



Recruited by the Illuminati, Stan Deyo was taken secretly to Australia in 1971 to design "flying saucer" propulsion systems with them. Deyo reveals years later why "they" keep the alien/UFO agenda from the public. Many have investigated this huge conspiracy from the outside looking in - BUT, only one has come forward from an insider's perspective. Stan Deyo's *The Cosmic Conspiracy* is his testimony to you who would know the truth....

Table of Contents

Proclaimer.....	5
Section I - Preface.....	7
Prelude to Action.....	7
Section I - Chapter 1.....	11
Sightings and Suspicions.....	11
THE AUSTRALIAN INCIDENT.....	11
THE TIME SLIP.....	12
THE IRANIAN INCIDENT.....	13
THE ELECTRIFIED CATTLE.....	13
ASTRONAUTS SEE UFOs.....	14
THE RECURRENT CLUES.....	14
Section I - Chapter 2.....	16
Electro-Gravitic Propulsion.....	16
THE TALBERT SERIES.....	16
THE INTERAVIA LEAK.....	18
THE GRAVITICS SITUATION.....	20
AERONAUTICS AND ELECTROGRAVITICS.....	21
COMMENTS BY KEYHOE.....	22
OTHER GRAVITIC RESEARCH.....	23
PINE GAP, AUSTRALIA.....	23
WHO WAS MENDELOV?.....	26
Section I - Chapter 3.....	28
Constructs of Reality.....	28
THE MELBOURNE MEETING.....	28
HE WENT 'THATTAWAY'.....	30
TIME AND SPACE.....	31
THE 'GRAVITATIONAL' EFFECT.....	34
THE 'MAGNETIC' EFFECT.....	36
SOME SECRET SCIENCES.....	37
Section I - Chapter 4.....	40
Radiant Genius: Tesla.....	40

TESLA ELECTRIFIES EARTH.....	40
Section I - Chapter 5.....	45
Effecting Weather Warfare.....	45
THE POWER STRUGGLE.....	46
Section I - Chapter 6.....	48
The 1982 Alignments.....	48
THE WEATHER FORECASTS.....	48
EARTHQUAKES HAVE INCREASED.....	50
PLANETS AND SUNSPOTS.....	51
DISASTER IN 1982?.....	54
PROJECT "NOAH'S ARK".....	55
Appendix 1.....	57
New York Herald Tribune Articles.....	57
Appendix 2.....	68
Interavia Electro-Gravitics Article.....	68
Towards Flight without Stress or Strain... or Weight.....	69
Appendix 5.....	73
Einstien's Relativity Error.....	73
THE DISCIPLINE DETAILS.....	73
ETHER EXISTENCE VERIFIED.....	79
ANALOGY OF DILEMMA.....	80
SOLAR TEA CUP.....	80
"C" NOT CONSTANT.....	81
RELATIVISTS DISCARD EVIDENCE.....	81
EINSTEIN ADMITS ERROR.....	81
Appendix 6.....	83
Electro-Dynamic Propulsion.....	83
PRACTICAL ION CRAFT.....	92

(Complete)

Table of Contents

SECTION I: Flights of Reasons

CHAPTER 1 - Sightings and Suspicions

CHAPTER 2 - Electro-Gravitic Propulsion

CHAPTER 3 - Constructs of Reality

CHAPTER 4 - Radiant Genius: Tesla

CHAPTER 5 - Effecting Weather Warfare

CHAPTER 6 - The 1982 Alignments

SECTION II: Mysticism and Numerology: Mystery Babylon

CHAPTER 1 - Centuries Of Darkness

CHAPTER 2 - Orders of Illuminism

CHAPTER 3 - Seal of Deception

CHAPTER 4 - Model For 'Peace'

CHAPTER 5 - It's All Happening

CHAPTER 6 - Circles of Illuminati

SECTION III: Not Of Earth: Ichthus

CHAPTER 1 - In the Beginning

CHAPTER 2 - Conflicts Bear Witness

CHAPTER 3 - How to Survive

CHAPTER 4 - Taken to Safety

CHAPTER 5 - Horror With Grace

CHAPTER 6 - Until Sin Dies

CHAPTER 7 - Spread the Word

'Survival Kit': Reading List For Section III

Appendix No. 1 - New York Herald Tribune articles

Appendix No. 2 - Interavia Electro-Gravitics article

Appendix No. 3 - The Gravitics Situation (Gravity Rand Ltd.)

Appendix No. 4 - Copies of the Maxfield-Teller letters

Appendix No. 5 - Einstein's Relativity Error

Appendix No. 6 - Electrodynamic Propulsion

Appendix No. 7 - Regionalized and Adaptive Model of the Global World System

Proclaimer

In this edition we have added a MOST important analysis of the current and historical UFO scene. We unveil the original Majestic 12 group and [its founder](#) and we discuss the group that took the power away from them recently. Even if you cannot obtain a copy of this important addition, hear our warning regarding the whole alien landing issue...

Soon, two major groupings of aliens are going to be identified and exposed to the public - openly. One will be the 'bad' guys or lizards or whatever. The other will be the 'good' guys and will probably be handsome by human standards. BOTH of these groupings will be part of a major deception to the people of Earth. The wise will know them by their actions but the wisest will be aware of their deception before they even arrive.

There will be a true Messiah who will eventually return to Earth and defeat these imposters according to the Bible. We remind the reader that the only sure way to finish on the good side is to make your commitment to GOD through your personal Doorway to GOD, through Jesus of Nazareth - THE Messiah.

Also, we give a very strong rebuttal (with photos) to those arguments in favour of an alleged "Face on Mars". We give a more plausible and practical explanation for the event - sans alien culture and technology. The fact that so many people are entranced by the popular hypothesis that the face is a sign of ET intelligence on Mars - even that it pre-dates mankind is, in itself, a warning that the greatest deception of all time is already successfully under way here on Planet Earth.

This edition also has an update the secrets of the Great Seal of America (which may be the seal of a latter day "Babylon" spoken of in Biblical prophecies). Don't miss this Millennium Edition!

-Stan and Holly Deyo

For 20 years I tried to get this book released in America to warn my friends and fellow citizens about what was happening to them. For years, I was only able to get small mail-order houses to stock the book and to promote it. The larger book-sellers who supported Friedman, Moore, Berlitz, Hynek, Hoagland (et al) were not interested in my book which has been the equivalent of a million-seller here in Australia and has been a best-seller for three years running.... and on the shoe-string budget of a self-publisher.

It is a book that I was inspired to write after a 'near death' experience I had back in 1969. I am fortunate to have been able to go out of my body and to travel out

to a place where we will all venture some day after we die. It was a real blessing to me in that I shall never ever have to wonder if we really live on after we 'die.' I have seen it first hand... and it was not just a mental aberration of some kind. I saw and heard things about my family and friends that I had no way of knowing - including some future events. After I revived, my life took a turn that would leave anyone breathless!

I also discuss why America has become the tool of the modern-day "**Babylon**" which will soon be almost destroyed by "Acts of God" as well as directed acts of terrorism. This discussion includes a historical look at [the Great Seal of the United States](#) and its mystical meaning.

This last edition of *The Cosmic Conspiracy* reveals my discovery of a new method of aircraft propulsion using ionized plasma gases. It tells about my recruitment by a very secret, American research and development organization to finish my research in Australia. *The Cosmic Conspiracy* discusses the 'conspiracy' behind the US Government, the United Nations, The United States of Europe, the coming Arab Confederation and the Club of Rome.

An explanation of the error in Einstein's relativistic view of the Creation with mathematics, science and other, reputable sources in agreement is given. Photostats of key documents which substantiate the assertions are in the appendices of the book.

But most importantly of all, there is a fresh look at our ancient history. I have been able to interpret the Hebrew language of the Torah and the rest of the Tanach to form a much more concise and believable view of the New Testament - especially the prophetic portions which seem to be happening even now,... right now.

If you are interested in knowing more about the real operators of our world and how you can deal with them to your own advantage, then you must read *The Cosmic Conspiracy*. Although it was initially written as 'life insurance' to keep old 'intelligence friends' from disposing of me, I also poured my most earnest thoughts and directions into it as I thought I would soon die in spite of my best efforts. It was written for you now - even though I wasn't sure when 'now' would be exactly. I have lived to see this day come upon our world; so I am making one last effort to help those people - especially those in America - to deal with their immediate and most certainly, disastrous future.

