion of the ship. As the ship travels into the future (forward), it moves through time in a much different way. It moves into the next space of still time, and then the space after, and the space after, each

moment the same second as the past moment. It can always be known that the space in front of the ship is the SAME moment as it has always been while the ship moves.

It means the ship moves through space in the same moment of time, so it does not take time to move through space.

That is a very beautiful way to see it, without the harshness of calculation to take away from the appreciation of what it is.

Please read the comment to this article for the rest of the story. I didn't want to include it in this article, so as not to take away from the focus of this article.



2 Comments

# Temporal Relativity Update

1/22/2016

2 Comments

## READ THIS FIRST

**These are the most up-to-date conclusions of these physics, a basis of understanding this entire website (1/22/2016) <-- the day after tomorrow's date!**

Very interesting and COMPELLING developments ...

Gravity Cancellation defeats Special Relativity's limitations ...

I can't edit parts of this website so this is where it stands primarily.

Gravity Cancellation may change a lot of previous assumptions and eliminate a lot of needless paradoxes as a clear mechanism for warp drive\* travel to other star systems.

It appears that warp drive however is not quite the achievement, but something much faster.

The OTC-X1 developments will put all of this to the real test.

Here is a brief summary of what has developed, and where everything else will lead:

Frequency determines time. ... independently of gravity, but gravity frequency not only is at high frequency, but .. too much inertial density, so it slows INERTIA down, but not necessarily slows time (frequency) down.

Inertia is like how time moves, because it is inertia which is moving; inertia is more of a fabric of the entire universe of space/time, then it is something strictly belonging to space. There is no time.

Shape of the gravity well stretches to a fine tip at the end, seeing the graph of a gravity well of a black hole; but in lower gravity star systems, the graph of the well has a cup to it, rather than a tip to it. If it had a tip to it, it would be a graph toward infinity (black hole), but not with a finite mass. This shows time is faster closer to a gravity source because the frequency is faster then it is to the outer perimeter of a gravity field. There is a special case that deals with this though; Special Relativity shows the opposite. See the Graph Below.

It is not time that is faster in deep space, it is inertia! Time is even faster near a star's gravity center, but the inertial forces of gravitation oppose the natural higher Light-Frequencies that have been expanded to create a "Star System." The frequencies in deep space should be slower, but since there isn't much inertial mass, it allows for very rapid movement because time is faster, *practically*.

A gravity lens actually magnifies distant light through the gravity field of the star system because of literally how gravity changes the shape of inertial space. Even though frequency generally increases closer to a gravitational source, the transverse "angle" of spacetime is a natural inversion. Gravity changes the shape due to density shift of spacetime.

Gravity Cancellation is a viable mechanism allowed by Special Relativity allowing for warp drive. It cancels inertia so that a ship moves faster in time and faster than light.

...

Since frequency is higher around a gravity source, but the frequencies in deep space are slower but less dense allowing for rapid travel from star-to-star, which equates to a higher speed in time, a starship can move MUCH faster in deep space then in a star system, if not being able to hop from one star system to

another due to two things: zero inertia, and its frequency. In light-space, frequency is an inward expanse. Expanding into negative space, moving through itself and out the other side, has a range which is similar to how a star system creates and expands a frequency space from around a zero point. Imagine being anywhere and everywhere in that exotic energy field all at once, like how an electron exists in a probability of location within an energy field made of light. Observation creates reality; you have to be certain of where you are in the field, and where you expect to find yourself.

Honestly, I think the paradox of time and space is best traversed in Light space, where Light is Unity, and where the annoyance of the paradox of time and space and relativity is avoided altogether. In Light space, distances should be able to be traversed near-simultaneously, and it's more realistic to assume this the case, a mere matter of seconds to another star.

The new [Warp Drive News](#) update has an unusual ending, I'll admit, which is the reason I'm adding this update article (that and because I can't edit that page anymore). It's hard to get grounded after something like that, but perhaps that's why it's written the way it is. I find it very interesting, and I don't quite understand it, but I can see some ramifications to it, and it ended in a way that I have learned which may be a little one-sided. I want to point out that another star system may not be directly connected through time and space to our own. That is to say, one would pass through parallel dimensions and end up where one may not find any life at all on the distant world, and perhaps it would be in a different location than expected.

You have to find the right "frequency space" of that planet through time and space, because you are side-ways in time, in parallel space, as you travel between star systems.