Section I - Preface

Prelude to Action

The Sun had just appeared over the horizon, as I sat down to my first cuppa Java for the day. My eyes caught the calendar on the wall.. *"October 23, 1978"... "another Monday..."* The brisk, morning breeze was refreshing on my sleep-wrinkled skin and blood-shot eyes. Gradual signs of life were manifesting in the early morning sky; and small motions in the distance heralded the waking of our neighbours and their cats and dogs.

Golden shafts of sunlight sliced their way through gently swaying leaves outside the picture windows overlooking our front gardens,... their projections forming animated montages of light on the carpet and the walls. There, on the carpet by the windows, lay our three pets... basking in the warmth of the Sun. Two jet-black miniature dachshunds flanked our elegantly outstretched feline;... I remembered how unusually light-coloured she appeared for a red Burmese... The Sun heightened the contrasts between their prostrate forms of contentment.

The animated sounds and smells of eggs frying, bread toasting, and coffee brewing filtered into my peaceful reverie... There was a brief break back into reality as Louise, my bubbling better-half, re-filled my coffee cup and told me breakfast was due momentarily. For a Monday,... it was an incredibly good day... so good to be alive... free... and (*ring-ring... ring-ring...*)

Louise shouted from the kitchen, *"Don't answer that! We're not up yet...; besides, civilized people don't ring this early!"*...

Secretly, I had to agree; but I knew that early calls usually meant something important was happening on the east coast somewhere;... so I made tracks for the phone in our attached office just in case I needed to tape-record the details of the conversation... (*ring-ring... ring-ring...*) *"I'm going to answer it in the office..."*, I yelled, as I bounded for the back room.

The multiple "beep-beep-beep-beep" of the STD line blurted into my ear. *"Long distance"*, I thought to myself. I cleared my throat to give my voice that sound of reserved politeness most people expect on a business phone; and then, with a little Irish impishness I answered, *"Good morning!... It's Perth - the other side of Earth!... (pause)"*.

"Is a Mr. Stan Deyo there please?" came the somewhat amused voice on the other end.

"You gottim, chief", I replied.

"I beg your pardon?" he queried again.

"I said, you've got him. It is me you wish to speak to..."

"Oh,... sorry, uh... My name is Brian (I couldn't hear the last name as the line faded.)"

"You don't know me; but a mutual friend of ours in Melbourne suggested I ring you over this morning's UFO incident off King Island near Cape Otway..."

As he continued, I thought to myself,.. *"Why me? I'm missing a perfectly good breakfast over a perfectly typical 'I-saw-a- coloured-light-in-the-sky' phone call.."*

"Have you heard the details, yet?" he asked.

"No... I haven't read the paper yet;... we were just sitting down to breakfast when you rang..."

"Oh! Sorry, mate... forgot about the time difference!" he apologized.

"Don't worry about it...", I said while I thought how many times I had been roused from a perfectly good sleep by similar eastern-states calls. *"Can you give me a brief rundown on it?"*

"Sure. The media over here are going wild over a possible UFO abduction case. It seems that last Saturday night, around 7:10 or so, a young pilot from Melbourne was grabbed - plane and all - right outta the air off the south-eastern coast of Australia. Ground control at King Island had radio contact for about six minutes while the pilot described the damn thing. He reported four very bright landing lights moving at an incredible rate overhead at about 5,000 ft. altitude.."

Louise came in with a frown and a 'wind-it-up' gesture. *"This is important!"*, I whispered, *"I'll tell you why in a minute; go get the newspaper off the lawn."*

He continued, *"He told ground control it was four 'metallic' lights on a long shape that seemed to be orbiting his plane. It had a green glowing light all over the outside. He said it was coming for him and that his engine was rough idling and coughing. His last words were: 'Unknown aircraft now hovering on top of me.' A loud, metallic noise followed;... and then the channel was silent. Whaddaya think? The official position said the pilot was flying upside down and flew into the drink."*

"Wow...", I half-whispered, as he waited for my response... *"Have they found any oil slicks or wreckage?"*

"Nothing positive, yet. They say the RAAF spotted an oil slick in the area on Sunday; but that it was too big to have come from a light aircraft. He was flying a Cessna 182, y'know."

"What was the pilot's name?" I asked, almost automatically.

"Something like Valentine or something...", his voice trailed off.. *"oh, here it is,.. Frederick Valentich... age twenty... spent three years in the Air Training Corps... then became an instructor pilot for them... sounds like a level-headed bloke to me..."*

"Look, Brian", I interrupted, *"it's too early to make any positive statement on the situation; - but I do strongly suspect that this case is going to be a catalyst for renewed public interest in the UFO situation. Tell our mutual friend thanks for me; and I'll keep in touch... Thanks for your trouble... Bye now.."*

"No worries, mate", he piped. *"Here's my contact number in Melbourne..."* (he rattled off his telephone number and extension as I jotted both onto the phone pad).

There was a sharp click followed by two more clicks somewhere along the line as I was hanging up. I mused to myself about the possibility of wire taps. Monday morning's reverie was shattered by that time.

Reading the paper over somewhat crisp eggs and brittle toast accented the monday syndrome as I explained the situation to 'Lulu' (Louise) - who quickly forgot her psuedo-grizzle. Suddenly, as I was

finishing the UFO story in the *West Australian*, a paragraph leapt out of the page at me!...

"He (Valentich) believes in UFOs and he told me (his father) he had seen classified material at the Sale RAAF base which confirmed his beliefs..."

"Lulu! Listen to this!" I shouted; but as I read her the paragraph, I could see that she had not yet remembered my own earlier discovery of the existence of the RAAF film library of actual UFO sightings and testing over Australia;... so I explained it to her before retiring to the study to do just that: study... Thoughts flashed through my mind with electric speeds: *"Astronauts see UFOs;... Iranian encounter hushed-up;... cattle killed by electrical UFO;... Army man takes five-day trip in UFO in only fifteen minutes..."* My mind raced from one possibility to another. The pieces of an incredible conspiracy were rapidly falling into place... For the first time, I knew why I had lived long enough to see all these events take place... *"Poor Valentich"*, I thought to myself, *"he discovered their little game, too; and look what it cost him..."*

My thoughts drifted back to my own training at the U.S. Air Force Academy sixteen years before. I remembered its rigid discipline and the beautiful, snow-covered landscapes that surrounded those of us who had lived there 7,000 feet up the slopes of the Rockies overlooking the world below. It was there that our fertile, young minds had been impregnated with post-hypnotic suggestions and crammed with subliminal data banks at speeds of up to 200 pages per second. When the 186 of us who had been 'programmed' by mind-control experts were prematurely released - ostensibly for cheating on our final exams - everyone had believed it. In my case, I had been lucky... because, for some reason, one of my instructors had 're-programmed' my mind just before I had left the Academy. I was reasonably certain that he had been a man of good report... a Christian, now, according to 'old friends'. It was partially his interference in my conditioning that had allowed me to eventually remember things that had been locked-away in my sub-conscious mind - without knowing the proper key sequence.

It had been quite spooky at first when I started having those incredible dreams. Three years had passed since I left the Academy; and I had not immediately associated my newly-found 'dream library' of science with the previous subliminal training. 'Visions' of new types of circular-shaped aircraft and spacecraft along with their associated technology had paraded through many of my early-morning 'dream times'.

As I sat and pondered the weight of the years of discovery and understanding that had led me to that moment there in the study, I suddenly felt very tired... very old for my age of thirty-three. A few moments of self-pity passed until I remembered some of the others who had carried the burden of this information. *"Dr. Jessup must have known"*, I thought, *"but they killed him with that pathetic suicide hit... What about Prof. McDonald?... he must have known, too. Wasn't it strange about him?... a leading atmospheric scientist... champion of the civilian UFO research effort... arch enemy of Dr. Hynek... suddenly, he discovers the CIA involvement in the UFO cover-up and,... presto, McDonald suicides under most peculiar circumstances"*. My mind felt like a suitcase-crammed so full it couldn't be shut. *"Hynek... yes... what about him?"* I mused, *"...wasn't it odd how he of all people replaced Prof. McDonald in the civilian UFO research society?..."* I remembered my encounter with Hynek over in Melbourne, *"...let's see, when was it? ... '73?... Yup, had to be... I wonder if he still fronts for the CIA boys..."*

A bird flew past the study window and, briefly, I wished I could fly again... *"Those were the days..."* My favourite instructor pilot (I could never forget his name) had been Captain Miracle... I had really loved

those hours in the sky - soaring and sailing in that tiny silver speck of a T-33 jet... It had seemed like being in another world. Up there, the scene had always been crystalline - especially above cloud level. My gaze fell upon the telephone scratch pad; and my thoughts returned to the conspiracy.

I remembered how word had passed down the FBI ranks to me and my ilk who had acted as patriotic informers on various international companies' unconstitutional activities in Middle-East-related affairs. *"There's an intelligence war going on between Hoover and the CIA. You guys had better make tracks and wait till you're called back..."* I had then been sent to Australia to 'keep a low profile' until Hoover recalled us. My last instructions had been : *"stay put;... but if Hoover, himself, is either replaced by the president or dies suddenly, you will be on your own from that time forward until the 'victors' find you."* The rest had become history.

I grabbed a pad of paper and a pen. I began to write... My 'life insurance' began to emerge in the words that flowed onto the pad. The hours passed swiftly as my notes formed into three categories... Firstly, I knew that the real origin of many of the so-called UFOs had to be explained along with a lot of other suppressed, super technology. Secondly, I knew that the suppressive organization, itself, would have to be defined. Thirdly, with all the darkness of the previous two topics a little 'light' would have to be shed. I leaned back in my chair and took a deep breath;... said a brief prayer;... and wrote the three words which would begin a most incredible and, as yet, unfinished adventure for both my wife, Louise, and myself: **The Cosmic Conspiracy**.

This book which you now hold is the first fruit of that incredible adventure. It is written in three levels of understanding or codification. Kabbalistic gematria and symbolism have been used to veil certain messages from some while enlightening others. I am sure the reasons for this will become most obvious as the world events of the next eighteen months unfold. Let us begin with a 'precise mechanism':

Interested, I looked upon that sculptured place...
Challenged to *find the one piece missing*:
Hailed the topmost third - that *capstone* grace.
This I knew: *it was not lost*.
Hark: soon returns the *Word*,...and Order.
Until that hour, this is my *chair*:
Service to some *degree* like : *Commander Noah*.

signed: Stan Deyo
on the 28th of the 11th, 1978.

Sightings and Suspicions

It is now this author's intention to waste the reader's time in a deluge of reported UFO sightings and contact cases. Although reference will be made to some five such incidents, it is felt that the majority of this discussion would best be spent probing the real evidence... in an analytical manner. This author has been asked many times, *"Do you believe in flying saucers or UFOs?"* He has always answered, *"No... I don't **believe in** them. I believe they exist - but they aren't my God..."*

Yet, some things are certain: Electric 'flying saucers' are a real phenomenon and they are intelligently controlled...; some are man-made...; some are not...; some are modern and some are ancient. Many government agencies have covered-up major findings concerning the UFO situation while many allied agencies have never known anything has actually happened...; some multinational corporations have even participated in various stages of research and development of the advanced, technological, processes which have ultimately produced electrically-propelled, circularwinged aircraft, submarines, and spacecraft. Contacts with extra-terrestrial beings have been reported by some of the most credible sources on the planet... These things are documented in the following pages.

THE AUSTRALIAN INCIDENT

21 October 1978,... The incident occurred on a flight between Melbourne, Australia and a small island to the south of Melbourne. An experienced instructor pilot for the Air Training Corps was alone on a routine, night flight to King Island. His aircraft, a Cessna 182, was flying at an altitude of about 4,000 feet. The pilot, Frederick Valentich, was only flying to the island to pick-up a load of lobsters for some of the officers of the A.T.C. His flight plan gave his estimated arrival time at King Island as 7:28 pm. Valentich had planned to make the round trip that same night and be back in Melbourne by 10:00 pm... He never made it to King Island or, much worse, back to Melbourne.

The official transcript of the last voice contact held between the missing pilot and Melbourne's flight service unit was released twenty-four hours later by the Australian Department of Transport. It is self-explanatory: 7:06 pm. - The pilot asks Melbourne flight control if there was any known traffic in his area below the 5,000 foot altitude...

Melbourne control responds: *"No known traffic."*

Valentich: *"Seems to be a large aircraft below 5,000 feet."*

Melbourne control: *"What type of aircraft?"*

Valentich: *"I can't confirm. It has four bright lights. Appear to be landing lights. Aircraft has just passed over me about 1,000 feet above."*

Melbourne control: *"Is large aircraft confirmed?"*

Valentich: *"Affirmative. At the speed it's travelling, are there any RAAF aircraft in the vicinity?"*

Melbourne control: *"Negative."*

7.08 pm. **Valentich:** *"Melbourne, it's approaching from east towards me. It seems to be playing some kind of game. Flying at speed I cannot estimate."*

Melbourne control: *"What is your altitude?"*

Valentich: *"4,500 feet."*

Melbourne control: *"Can you confirm you can't identify aircraft?"*

Valentich: *"Affirmative."*

7.09 pm. **Valentich:** *"It's not an aircraft. It's..."* (apparently, the transmission was broken here... but only long enough to miss the magic words...)

Melbourne control: *"Can you describe aircraft?"*

Valentich: *"It is flying past. It is a long shape. Cannot identify more than that. Coming for me right now. It seems to be stationary. I'm orbiting and the thing is orbiting on top of me also. It has a green light and sort of metallic light on the outside... It just vanished."*

Melbourne control: *"Confirm it has vanished."*

Valentich: *"Affirmative. Do you know what sort of aircraft I've got? Is it military?"*

Melbourne control: *"No. No military traffic in the area."*

7.12 pm. **Valentich:** *"Engine is rough-idling and is coughing."*

Melbourne control: *"What are your intentions?"*

Valentich: *"Proceeding to King Island. Unknown aircraft now hovering on top of me."*

Melbourne control acknowledged Valentich's last message before they heard a *long metallic noise on his radio frequency*. Then it was silent. Valentich nor his aircraft has as yet been found. Subsequent interviews with the pilot's father, Guido Valentich, have revealed that his son had told him, *"...he had seen classified material at the Sale RAAF base which confirmed his beliefs (in the existence of UFOs)"*. The author's comments on the classified RAAF - UFO files will be made in the following chapter.

THE TIME SLIP

15 April, 1977..., A Chilean Army corporal, Armando Valdes, was leading a routine border patrol northeast of Santiago on the Bolivian frontier when he and his men saw an intensely bright light about a quarter of a mile away. It appeared to move too rapidly for any normal source; so Corporal Valdes told his men to wait for him while he went to investigate the flying light.

A few minutes passed and his men became a bit anxious for his safety; so they searched for him and found he had apparently vanished from the area. Suddenly, the bright light reappeared nearby, and then it, too, vanished. Fifteen minutes passed as the soldiers searched for their missing leader. Then, just as suddenly as the flying light had vanished, Corporal Valdes re-appeared in the midst of his men. His haggard and surprised face had suddenly sprouted several days' growth of beard on the chin.

His watch registered the correct time -which was fifteen minutes after the light had left - but its date was wrong; as it showed five days had passed! He collapsed after recognizing his men with, "*Muchachos!*" A few minutes later, he remembered nothing of his ordeal. Further comments were not offered by the military authorities at Arica on the Peruvian frontier where the Corporal was later transferred. How can a man live five days in fifteen minutes?.....

THE IRANIAN INCIDENT

18 September, 1976..., A UFO was spotted somewhere over Iran. Two interceptor jets armed with missiles were scrambled to bring it down. Both jets found the target and fired. Neither direct hit had any discernable effect upon the UFO. Brief moments later,... an explosion was heard. The details of its cause and its relationship to the deaths of the two pilots and the destruction of their planes are not available to the general public. The official U.S. Air Force policy on the incident was stated by Captain Kenneth A. Minihan of U.S. Air Force Intelligence on 27 May, 1977: "*A copy of an intelligence report concerning the incident was found within this Headquarters; however, the Air Force does not have disclosure authority for this report.*" He went on to say that any further dialogue on the incident would have to be held with the **Defence Intelligence Agency**. The main clue here is that the issue comes under the **Defence Department**... Defence from what? It is interesting to note that Col. Benedict L. Freund - Commander of the U.S. Army Research and Development Group in Europe - had previously stated on 18 March, 1975, that the U.S. Air Force had been doing an ambitious research effort into "*anti-gravity propulsion*" under the code name **Project Bluebolt**. He added that he thought the Air Force was no longer conducting such research and that the **Advanced Research Projects Agency** might possibly be supporting such research for the **U.S. Dept. of Defence**. Col. Freund felt it even more probable that such research was the "*responsibility of either ERDA, NASA, or NSF.*"

THE ELECTRIFIED CATTLE

8 March, 1975..., By this date, following a period of only a few months the states of Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma and Texas, along with various regions of Canada reported the deaths of over 200 cattle due to some very bizarre causes.