The really cool part though about that strange ending, is that according to Special Relativity, if you were right there near an Event Horizon, you really WOULD see everything away from the black hole moving fast in time. I say both instances are correct in regard to a peculiar point of view though, akin to resonance. Whatever frequency you vibrate at, is the frequency you will see in the world. However it explains also why people find polarized opposites according to their frequency, in day-to-day life. There is a mechanism to

explain that, but it's strict metaphysics.

If you are existing in an independent light-space, where reality is folded through your own frequency, as in the case of the gravity cancellation engine, then your own frequency will determine the parallel reality that you experience. You affect your own temporal causality. A light space frequency affects a range of probability space (quantum zero), and possible parallel histories, in a range depending on frequency, all at once.

Time can be altered elsewhere, but if you are unaware of it, all information will appear filtered through your own frequency. You can absorb frequency or emit frequency. Both ways at once.

We perceive the other stars as red-shifted because that is the reflection of our own star system's frequency.

That's the part that sucks about relativity is the A AND B, which requires the most honor, though, and can be the most fun, though. However through Light Space, Temporal Relativity may apply.

We see the age of our universe, but it is the frequency of our own star that we perceive, our sun's age reflected back by the universe, because we have been here long enough for 13 billion years of light to reach us -- our own age; our own frequencies determine what we perceive . . .

That just above is METAPHYSICS! That involves the paradox of the One and the All, and Creation!

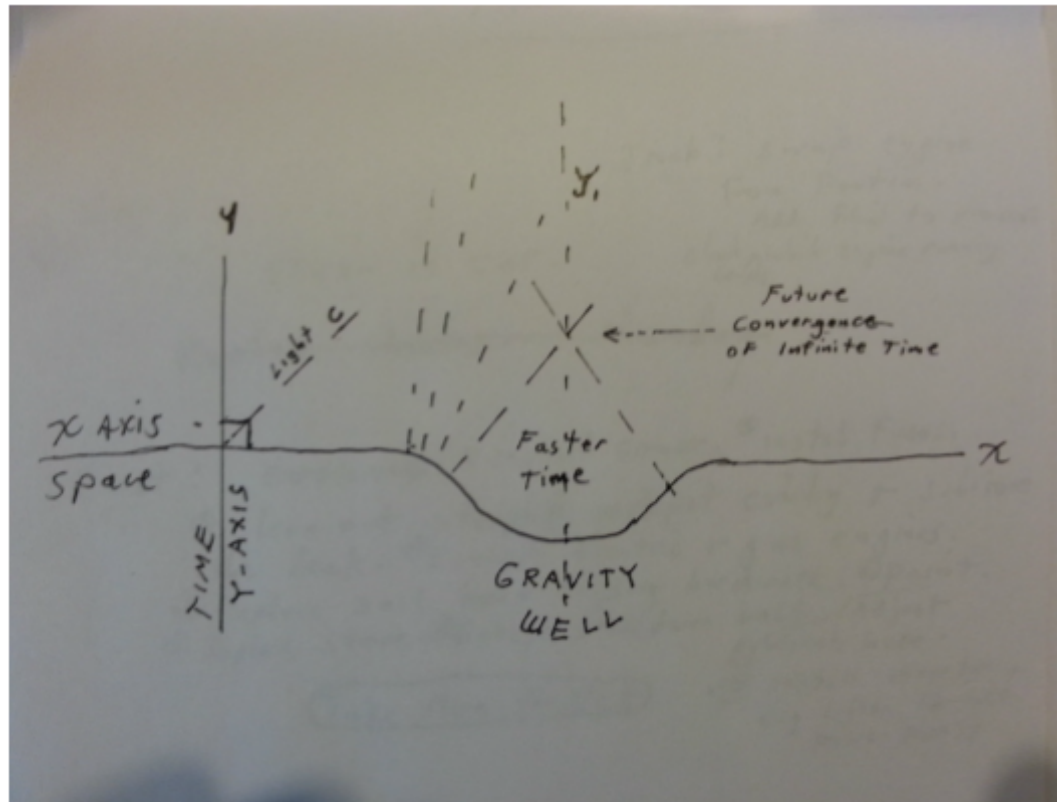
But now it has a solid ground in Physics! That is to say, it surprises the heck out of me that the new Warp Drive News update article (up top of its page) actually took a straight path from the solution from Special Relativity all the way to ... well I'm calling it "Temporal Relativity" for the lack of a better word, which is strict metaphysics BUT has AWESOME RAMIFICATIONS!

I did not really understand what was going on there, until I worked through the disciplines that I have learned. Seems it came automatic to me, and it took me a while to understand what it was, which eventually led me

to writing THIS article ABOUT the update(s) (that and the editor broke, but that's OK).

I would love to just leave it up to the reader at this point and just keep up with the latest OTC-X1 updates, at this point.

Now that the universe is unlocked and unveiled for us. It's a lot to think about.





This chart may look familiar, it's on the Warp Drive Blog page. **This shows the nature of a Gravity Lens, generally, but in reverse. Time is slower toward the center of the star system and faster around the edges, and for the same reasons.** In a gravity lens, light enters the system, slows down, and speeds up as it leaves, but is accelerated in frequency, but it has an effect in time and space. As light (from a distant galaxy) enters the system, the distance is shortened that it has to travel, due to the star-system's frequency, magnifying it.

Another way to look at it, the frequency of space is denser and acts as an "inertial lens," or a "space lens" on light. Nature shows us the way through a manner of resonance with the star-frequency to amplify or magnify the light from a distant galaxy.

Notice that if Light were truly at the 45 degree angle as shown in the chart, all of future time intersects just a little ways into the future of the worldline of the gravity system. It's a little out of proportion but it should be seen that the relativity graphs that we use today all show the existence of finite star systems, ending at some point in the future and exiting time-space. That's just not true, and I realize we have gotten a lot of things backwards due to Relativity.

This is why light should be as the Y axis, whereas Time has no axis. But that could redefine the nature of the chart a little, and I'd like to stick with SOME kind of recognizable physics like Special Relativity.

I'm not saying that Special Relativity is wrong, because there goes the proof of warp drive! However, if Special Relativity is wrong, then these physics would end up correcting itself.

### **The thing to note:**

Note the deceleration of time as space enters the gravity well. Note the acceleration of time at the maximum value of the gravity-system's mass. Regardless, the deceleration of time as space enters the system is

temporary and because of the curvature of a faster flow of time in-system is realized, it shows one thing: **The future is reached faster.**

**Also, the depth of the gravity well equates to the gravity system's mass.** Gravity; Spacetime is a wave so we'll see more of a toroid or elliptical shape, so it won't have a peak at the bottom (a tip) because inertia won't suddenly change its vector (the center of a star is a *relative* gravitational zero). In the case of a black hole the curve is VERY STEEP, and may result in a point (discontinuity in spacetime).

The chart above however does show the relation a black hole would have in time at the Event Horizon, which is the "future infinite convergence of time," or rather the light cone tipped so that the sides are also part of the Event Horizon. So this would have to be the relativity chart of a spaceship.

Unfortunately, the chart above has to be regarded GENERALLY, and from point of view only, because the nature of the chart reverses depending on being inside the curved space or outside. Looking from inside to outside, there is an acceleration curve of time. Looking from outside to inside, there is a deceleration curve of time (longer distance to see also due to time dilation frequencies). That's the nature of a simple lens, as well. That actually is how we observe a black hole however, where time slows down near the hole but is faster around the hole. Looking toward the hole, time slows down (decelerates), looking away from the hole time is sped up (acceleration). So that's the truth but we are left with the assumption which is totally backwards which depends upon time being faster closer to the gravity source, regardless!

### Regarding the chart:

The chart above is a Relativity chart (General and/or Special Relativity).

Even though you are actually seeing into the past (the Gravity Well drops into the past, down on the Y axis), what you are seeing has future acceleration (time comes off at right angles to the curvature of space according to Relativity). That is why a black hole is regarded as having very slow time when we look at it from a distance, is because of how the axis of time tips along the gravity well, which obviously would make it

blink out of spacetime altogether and it wouldn't have ever existed in the first place.

There are elements of Relativity which are true, however.

We are able to detect rapid acceleration around a black hole, and so right around its Event Horizon, frequency is super-accelerated to where matter orbiting a black hole is blue-shifted in the light spectrum (very, very fast!). It is an inversion in space and time. And at some point there will be a gravity cancellation at 90 degrees to the black hole's spin compared to orbiting matter's rotation, so there may be bands or rings of varying time flows, but at very pronounced ranges.

This means depending on your inertial angle, looking at it from top down, or from the side (the accretion disk), you will see either faster time, or slower time.

## **AND FINALLY:**

**Regarding the "Light time Adjustments and Stargate Travel" article just below the Warp Drive News update:**

**Hint:** Read it like you're in the perspective of flying in a starship with a high time frequency and a bit of a negative mass acceleration (so it's faster in time, because it has less inertia) ... THAT should equate it with Special Relativity, through the mechanism of "Gravity Cancellation."