Some of the cattle had been surgically mutilated with such precision that no blood had spilled in the process; others had been killed by having all their blood drained out of them... without a trace of where it went.

The areas around these macabre killings were not, however, without some other signs of abnormalities. Tree branches were found sheared-off in some spots while other areas had traces of abnormal radiation. Still other areas sported strange-looking spots that appeared to have been caused by intense heat of some sort. The key clues in these events were the bloodless corpses and the "strange burn marks on the ground".

In 1905, the famous Dr. Nikola Tesla (whose work will be discussed in Chapter 4) published a paper on the effects of low-frequency, high-voltage, electrical discharges on human beings... The following is an excerpt from his discourse:

"My arm is now traversed by a powerful electric current, vibrating at about the rate of 1,000,000 times a second... All around me the electrostatic force makes itself felt, and the air molecules and particles of

dust flying about are acted upon and are hammering violently against my body. So great is this agitation of the particles, that when the lights are turned out you may see streams of feeble light appear on some parts of my body. When such a streamer breaks out on any part of the body, it produces a sensation like the pricking of a needle. Were the potentials sufficiently high and the frequency of the vibration rather low, the skin would probably be ruptured under the tremendous strain, and the blood would rush out with great force in the form of fine spray or jet so thin as to be invisible..."

ASTRONAUTS SEE UFOs

February, 1976..., Astronauts General James McDivitt and Colonel Gordon Cooper released statements to UFO investigator, Lee Spiegel, for his record entitled, *UFOs: The Credibility Factor*. McDivitt gave a detailed account of how he had photographed a white, cylindrical UFO with a white pole sticking out of it while he was orbiting Earth in his Gemini IV capsule during June of 1965. He maintained that he had taken photographs of the object with two cockpit cameras. When he had landed, they had checked with North American Air Defence Command to see if any "bogies" had been co-tracked with his capsule. None had... McDivitt later reviewed every photograph he had taken during the mission... finding no trace of his UFO. Who doctored the film?

Col. Cooper's experiences with UFOs occurred some years before he joined NASA. Cooper was stationed with a fighter group in Germany. According to him, they witnessed numerous UFO sightings with incredible performance characteristics over a three-day period. The objects were roundish and very "metallic-looking"... What is it that metal "looks like"? Is it dull? Is it shiny? Does it glimmer in the light? Cooper went on to say that these devices which flew in weird patterns zoomed so high overhead that none of their fighters could get really close to them. They made instant stops and sudden 90-degree turns.

THE RECURRENT CLUES

7 June, 1967..., The following is an extract from the late Professor James E. McDonald's statement to the Outer Space Affairs Group of the United Nations concerning the international scientific aspects of the problem of UFOs:

"...I also emphasize that there are innumerable facets of the UFO phenomena which I can only describe as utterly bewildering and inexplicable in terms of present-day scientific and technological knowledge. I would also remark that if these objects are not of extraterrestrial origin, then alternative hypotheses that will demand consideration will be even more bizarre, and perhaps of even greater scientific interest to all mankind."

*"...A wide range of electromagnetic disturbances accompanying close passage or hovering of the UFOs is now on record throughout the world - despite this record not yet being admitted into what one would ordinarily call the 'scientific record'. **Disturbance of internal-combustion engines coincident with close passage of disc-like or cylindrical unconventional objects** is on record in at least several hundred instances... Often the disturbances are accompanied by broad-spectrum electromagnetic noise picked-up on radio devices. In many instances compasses, both on ships and in aircraft, have been disturbed. Magnetometers and even watches have been affected. All these reports, far too numerous to cite in detail, point to some kind of electromagnetic noise or electromagnetic side-effects..."*

Many close contact reports have also reported lingering headaches. Some of them reported humming or buzzing sounds. A few reported seeing the discs rotate counterclockwise in the northern hemisphere; heat-distortion waves have surrounded other UFOs while still others have left scorch marks behind them. Nearly all have reported extremely bright lights; and some of those appeared as "metallic lights".

For reasons which will become more obvious as this discussion progresses, it is suggested that the evidence given points to a craft with the following characteristics:

1. It is powered by an electric process
2. The power generation or energy storage process gives-off scorching heat
3. The electric process involves resonating magnetic fields
4. The electric process generates a field that spirals around its vertical axis - giving rotation to the disc as it interacts with the Earth's magnetic fields
5. The resonating magnetic fields also produce external inductive heating and current flows in nearby objects
6. The field effect of the electric process does not harm the occupants - who mostly appear humanoid
7. The electric process is of such high voltages that the air is ionized around the craft giving a bright metallic lustre to it
8. The electric process can also be used to inject pain, subliminal suggestion, and conscious communication to living creatures
9. The electric process enables the craft and the crew to execute high-velocity manoeuvres without the normal structural fatigue
10. Because of the strength of the recorded magnetic effects, the audibility of the field resonance, and the ionization of the air only one conclusion can be drawn: the electric process is a high-voltage, high-current, resonating field of low frequency

A detailed discussion of a device exhibiting most of the preceding characteristics forms [Appendix No.6](#)... which may be considered too technical by some to be incorporated in the main text; however, it and Dr. Nikola Testa's work hold the key to fully understanding the processes which generate the above factors. This may be the reason that Testa's papers were confiscated by the U.S. Government at his death in 1943. The only other detailed public source of his work is located behind the Iron Curtain in Belgrad, Yugoslavia... but that is not as limiting a situation as it may sound;... for other sources have also continued Tesla's work and have actually published their work on his electric-propulsion process in 'free' countries.

Electro-Gravitic Propulsion

THE TALBERT SERIES

Dateline: 20 November, 1955...; Mr. Ansel E. Talbert, military and aviation editor for the New York Herald Tribune began a series of three articles covering the then current, world-wide research efforts to conquer the secret of gravity as a means of obtaining energy to propel various descriptions of both aircraft and spacecraft... The following excerpts are from the unabridged original which forms [Appendix 1](#).

"CONQUEST OF GRAVITY AIM OF TOP SCIENTISTS IN U.S."

"The initial steps of an almost incredible program to solve the secret of gravity and universal gravitation are being taken today in many of America's top scientific laboratories and research centres..."

"...the current efforts to understand gravity and universal gravitation both at the subatomic level and at the level of the Universe have the positive backing today of many of America's outstanding physicists."

*"These include **Dr. Edward Teller** of the University of California, who received prime credit for developing the hydrogen bomb; **Dr. J. Robert Oppenheimer**, director of the Institute for Advanced Study at Princeton; **Dr. Freeman J. Dyson**, theoretical physicist at the Institute, and **Dr. John A. Wheeler**, professor of physics at Princeton University, who made important contributions to America's first nuclear fission project."*

Dateline: 21 November, 1955...; Mr. Talbert's second article gave even more startling commentary. The following excerpts are also from the unabridged version in [Appendix 1](#):

"SPEEDS OF THOUSANDS OF MILES AN HOUR WITHOUT A JOLT HELD LIKELY"

*"Scientists today regard the Earth as a giant magnet. Many in America's aircraft and electronics industries are excited over the possibility of using its magnetic and gravitational fields as a medium of support for **amazing 'flying vehicles' which will not depend on the air for lift.**"*

*"Space ships capable of accelerating in a few seconds to speeds many thousands of miles an hour and making sudden changes of course at these speeds without subjecting their passengers to the so-called '**G forces**' caused by gravity's pull also are envisioned. These concepts are part of a new program to solve the secret of gravity and universal gravitation already in progress in many top scientific laboratories and long-established industrial firms of the nation."*

*"William P. Lear, inventor and chairman of the board of **Lear, Inc.**, one of the nation's largest electronics firms specializing in aviation, for months has been going over new developments and theories relating to gravity with his chief scientists and engineers."*

*"...**He is convinced that it will be possible to create artificial electro-gravitational fields 'whose polarity can be controlled to cancel out gravity.'**"*

*"...**All the (mass) materials and human beings within these fields will be part of them. They will be adjustable so as to increase or decrease the weight of any object in its surroundings. They won't be affected by the earth's gravity or that of any celestial body.'**"*

*"...**This means that if any person was in an anti-gravitational airplane or space ship that carried along its own gravitational field - no matter how fast you accelerated or changed course - your body wouldn't any more feel it than it now feels the speed of the earth.'**"*

*"...**Eugene M. Gluhareff, president of Gluhareff Helicopter and Airplane Corp. of Manhattan Beach, Calif., has made several theoretical design studies of round or saucershaped 'vehicles' for travel into outer space...**"*

It might also be of some interest to the reader that this author witnessed the late William P. Lear making another nationwide statement on a daytime, American television program in about 1969-70. This later statement was made in response to a question from the emcee who who wanted to know what Mr. Lear envisioned the next twenty years producing in new technology. Mr. Lear told him that a person would be able to, say, walk into a New York "travel" booth - somewhat similar to a telephone box in shape; - deposit his fare; push a button; and walk out the other side of the booth in San Francisco - having been "teleported" across America in seconds! The studio audience automatically laughed at Mr. Lear - much to their uninformed discredit. Mr. Lear just gaped at their performance in utter amazement. How painfully sad and lonely he must have felt at that moment when he realized the great gulf that separated the viewing audience from the realities he had already witnessed in the laboratory... He was a kind and sincere man; and this author, for one, feels a great loss at Mr. Lear's recent death...

Dateline: 22 November, 1955...; The following statements are from Ansel Talbert's final article in the series which is fully reproduced (in the public interest) as [Appendix - 1](#):

*"...I (Mr. Grover Loening - formerly special scientific advisor to the U.S. Air Force on aircraft design and construction) **firmly believe that before long man will acquire the ability to build an electromagnetic, contra-gravity mechanism that works...**"*

*"George S. Trimble, a brilliant young scientist who is head of the new advanced design division of **Martin Aircraft in Baltimore** and a member of the sub-committee on high-speed aerodynamics of the National Advisory Committee for Aeronautics, believes that it could be done relatively quickly if sufficient resources and momentum were put behind the program."*

"I think we could do the job in about the time that it actually required to build the first atom bomb if enough trained scientific brain-power simultaneously began thinking about and working towards a solution', he said."

"Dudley Clarke, president of Clarke Electronics Laboratories of Palm Springs, Calif. "- who years ago worked under Or. Charles Steinmetz, General Electric Company's electrical and mathematical 'wizard' of the 1930's - is sure that this successful harnessing of gravitation will take place sooner than some of

these 'ivy tower' scientists believe."

*"...Mr. Clarke notes that the force of gravity is powerful enough to generate many thousand times more electricity than now is generated at Niagara Falls and every other water-power centre in the world - if it can be harnessed. **This impending event, he maintains, will make possible the manufacture of anti-gravity 'power packages' which can be bought for a few hundred dollars. These would provide all the heat and power needed by one family for an indefinite period.**"*

THE *INTERAVIA* LEAK

Can anyone seriously believe that all these men were deluded dreamers with no concrete facts to build upon at that time?... One science fiction story which pre-dated the above articles put another viewpoint forward. Written by Raymond F. Jones for *Astounding Science Fiction* magazine, the story, entitled *Noise Level* described how American scientific and military leaders gathered the nation's best brains together - demanding that they develop 'antigravity' similar to that (supposedly) previously developed by an unknown inventor who had recently destroyed both his invention and himself in the process of demonstrating his process to the authorities. The whole story about the unknown inventor had been a ruse to remove the "it-can't-be-done" syndrome from the minds of the assembled scientists. By convincing them someone else had already done it, they succeeded in getting the gathering to develop a crude - but functioning - anti-gravity disc. Were the *Tribune* articles such a ploy?... If they were, the ruse continued into 1956 when *Interavia* magazine published the article, "*Towards Flight Without Stress or Strain... or Weight*" in Volume XI, No. 5, p.373 and 374 by the American author, **Intel**, in Washington, D.C. The article (see [Appendix 2](#)) which was datelined, "*Washington, D.C. - March 23, 1956*" began by stating:

*"Electro-gravitics research, seeking the source of gravity and its control, has reached a stage where **profound implications for the entire human race begin to emerge.**"*

"...And towards the long-term progress of mankind and man's civilization, a whole new concept of electro-physics is being levered-out into the light of human knowledge."

"There are gravity research projects in every major country of the world. A few are over 30 years old... Most are much newer... Some are purely theoretical... Some projects are mostly empirical, studying gravitic isotopes, electrical phenomena and the statistics of mass." (see [Appendix 3 entitled, The Gravities Situation](#) - published by Gravity Rand in London in 1956 - for more detail on the empirical approaches.)

*"Some of the companies involved in this phase include **Lear Inc., Ghuhareff Helicopter and Airplane Corp., The Glenn L. Martin Co., Sperry-Rand Corp., Bell Aircraft, Clarke Electronics Laboratories, the U.S. General Electric Company.**"*

The article went on to say that various empirical tests on metals like steel, barium, aluminium, and etc. had so far proven that metals could be given reduced weight at the same mass.

In fact, it appeared that the "energizing process" could produce negative weight-to-mass ratios! The steady-state, weight reductions had already reduced some materials to 70 per cent of their original weight.

The work of Dr. Townsend T. Brown on his electro-gravitic discs was (at that date) the result of thirty

years research according to the author. He had succeeded in building electrically-propelled disc airfoils which he had patented in the U.S. The following extract from this *Interavia* article illustrates the amount of success that the governments involved were willing to discuss, openly:

*"A localized gravitic field used as a ponderomotive force has been created in the laboratory. Disc airfoils two feet in diameter and incorporating a variation of the simple two-plate electrical condenser charged with fifty kilovolts and a total continuous energy input of fifty watts have achieved a speed of seventeen feet per second (a little over eleven miles per hour) in a circular air course twenty feet in diameter. More lately these discs have been increased in diameter to three feet and run in a fifty foot diameter air course under a charge of a hundred and fifty kilovolts with results so impressive as to be highly classified. Variations of this work done under a vacuum have produced much greater efficiencies that can only be described as startling. **Work is now under way developing a flame jet generator to supply power up to fifteen million volts.**"*

Now then, it is necessary to flash-back to April of 1955 when the magazine, *Scientific American* printed an article dealing with both the history of and current developments within the field of electro-statics. On page 110 of that discussion a most enlightening dissertation on the effects of vacuums and high voltages on mechanical forces within atoms was presented. It discussed the research of Professor John G. Trump (of M.I.T.'s electrical engineering department) on electro-static power generation techniques:

*"Professor Trump illustrates how the power-generating capacity of electro-static machines may be stepped up by asking you to consider two metallic plates, 100 square inches in area, facing each other and separated by an insulator. If a voltage amounting to an electric field of 300 volts per centimeter is applied between them, the plates will be attracted to each other with a force of one 2000th of a pound. Increase the field to 30,000 volts per centimeter and the attraction becomes half a pound." (this meant that 1000 times the force was generated with only 100 times the voltage!)... "Now immerse the plates in a high vacuum - a good insulator, though one difficult to maintain - and increase the field to three million volts per centimeter. The force of attraction jumps to 5,700 pounds!..." (this meant that 11,400 times the previous force was generated with - again - only 100 times the voltage!!...) Returning, now, to the *Interavia* article:*

*"Such a force raised exponentially to levels capable of pushing man-carrying vehicles through the air - or outerspace (a vacuum of very good insulation properties) - at ultrahigh speeds is now the object of concerted effort in several countries. Once achieved it will eliminate most of the structural difficulties now encountered in the construction of highspeed aircraft. **Importantly, the gravitic field that provides the basic propulsive force simultaneously reacts on all matter within that field's influence. The force is not a physical one acting initially at a specific point to the vehicle that needs then to be translated to all other parts. It is an electro-gravitic field acting on all parts simultaneously.**"*

As much as the idea of simultaneity appeals, it is more correctly stated that sudden changes in the field's direction rapidly transmit the new inertial moment to all parts of the craft so that the elastic rebound of its atomic lattice is not distressed to the point of structural fatigue.

[Note: Apologies to the reader who has found some of the preceding too complex. There was no other obvious way to document the facts to the necessary degree for convincing the "die-hard" skeptic. If this chapter becomes too involved for the reader, do not hesitate to skip it, as its main purpose is to document the conclusion that "electric flying saucers" are at least being manufactured on Earth - if nowhere else.]