I bet the physics change per frequency adjustment.

. . .

The nature of time and frequency is a real paradox. That's what makes all this so complicated to be absolutely sure about!

### Here is the final verdict:

When General Relativity says more mass is more energy, and energy is in frequency, then time should be faster. And that is what we record with the spaceships in orbit with slower clocks.

Special Relativity says oh no no no, it's not like that, but Generally, it is so. GPS satellites show a slightly faster time, which is why Gravity Cancellation as a warp drive mechanism solves that dilemma of Relativity EFFORTLESSLY.

In higher frequency, the physics DO change relatively, and so that is why I'm claiming that Generally a faster **frequency** of energy of mass and inertia (more mass; higher acceleration) means faster time, and that is actually true because when Gravity is cancelled, there remains faster time IN AN ENGINE; and so that's how I prefer to treat Relativity, from higher frequencies fields. In higher frequencies, density actually changes WHEN IT IS A FREQUENCY SHIFT TOWARD LIGHT, INSTEAD OF GRAVITY.

SO. I'm sticking with that, in that generally, more mass ENERGY equates to faster FREQUENCY (matter spins) in time, but just slightly because we can measure the difference with orbiting spaceships. They just don't have enough mass, and they're in a unique frame of inertial reference that Earth isn't! If they were moving at near light speeds then there will be much higher mass (inertia / gravity equivalence). <-- General Relativity

HOWEVER, Special Relativity is in concern to a special case of Relativity, and it has always been so! A

Special Case of Relativity is not generally how it all is. Mainstream science is SO CONCERNED about that special case, though!

That means that the basis of "Light Time and Stargate adjustments" article is true according to General Relativity, or rather and much better put: according to Relativity, GENERALLY.

The Most Important Bit Ever:

There are several interesting aspects concerning relativity, including an aspect of parallel spacetime, and aspects of metaphysics which interests me, and with only being 80% sure of the engineering of the OTC-X1 and Outer Ring Drive, I want to keep focused on the reality that the engines are going to produce, that of a higher frequency with a negative inertia of mass (not necessarily negative mass), so that at the very least we will know how the universe moves at warp speed conditions, which is why "light time adjustments" article was written, to explore that particular relative frame of frequency.

The GPS satellites at a higher clock rate though does actually fit with one model, and that's a model that requires Gravity Cancellation (inertial reduction) in order for a warp drive to work (Special Relativity). I don't want to use use that one thing as proof of everything, because there's just a bit more going on than meets the eye with frequency, although perhaps I'm over-analyzing things.

The La Grange point between the gravity of Earth and moon, and the equidistant point where the rate of a satellite's orbit matches the spin of the Earth (Geo-synchronous), they are synonymous in their effect. A satellite at the midpoint between Earth and moon would be at place of gravity cancellation of two gravity fields, so there a satellite would be higher in frequency.

In Geosynchronous orbit, the motion of the satellite is that which matches rate of acceleration (inertia) transverse with the inertia of Earth's gravity precisely so it stays in one spot, and we have a right-angled "cancellation" of gravity (inertial mass forces) at 90 degrees! ... That is in transverse action upon spacetime.

It's not in parallel, it is proportional.

**I would therefore say that the GPS satellites having a faster clock-rate does indeed prove that gravity cancellation increases time frequency.** The GPS satellite is fairly small, but the forces of inertial cancellation are 90 degrees in phase. Radially in a circle with origin at the Central Accumulator in a "satellite orbit" manner, and now there appears to be a further understanding of how the OTC-X1 cancels gravity and its own inertia (and that gravity which acts upon it); and how an engine can negate gravity (brings it into the negative value of Energy -- energy of inertia rather -- as conventional warp drive metrics show). It could look something like the relativity chart above.

That is a SPECIAL case of Relativity.

A 90 degree cancellation of inertial forces does get results! Why test for a warp bubble in the lab when we have GPS satellites we can measure? If you're riding in a much faster bubble of time COMPARED TO THE REST OF SPACETIME, then you can look out the window and see everything moving very slowly away from you.

It's all about the paradox ... If I had to take the wrong road to get to the destination, but then, there are no absolutes ...

There are multiple concurrent things going on simultaneously in the dimensions of time and space and gravity and light and all that. I'm hoping that with all the pieces, people can connect those pieces to where they are supposed to go to grasp the whole picture, which will be unique to the reader, actually. That way more can grow, and this isn't just "how it is."