According to the Interavia article, using the electric field system to propel a disc - or saucershaped craft would enable the craft to accelerate to speeds of thousands of miles per hour; stop suddenly; or change direction almost instantly. Such manouvres could easily be achieved by altering the intensity, polarity and direction of the field's charge. Furthermore, the article detailed some of the other implications of man's conquest of gravity:

"In road cars, trains, and boats the headaches of transmission of power from the engine to wheels or propellers would simply cease to exist. Construction of bridges and big buildings would be greatly simplified by temporary induced weightlessness, etc., Other facets of work now under way indicate the possibility of close controls over the growth of plant life; new therapeutic techniques; permanent fuel-less heating units for homes and industrial establishments; new sources of industrial power; new manufacturing techniques; a whole new field of chemistry"... and "communications possibilities..." which "confound the imagination. There are apparently in the ether an entirely new unsuspected family of electrical waves similar to electro-magnetic radio waves in basic concept. Electro-gravitic waves have been created and transmitted through concentric layers of the most efficient kinds of electro-magnetic and electrostatic shielding without apparent loss of power in any way."

THE GRAVITICS SITUATION

In December of 1956, Gravity Rand Ltd. - located in London - published a discussion entitled [The Gravitics Situation](#). The first page read, "Theme of the science (of gravities) for 1956-1970: Serendipity." It also quoted Professor Einstein's view on gravitics:

*"It may not be an unattainable hope that some day a clearer knowledge of the processes of gravitation may be reached; and the extreme generality and detachment of the relativity theory may be **illuminated** by the particular study of a precise mechanism."*

The Gravitics Situation is the one piece of documentation that the reader will not be able to acquire without great endurance or incredible luck. It puts the finger on so many nerve centres of the body of those scientists who sired "anti-gravity" that there can be no doubt to the enlightened reader: **Mankind has developed "anti-gravity"**. As a result, this document has been totally reproduced in the public interest as [Appendix 3](#).

To fully appreciate the implications of the document, one should read the entire thing; however, certain key phrases from its forty-three pages of technical discussion have been selected to give a brief picture of its purpose. They follow below:

page 3: *"This point has been appreciated in the United States and a program in hand may now ensure that **development of large sized disks will be continued. This is backed by the U.S. government**, but it is something that will be pursued on a small scale. This acceptance follows Brown's original suggestion embodied in Project Winterhaven. Winterhaven recommended that a major effort be concentrated on electrogravitics: based on the principle of his disks."*

page 4: *"...aims were re-written around a new report which is apparently based on newer thoughts (than Winterhaven) and with some later patents not yet published - which form the basis of current U.S. policy. It is a matter of some controversy whether this research could be accelerated by more money but the impression in Gravity Rand is that the base of industry is perhaps more than adequately wide. Already companies are specializing in evolution of particular components of an electrogravitics disk."*

This implies that the science is in the same state as the ICBM - namely that no new breakthroughs are needed, only intensive development engineering."

page 4 (con't): *"...The power of the device to undermine the electrostatic forces holding the atom together is a destructive by-product of military significance. In unpublished work Gravity Rand has indicated the possible effect of such a device for demolition."*

page 7: *"If a real spin or rotation is applied to a planar geoid the gravitational equipotentials can be made less convex, plane or concave. These have the effect of adjusting the intensity of the gravitational field at will: which is a requirement for the gravity absorber."*

page 13: *"Again the principle itself will function equally in a vacuum - Townsend Brown's saucers could move in a vacuum readily enough - but the supporting parts must also work in a vacuum. In practice they tend to give trouble, just as gas turbine bits and pieces start giving trouble in proportion to the altitude gained in flight."*

The document also has a glossary of new terms on [pages 17, 18 and 19](#) and a 'gold mine' of additional reference papers listed on [pages 20 and 21](#) which are followed by a summary of Dr. Townsend T. Brown's original patent application for his 'electric flying saucer' beginning on [page 22](#).

Professor F. Mozer contributed a brilliant discussion on the existence of negative mass particles and their utilization in the construction of neutral-gravity bodies. It begins on [page 30](#) of the document (Appendix 3).

Also of special interest to a few will be the brief discussion by Dr. Deser and Dr. Arnowitt which begins on [page 39](#) of the same document. It is entitled, *["A Link Between Gravitation and Nuclear Energy"](#)*. It uses Einstein's usual structures found in General Relativity as a building stone for a so-called "creation tensor" to convert gravitational energy to nuclear energy. Their field equations are difficult and are not in a readily workable state - still, they do represent an interesting aspect for some...

This incredible document was compiled in 1956! Can there be any doubt that such information has been superceded by even more incredible developments in the last twenty-two years?... No!

AERONAUTICS AND ELECTROGRAVITICS

The date was 30 December, 1957. The article was published in *Product Engineering*, Volume 28, No. 26 on page 12. It was entitled, *"Electrogravitics: Science or Daydream?"* The article gave even more clues to the then-current state of the art of electrogravitics:

*"A few weeks from now, at a special session of the **Institute of the Aeronautical Sciences** (New York City, Jan. 27-31), a group of dedicated men will discuss what some people label pure science-fiction, but others believe is an attainable goal. The subject: electrogravitics - the science of controlling gravity."*

*"...**David B. Witty** noted in his award-winning essay for the Gravity Research Foundation, **gravitational screening is crucial in all theories of gravitation.**"*

*"...**E.M. Gluhareff, Pres. of Gluhareff Helicopters**, suggests much progress might come if gravity were considered as 'push' rather than 'pull' - with all matter being pushed toward the centre of the earth by a sort of 'electronic rain' from outer space."*

"Such recently-discovered atomic fragments as hyperons and K-particles (Dec. 2, p.16) appear to interact with nuclear matter in ways not explained by present theories. Scientists are now suggesting that these interactions may explain - or be explained by - gravity. It is even possible that gravitational energy may prove to be transformable into particles of this type."

*"Perhaps British aeronautical engineer A. V. Cleaver (see 'Electro-Gravitics: What it is - Or Might be' by A.V. Cleaver; F.R.Ae.s., Fellow B.I.S., published in the **British Interplanetary Society Journal** for Apr-June of 1957 in Vol. 16, No.2, pages 84-94) is right in insisting that if any antigravity device is to be developed the first thing needed is a new principle in fundamental physics not just a new invention or application of known principles... Nevertheless, the **Air Force is encouraging research in electrogravitics, and many companies and individuals are working on the problem.** It could be that one of them will confound the experts."*

COMMENTS BY KEYHOE

In his book of 1957, entitled, *The Flying Saucer Conspiracy*, Donald Keyhoe also mentioned some rather indicting news on pages 200-201:

"On 2nd February, while visiting Bogota, Columbia, William P. Lear manufacturer of aircraft and electronic equipment, told a news conference that the flying saucers are real."

*"When Lear's story was flashed to the United States by the AP, it was a hard blow for the UFO censors. But this was only the beginning. Within twenty-four hours Lear amplified his first statement: 'I feel the flying saucers are real', he said, 'because of four points.' **First**, he said, there have been numerous manifestations over long periods of time. **Second**, many observations have been made simultaneously by reliable observers. **Third**, there are great possibilities linked with the theory of gravitational fields. **Fourth, there are now serious efforts in progress to prove the existence of antigravitational forces and to convert atomic energy directly to electricity.**"*

*"This new AP story **dismayed the Pentagon, for it could easily disclose our topsecret research to duplicate the UFOs propulsion.** There had already been one hint despite Pentagon precautions. During a meeting of aviation leaders in New York, on the 25th of January, G.S. Trimble, vice-president of advanced design for the Glenn L. Martin Aircraft Company, had made an amazing disclosure... **'Unlimited power, freedom from gravitational attraction, and infinitely short travel time are now becoming feasible'**, he told the press. Then he added that eventually all commercial air transportation would be in vehicles operating on these fantastic principles."*

Can one really believe that such keen interest and such wide-spread research over twenty-five years ago was all for nothing? Can one really believe that - even if the concepts of "electrogravitics" were proven false - no papers have been printed which discussed the errors?... No...

The situation is clearly this: There are two sources of "UFOs" or "Flying Saucers". One is manmade (from the mid-fifties); and the other has been with mankind since the ancient days of the Old Testament and the Epic of Gilgamesh. One wonders why neither source has identified itself to mankind. In addition, one wonders if the "elder source" did not infiltrate and take control of mankind's fledgling flying saucer research and development programs of the last two decades... Yes, one wonders...

OTHER GRAVITIC RESEARCH

The Russians have never been one to be left out. They have resorted to many types of subterfuge to obtain the secrets of anti-gravity propulsion systems. To this end, they enticed one of the west's most brilliant physicists, a former "member of the fathers of the hydrogen-bomb group", to defect to Russia in 1950. As it turns out, he was a KGB employee... His name: Dr. Bruno Pontecorvo.