**I DO want to add Bob Lazar's account of his experimenting on the ET gravity tube. He placed a**

candle inside the gravity beam and turned the machine on. It appeared that the candle was frozen in time. When they turned the machine off, it was seen that the candle had melted down on the table long ago, showing time actually does accelerate within a gravity field.

Last words on this matter:

Honestly, I feel we're barking up the wrong tree by thinking that time will slow down or speed up in the first place. The sun sits where it's at. The ship moves through space (actually, space moves through it). Just on that note alone, gravity is going to warp time. Put it in motion and as the ship moves, time should just balance itself out. The only time Special Relativity even applies is with rockets, or regular objects moving around, but nothing has been tested in a gravity field, in motion, like in a ship. It could very well be that we really have nothing to worry about at all as far as time goes. I'm just not really concerned about the vertical core so much; I think the basic principle of gravity cancellation is enough to go on.

If a probe used gravity to pull itself along through space (actually pulling space through it), why must it be assumed it would be going slower OR faster in time? It's independent in spacetime, in its own "field." How could we even truly measure a difference in time? Special Relativity wouldn't even apply! And besides if there's much faster time in deep space anyway, it wouldn't matter to the pilots, or to the pilots' family on Earth, because if time is faster in deep space as Special Relativity explains, then problem solved! We could fly to another star and return, and not much time would have passed on Earth regardless! Why all the fuss about "oh, time would slow to a crawl the faster something goes;" that is irrelevant when USING GRAVITY to travel!

Paradox Solved!

 Like 7

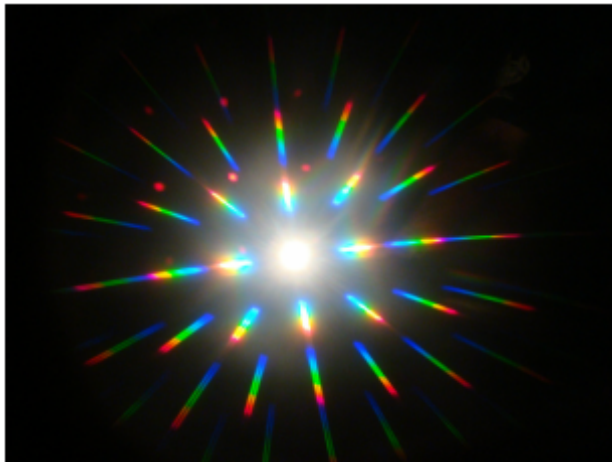
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## Physics Update

1/14/2016

0 Comments



I am very pleased with the "Special Relativity Solution" introduced recently. With that, I am no longer in



doubt. It hasn't changed any of the designs, which are holding stable, but it certainly does change physics in general.

It's like peeling back the layers of the onion to see the next layers underneath. It's a "Relativity Revelation" to me! It finally solves my problem with gravitytime frequencies. IT MAKES SENSE!

I can't believe it makes so much sense and meshes with contemporary physics so well! I'm thrilled out of my socks! (I can believe rather, that's just a figure of speech). I always figured a starship would be faster in time, but I never realized the intricacies of wave compression and expansion. It makes for a very thoughtful exploration. I think it's the proof, right there. I saved that part for last, but it all ended up holding up, steadfastly.

My hope is that people can make sense of all this jibber-jabber. I will organize it better into a book(s), which will take an indeterminate time. There are a lot of words, but I like words. We were taught word-problems using a logical geometry with proofs in school, many of us.

I believe this is pretty good. I am not ashamed for it any longer. Please see the new Warp Drive Blog post "Paradoxes of Time and Space" along with the section called "LAU-X3 Dragon Eye" on the Warp Drive Engineering page. It was very difficult to realize the gravity frequencies and time frequencies and how they transform, and to demonstrate that logically using a Special Relativity mechanism. I am especially proud of that!

It can't be said lowering a gravity field will increase time, but only to bring a space into normal time. Without a positive and a *negative* value, it was locked beyond a logical explanation in a well established discipline of contemporary physics. It also means that a gravity wave and a time wave are in phase to each other much like an electrostatic field and an electromagnetic field. Reminds me of the old 1960's T.V. show, "Time Tunnel" -- forward and reversing resonating and spinning time-wave flows.

This has taken years and years and years of study; decades.

I believe these principles are correct. It amazes me that these physics could be built upon without going

back through the older parts written and re-correcting everything. I did do that once before, though. "Gravity Cancellation" is the newest concept also that the "Paradoxes of Time and Space" article also helped to demonstrate that it is indeed a possibility which can be supported with a solid grounds of Special Relativity. Otis Carr said it cancelled inertia, basically. He didn't say gravity specifically! But now that can clearly be seen I believe throughout this website. Inertial forces ARE gravitational forces.

It is an easy and comfortable and natural evolution of physics, like a butterfly emerging from a caterpillar (I guess that's relative, "easy" or "hard"). It may actually look easy to some, but it has been incredibly difficult!

Thank God for Einstein's Equivalency Principle which actually TELLS us that inertial forces are gravity forces.

We've had it all this time.



0 Comments

## Definitions and Clarifications; Re-Understandings

4/10/2015

1 Comment

**UPDATED: 12/10/15**

This post will more-than-likely contain definitions and expansions to the absolute reality of non-changing static form, that most people are taught without question. I may add to this particular post from time-to-time.

There are far more important posts below, so don't treat this post as the entire content of this "Updates and Design Improvement" page.

I want to address "Electrostatics" briefly.

ElectroSTATIC energy is a stationary charge that is at rest and does not accelerate according to current definitions. But I like the distinctions of electroSTATIC energy as being "in the air," because it makes a lot more sense, and makes the distinction that you can't have electrostatic charges without the air. Otherwise, it's di-electric, for instance. Electromagnetic waves can travel through vacuum, and the di-electric waves from electrostatic charges can travel through the vacuum of space. The waves from electrostatic energy are in parallel and travel at 220,000 miles per second according to new discoveries from HAM radio researchers and Eric Dollard. So, it's not like I'm actually "wrong." I don't like to view a static charge as stationary, because electrostatic charges CAN be accelerated around and around in a machine. Lightning dances and moves and travels. I know the university systems highly program students with incorrect information, or half-revealed information all the time, so I am very leery of such strict definitions that are too absolute in people's eyes, instead of flexible and RELATIVE.

Why must a charge be defined by characteristics of "at rest" and "immobile" when even the Earth's surface is never at rest, and is always spinning? It gets back to the atomic clock at rest on the surface of Earth, which technically is NOT at rest.

Is it impossible that static charges are unable to move? Well, they can move around, but typically cannot accelerate faster and faster as the charge move, if it occurs naturally. Artificially we can take electrostatic charges, in positive and negative, and that itself will spin an engine round and round, which is therefore an acceleration curve.

Put it in a box and pump the air out, and there isn't even a spark! So air is required for there to be electrostatic energy. There is one exception regarding magneto-electrostatic energy, and that is that the spark can be used in a system so as long as the conditions are required for the spark, AND as long as the nature of the "virtual spark" also changes the energy type of the system from electromagnetic to magneto-electrostatic. More is discussed on the [Tesla Engineering Physics](#) page about this.

**ALSO: I would like to point out on the General Blog page the article, "Paradox of Electrostatic current."**

<http://www.warp-drive-physics.com/general-blog/paradox-of-electrostatic-current>

**A sustained discharge of electrostatic charge would be considered a "current."**

**There is a paradox to this.**



[1 Comment](#)

# Improved Electrogravity Hull Plating

4/3/2015

0 Comments

Thanks goes out to [www.warpmetrics.com](http://www.warpmetrics.com) for pointing out that there was something missing in a basic electrogravity design

(every two equal and opposite events always unifies as a third -- Unity of Paradoxes -- See: bottom of [Tesla Engineering Physics](#) page).

If a positive waveform was on one side, and a negative (180 degrees out of phase) waveform on the other side, then there would have to be a third element of something in front of, and/or in between them, as a force coupler to resonate the two positive and negative events of polarity as three aspects of vortex stability. That is also particularly when the two waveforms are of static geometries. Cycling AC waveforms through two opposite static (unmoving) geometries would require a third element to achieve resonance.

That above is put to the test with Space Warp Dynamic's (<http://swdlc.paresspacewarpresearch.org/>) new engine design.

...

As per the post below on Townsend Brown, it is now realized that a di-electric material between two capacitor plates creates gravitational resonance (that can also include an electret compound as a "di-electret" material).

**Resonance is achieved by pulsing the power (on and off, at a frequency), making use of the flyback magneto-static from collapsing magnetic fields.**

This is an enhancement to the Hull Plating on the LAU-X3, which can ALSO operate in the vacuum of space, and is NO LONGER limited to just atmosphere and stellar particle fields. It can still serve as a high frequency electric shield against particle flows, as the ship is flying, and does not have to use the "massive overdrive" of the di-electric material to create electrical charge shields for stellar proton storms.