Since at least 1961, it has been known by the CIA that Pontecorvo had successfully demonstrated a gravitic aircraft (which had no 'engine') for the Russians. It has also been passed to this author by former intelligence personnel that the chief of all Russian anti-gravity research is Dr. Andrei Sakharov. His American counterpart has been identified to this author by American intelligence agents as Dr. Edward Teller who has worked in close association with more than fifty U.S. anti-gravity research programs since the early 1950s... (more on him later).

In the October 1961 issue of *Practical Mechanics* an article was published by I.A. Van As, entitled "*Anti-Gravity The Science of Electro-Gravitics*" which observed:

"An anti-gravity machine is not impossible and many countries including Russia are at present investigating this new approach to aviation. Canada has its 'Project Magnet' which is the production of an anti-gravity machine using the electro-gravitic principle. Many American aircraft manufacturers are spending millions of dollars on the use of gravity as applied to their industry. A number of universities are also going into the problem, which, incidentally, is not a new one. An actual flying model using this principle was made in England before the war."

Three years passed quickly, and yet another startling announcement was made by a Major Alexander P. de Seversky in the October 1964 issue of *The Popular Mechanics* magazine, pages 34-37 and 121-122 disclosed in detail (including photos and illustrations) a news item entitled, "*Major de Seversky's Ion-Propelled Aircraft*". Major de Seversky was a former WWII consultant to the U.S. Chiefs of Staff in the formulation of basic, U.S. air-strategy concepts. The article stated, "*He also contributed to the designs of the p-35 and p-43 which led to the development of the p-47 Thunderbolt, one of America's most effective wartime fighter planes.*"

He had developed a working, light-weight model aircraft that "flew with electrons" for his employer: Electron-atom, Inc., of Long Island City in New York. His aircraft which was a two-ounce, saucer-shaped model required 90 watts of power (30,000 volts at 3 milliamps) to fly. The power-to-weight ratio was .96hp per pound as compared to the .065 hp per pound of the Piper Cub aircraft. However, just raising the voltage level to 3,000,000 volts would have produced a power-to-weight ratio of better than .0000192 hp per pound if the previously mentioned Dr. Trump's figures were even 50 per cent achieved! Even assuming that the fuel-consumption rate would increase by 100 times, the craft would travel between 50 and 100 times further than the Piper Cub!... But, one must remember... "*UFOs or flying saucers, as the masses call them, simply do not exist; and, furthermore, no government of the world could be responsible for such devices...*"Oh really?...

PINE GAP, AUSTRALIA

Nestled in a shallow little valley at the southern foot of the McDonnell Ranges about twelve miles by air from the dead centre of Australia is one of the modern wonders of the world. The apparent, **surface**

entrances to this super-technological retreat are located in the vicinity of 23 degrees 48 minutes south by 133 degrees 43 minutes east. It is one of the top three of several very-secret, U.S. Government-financed 'bases' in Australia.

Note: It is not this author's intention to start another hue and cry for the removal of these secret facilities;... it is simply to illustrate how advanced modern technology may have become. Once a person understands how very advanced these secret discoveries may have become, he is forced to realize how futile it would be to try to argue with those who possess such knowledge - such power - without at least an equivalent support power... (such is available,... but this will be discussed in Section III).

The Pine Gap facility as it is informally known, is officially called the **Joint Defence Space Research Facility**;... however, Australians refer to it as "*Pine Gap*". The Pine Gap facility has had several functions. Its original function was to execute research and development of space defence technology. The primary responsibility for the facility has been controlled by the U.S. Defence Advanced Research Projects Agency (DARPA) located in the U.S. at 1400 Wilson Blvd., Arlington, Virginia 22209, in the Architect Building.

During the early stages of the establishing of Pine Gap, the Director of DARPA was Stephen J. Lukasik. Key members of his staff were: a) Kent Kresa - special assistant for Undersea Warfare Technology, and director of tactical technology, b) Lawrence G. Roberts - director of information processing techniques, c) Eric H. Willis - director of nuclear monitoring research, d) David E. Mann - director of strategic technology, and e) Lt. Col. Austin W. Kibler - director of the human resources research division.

Pine Gap has what is believed to be the deepest and straightest 'water bore' in Australia drilled beneath it. The bore is at least 28,000 feet deep (5.3 miles).

This bore could also be used as an underground antenna for very low frequency electricity broadcasts. As Pine Gap is supposed to be involved in both upper atmospheric and sub-surface research, it is quite feasible - if for no other reason - that the 'bore antenna' could be used to tune a gigantic 'standing wave' field around the entire planet! Such a system might easily be tuned to frequencies from, say,... 9,000 cycles per second to 14,336 cycles per second - enough to set up a resonating, electric field to an altitude of 250 miles above the earth! However, this possibility will be explored in a bit more detail in Chapter 4 of this section.

It is also rumoured that Pine Gap has a very large nuclear facility used to power its enormous 'transceiver'. Other rumored projects include high-voltage, high-energy plasma accelerators... possibly for use in new methods of power generation, a 'death ray' or plasma cannon, and even specialised power broadcasts to fuel 'electric submarines' as far away as the Indian Ocean... It is almost certain that the earlier version of Pine Gap's very-low-frequency transceiver which is located at the North West Cape near Exmouth Bay in Australia was and still is used to transmit very powerful undersea electric currents to U.S. submarines which trail long antennae behind them. It is also known that electricity transmitted in this way can be 'strong' enough to recharge onboard 'high-voltage batteries' known as 'plasma-dynamic storage cells'.

The *Nation Review* - a national Australian newspaper - had some interesting things to say about Pine Gap in their May 17-23 issue of 1974:

"The Pine Gap research facility near Alice Springs has managed to keep secret, until now, one of the most unbelievable research projects in the world."

"The United States has been carrying out continuous research into electromagnetic propulsion (EMP for short) at Pine Gap since it was established in 1966."

"...Nixon (former U.S. President) last year announced 1975 as a target date for the completion of the project. At that time it was to relieve the petrol crisis."

"I understand that last minute flaws in the design and operation of the EMP vehicles have probably put the completion date back by four years." (author's note:... that means a 1978-1979 public release date...).

"...Security aspects of the EMP project have included hypnotic and post hypnotic keys implanted in personnel prior to their acceptance into the project. It is likely, however, that this technique has been replaced now that it is known that a side effect of LSD and other hallucinogenics is to remove partial hypnosis effects."

This author wrote the *Nation Review* seeking additional information from the author of the previous article: William H. Martin. A reply was sent by his secretary which sought more information than it gave. Apparently, 'William H. Martin' is a *nom de plume*. No further dialogue was attempted.

According to several eye-witnesses, white disks about 30 feet in diameter with 'U.S. Air Force' markings have been ferried into Australia inside large, military air transports... **which have landed at one or the other of the two airports servicing Pine Gap**. Other eye-witness reports have seen these same air transports unloading incredible amounts of modern furniture, food, and other provisions which one would ordinarily expect to see in a very plush hotel. Could it be that nearby to the *obvious* Pine Gap facility in an underground, man-made city of multiple levels is... the real 'Pine Gap facility'...? Could it be that Pine Gap is also a so-called 'bolt hole' to be used to shelter key U.S. personnel in the event of a natural weather catastrophe or a full-scale nuclear attack codenamed **Noah's Ark**?... One does wonder...

Should anyone doubt the degree of orbital surveillance that is possible today; a 1973 press release about one of Pine Gap's other functions should convince him. The release said that Pine Gap and its sister station in Guam supported photographic satellites as part of what is known as *Operation Big Bird*. Each 'bird' weighed eleven tons; was fifty-feet long by ten-feet wide; could scan the entire surface of the earth every 24 hours; and could vary its altitude from 100 to 200 miles for 'close-look' photographs of 'interesting areas'. Whenever ground control instructed the 'bird' to take a 'close look' or 'high-resolution' photograph of some strategic area, a huge Perkin-Elmer camera would be used by the 'bird' to take a low-altitude photograph of the objective. The resulting pictures would be so sharp that objects of only twelve inches across were identifiable. The 'birds' as well as the early-warning satellites of *Programme 647* use infra-red sensors and films. It is almost certain that the Russians have equivalent systems in operation... (is 'big brother' at home tonight?)