This new type of shielding/electrogravity flight plating, would have limitations. But operating in a standard mode is possible, in different flight modes. For example, using the "stressing of the di-electric" concept to achieve gravitational resonance, you wouldn't want to turn all outer hull polarities positive, as one big positive charge around the ship, because it would put a stress-load upon the hull. Those things would have to be worked out via prototype testing, but as seen elsewhere on this site, those stresses are all mostly balanced and creating relative fields that do NOT incur any structural load-stress.

These new types of dynamics do not depend upon air flow or particle flow, like how a sail catches the wind. These new dynamics use **inner-generating inertial forces**.

This truly adds a lot more freedom to how the craft can fly and operate, where the hull itself, in charge-plate-sections, would serve as maneuvering quantum thrusters, as well as lower forms of (lower velocity) propulsion, and adding to the higher form of superluminal flight capability.

Just keeping the hull polarities balanced as in the standard flight polarities of charge currently covered on this site, will maintain a rigid structure, and a uniform structure, without applying stresses to any one side of the ship unevenly (you want the back to move at the same rate as the front, for example).

These new dynamics also show the plasma force of the engines to be a SECONDARY effect, and not the primary generator of inertial force as previously thought, when including a di-electric material into the overall design. This would also increase the speed of the rotation in the Outer Ring.

**See The Post Below!**



## Townsend Brown Electrodynamics

4/2/2015

1 Comment

This post reflects information found in the Recommended Website Links:

<http://www.ovaltech.ca/electrogravity.html>

I wanted to make a note of this because it is the mass in the middle of the positive and negative charge which is an integral aspect of electrogravity. The mass of a di-electric material becomes polarized in a gravitational (inertial polarity and acceleration) field. Basically, the polarities of a high volt charge causes a frequency of inertial polarity of the mass in the di-electric.

That causes a force of directed gravitation, and/or a directed inertial force in one-way-only!

**The di-electric material is in between a positive and negative charge**, such as in the insulative material between capacitor plates. The mass of the di-electric material is where this force is actualized. It is similar to Dr. Ning Li's principles of "AC Gravity" involving Bose-Einstein condensates. More can be seen on that on the Warp Drive Engineering page.

It can be useful for gravity plating, when passing a high volt current through a capacitor plate, such as something that could fit below the surface of where the pilots walk. Perhaps also charged naturally by the movement of the plasma through the hull space of the LAU-X3. It is also the essential concept to a "gravity thruster." It can be used in the vacuum of space.

Magnetic fields of resonating inertial mass between a top positive charge and a bottom negative charge is essentially the effect of Townsend Brown Electrodynamics as I call it.

It adds a new dynamic to the overall engine mechanics of the X-1, and the LAU-X3.

The vertical column of cones has that aspect working for it in its pre-existing design! There are toroid coils around cylinder resonating secondaries in the cone designs themselves. These pick up the rotation around the magnets of the cones, and the wobbling of the cones, moving in the magnetic field's motions (relative motion of magnets and coils create electricity; whereas stillness and no motion creates no electricity); and that magnetic resonance effect creates a movement of electromagnetic energy voltage and current, energizing the cones.

Inside the cones there is a separate primary coil. The toroid Rodin coil is for resonance-generating purposes. It can also be made into individual coil-segments around in a circle, around the cylinder secondary coil. Additional capacitance is required, along with a high volt magnetic collapse and/or snap reversal (**the voltage spike may be equivalent to the spark** in a *magneto-electrostatic arrangement*, depending on how a static field is "worked in with" the circuit).

It is in DC, because the motion of toroid coils and magnetic rings around the rims of each cone is always in one direction and one polarity. In the exception of separate coils in segments (broken resonance), then it is harnessing of the magnetic collapse (the high volt spark), or the magnetic snap-reversal. That means there would be a spark discharge or flyback voltage in the opposite polarity, and would create a DC resonating magneto-electrostatic field, since only the south pole and the magnetic collapse (or rapid displacement in a snap reversal -- the "north" pole action) are the polarity reversals of the "transforming waveform" inside a cone.

Additional equipment can be housed in the cones and balanced for high-speed rotation.

(See the large diagram of the vertical core on the home page; all the magnets in the cones should be all north pointing out, due to a correction)

This means that a powerful force of gravitation can be created from the vertical core due to Townsend Brown Electrodynamic conditions.



We also see that in effect with the OTC-X1. However around the perimeter of the engine, the effect is in reverse! A polarity of charge (utrons and capacitor plates) is sandwiched between a polarity of electromagnetic resonance, instead!

This DOES help explain more about what's going on with the OTC-X1. A good link to view, and it has some nice animated pictures.

...

That's also amazing because the engine air/plasma just seems to be acting in a supportive role, rather than in a primary role.

...

I don't think I should have to state the obvious of how the Biefeld-Brown effect applies to the X-1. But the X-1 uses slightly different mechanics of the same basic physics overall, that is at this website. Magnetic resonance of mass inertial forces between electric polarities is a common running theme!

So, at this website are many different engine styles (off-site links included), which all operate under the same principles. Hmm.. all under the same principles! That means that all these engineering and physics ought to be able to be physically expressed as real working beyond-warp drive starships. Warp drive, hyperdrives, and jump drives also all work under congruent principles and mechanics! That's interesting!

I hear NASA is building something like an "Outer Ring" drive concept similar to what is at this website. I'm surprised I haven't heard about anyone else doing it on youtube. This stuff seems easy to work with, simple to make, even crude models to examine the principles; and, cheap to build. Well, not "cheap." But well anyway we at least know we can do it. ... That's never happened before.

Di-electric coils that spin around a ring or tube (Outer Ring Drive) can be wound around di-electric "fillers" between the bare wire coils (which would resemble springs, but curved to run around in a circular track -- curved spirals); or even other shapes can be useful such as capacitors or utrons. Electret material may be di-electric, and be sandwiched between capacitor plates with two terminals that could conduct flyback high volt spikes, in pulsed intervals (at frequency), creating the resonance of inertial/mass/gravitation forces Townsend Brown discovered. For example an utron can be made to be a **"di-electret."** That would most certainly account for the X-1 engine operation.

The utrons are pulsing and resonating and gravitating as they are rotating together, and pulsing there too, as they travel around in a relative acceleration curve. That would account for a mechanism of inertial displacement toward the central accumulator.

Di-electric also resonates with the quantum vacuum as seen on the Tesla Engineering Physics page. And so we can say that the "stress in the di-electric" is actually a resonance with the quantum vacuum itself!

The Central Accumulator now doesn't seem so mysterious as to why that particular spherical space in the center is all about. It can be filled with anything, or nothing at all and still not be empty.

Also, the Central Accumulator should not be made with di-electric insulative spaces between capacitor plates. We want the inertia to accumulate there. If the Central Accumulator also pushed inertia, well, actually, that WOULD give the vertical core more resonance. Also, it would allow for a full polarity to form above AND below the ship, in that balance of quantum vacuum stability (stability within instability). ... It is also instability within stability, as far as the gravitational lift achieved by the vertical column, however the universe is inherently instable, which is what causes there to be vector stabilities. Yet there is no cause and effect. The Balance is due to stability within inherently instable conditions.

But, that is an extra feature, which would be much harder to engineer. The original idea of the Central Accumulator was to accumulate in the center, as the origin of the frequencies, and as a result of the frequencies around a central origin.

If the origin was set to be in motion, then the causality would not be in balance to achieve gravitation.

Because then, if the Central Accumulator were set to be in motion di-electrically, the question would arise of would it be outrunning the inertial forces of the perimeter, or would it be in front of the warp drive bubble? Is it re-directing the contraction of inertial frequency 90 degrees straight up (or straight down), or is it being pushed? Causality issues. Pull or push?

Whatever the field looks like if the Central Accumulator were using a "stressing of the di-electric," it would not be in the form of a gravitational inversion (negative inertial energy on the outside of the bubble, with positive inertial energy on the inside, as per NASA and Alcubierre's Warp Metric Logic). So, the Central Accumulator should NOT be using the concept here, ONLY the utrons.

The capacitor plates on the central rotating horizontal disk could use the di-electric spacer material. But, that would have to be worked out in a model prototype, the differences. A di-electric material would induce lift and acceleration straight up, which is not levitation.

None-the-less, all these different dynamics and mechanisms can apply, but they have to be used in the right way. It can also be seen the many variations of offshoots of design and application just from the Townsend Brown Electrogravity mechanics. **Di-electric Resonance**

It would be amazing to see what we can do with all this stuff, all these physics -- what engineering would emerge from people's creative desires!?



1 Comment

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