A similar station to Pine Gap is located in Transvaal, South Africa; but it is difficult to obtain much information about it. Most of the employees there are disguised as U.S. consular employees. Twelve hundred consular staff is a bit excessive, however... *What was it called?... was it Krugersdorp or 'Koedespoort'?*... It is, apparently, also linked to another VLF station at the South Pole... 'Operation Deep Freeze'?... Is it not a strange coincidence that the two 'grids' mentioned by Capt. Bruce Cathie

have 'poles' located at the South Pole, too?...

Some of the major U.S. contractors and suppliers for the Pine Gap facility have been Collins Radio, Ling-Tempco-Vought (L.T.V.) - both of Dallas, Texas; McMahon Construction, and I.B.M... It is also rumoured that there are 'super IBM computer systems' on a floating platform - 'down the well'.

A VLF power transceiver, and 'electric flying machines' are not so hard to believe... Remember, L.T.V. is an aero-space company formed as a conglomerate of electronics and aircraft manufacturing subsidiaries. IBM has, also, long-ago developed mammoth computers with super-cooled, crystalline, main-memory units. These computers can recognize both voice and visual patterns. Their main-memory sizes are said to be in excess of 2,000,000,000 bytes (characters)! Is it not possible that there have been *some* secrets which the 'invisible government' of planet earth has kept from its *subjects*?... Remember, there were over 100,000 people working on the *Manhattan Project* to produce the first A-bomb. Did that secret escape in time to help the enemy?..

If Pine Gap is an electric power broadcasting facility, then the disappearance of Valentich may be related. Suppose that Captain Bruce Cathie's hypothesis of 'power grids' circumnavigating the earth is correct...; but that the locations which he picked for his 'grid poles' were only part of several other grids, themselves. If Pine Gap were then chosen as a 'grid pole', one would be able to make a very interesting observation. A compass centered on Pine Gap and extended to Perth will - when scribed about the Pine Gap centre - form a circle around Australia which intersects the following areas: Perth, the VLF transceiver at Exmouth, Brisbane, Canberra, Sydney, Melbourne (along the Mornington Peninsula,... **and an area just off Cape Otway between the Cape and King Island!**

Was the reason Valentich said the UFO was playing a game and making passes because he had inadvertently been caught in the craft's field like an iron filing is attracted by a magnet swung past? Such an event would have given Valentich the impression the UFO was moving - when in reality Valentich's aircraft itself had been sucked into the field so rapidly (through an undetectable uniform acceleration) that his plane had passed under the UFO and had oscillated from side to side in smaller and smaller arcs until it finally stuck onto the underside of the UFO. The final metallic noise could have been either the actual contact of the two craft before Valentich dropped the mike or the radio squeal produced when the high-density, electromagnetic field of the UFO inductively burned-out his radio which was transmitting at the time. One must also consider the possibility that Valentich had seen too much of the top-secret RAAF-UFO records at Sale AFB; and had become a potential security problem to 'those in the know'. He could have been grabbed on purpose. The suggestion is rough to say so soon after he has disappeared; but it is a distinct possibility.

Incidentally, Darwin and Adelaide fall on a circle around Pine Gap with a radius of some 800-odd miles while the previously mentioned areas fell on a circle of some 1200-odd miles. The Department of Transport (formerly called the Department of Civil Aviation) lists Pine Gap as 'R233' on the navigation maps for the area. 'R233' is listed as a restricted air space reserved for space research... (i.e. do not fly over the area as shown on the map). The 'R233' space is a circle around Pine Gap with a radius of five nautical miles.

WHO WAS MENDELOV?

The Mendelov Conspiracy by Martin Caidin was published in 1972. Martin Caidin has six other titles

on the shelves which are selling quite well. The only one of his seven books which has either been withdrawn from sale or made extremely difficult to obtain is *The Mendelov Conspiracy*. The reason would be most obvious to anyone who has had the good fortune to read the book. It is thinly disguised fact in the form of science fiction about a plot to take over the world. The conspiracy is headed by a Dr. Vadim Mendelov (a physicist whose biographical sketch closely fits either Dr. Edward Teller or the Russian Dr. Andrei Sakharov... 'Sakharov'... 'Mendelov'.. hm-m-m...). The conspirators are discovered by a U.S. newsman who writes for a big paper ...(remember Ansel E. Talbert?). The newsman - named Brady - writes a series of articles on 'antigravity', UFOs, and 'electro-gravitics'. He is fired by the newspaper after the third article... (Talbert, too, wrote only three articles - even though his first articles were originally listed as 'the first and second in a series!'). The incredible fact is that 'UFOs' of the book were built on a principle that is an existing technology - right now. The names of the key characters and the large aircraft corporations in the book were changed ever so cleverly to conceal the real names of the conspirators - whom Caidin, himself, had obviously already identified. Why did Martin Caidin write the book? Why has it been made so scarce when the demand for it is so intense?

The points of this chapter are beacons illuminating the path for those who pursue the truth and, hence, wisdom. They will lead to an understanding of the second greatest mystery in human affairs... Pursue their lead, and the related details entwined in the remaining fabric of this book will not only leap from the pages with incredible agility, but will also lead 'he - who seeks' to an understanding of that which is surely the greatest mystery in all human endeavour.

Constructs of Reality

THE MELBOURNE MEETING

The letters from Dr. James R. Maxfield arrived in Melbourne on the fifteenth of May 1972. They had been dictated six days earlier in Dr. Maxfield's radiation research clinic in Dallas, Texas. One of the letters instructed the recipient - to have a visit with Sir John Williams. Apparently, Dr. Maxfield had previously contacted Sir John about this author's coming to Australia... (see copies of this letter and the other as [Appendix-4](#)). The same letter also stated that the Chief Superintendent of the Aeronautical Research Lab. at Melbourne would be contacted by both Sir John and Dr. Maxfield on this author's behalf (so that he might seek employment there to continue his research into 'anti-gravity'). Dr. Maxfield's letter went on to say that he and Dr. Edward Teller were planning to come to Australia in October and hoped they might 'get together' with this author at that time.

The second letter was a copy of the one which Dr. Maxfield had sent to the A.R.L. Superintendent. It had told the superintendent that, although this author was then working as a computer systems analyst for a well-known tractor firm in Melbourne that he (Maxfield) hoped the A.R.L. could find a position for him - as **this author had been working in a field that he (Maxfield) and Dr. Teller had been *'interested in'***. This author knew what that 'field' was...: 'anti-gravity'.

In his last meeting with Dr. Maxfield in America in 1971, this author was told about various other research projects in America which had been or were under the watchful eye of Dr. Edward Teller. It was an incredible moment! It was like meeting the real Santa Claus... finding out that the mysterious 'they' really did have names and faces... and super technology. Dr. Maxfield told the author how he and 'Ed Teller' had 'sponsored other young minds' (like this author's) in the pursuits of the secrets of gravitational energy... It was mind-boggling. He went on to say that there had been over fifty 'antigravity' research projects in the U.S. since 1948!... (Some of the results of these projects and their accompanying contract numbers from the issuing authorities will be discussed in the next chapter).

This author then prepared two preliminary papers on electro-gravitic propulsion for the A.R.L. as per Dr. Maxfield's instructions. After a few weeks had passed, Dr. Tom Keeble - the director of the mechanical engineering division of the A.R.L. - called this author into the facility for a critique of his preliminary papers. Dr. Keeble with two of his research staff attended the closed-door meeting. A short time was spent discussing the papers and some of the somewhat embarrassing mistakes this author had made when preparing the material. After this, Dr. Keeble asked why this author had not stayed in America to finish his research.

This author then related the long story of his FBI involvement, his training at the U.S. Air Force Academy, and his subsequent and somewhat peripheral involvement in the U.S. 'anti-gravity' research program. Dr. Keeble looked as though he wanted to say something which he felt he could not because of certain 'restrictions'. His furrowed brow framed his bushy eyebrows as he finally said, *"Look, we know your theory works;... your design is not the best for a fully-operational model;... but it will work... What has puzzled us the most is how you found out about it... about the project..."*

He went on to say, something like *"We knew that the Yanks - no offence meant - and the Canadians did some mind control or tuning experiments in the early sixties; but we thought they had abandoned it because so many of the test blokes had gone mental or suicided under the subliminal effects of the conditioning - Yet, here you are as living proof that they did succeed."*

This author interjected saying, *"Yes, that could be quite true; however, if it is then you have apparently made the assumption that I am not one of those who cracked up under the strain... haven't you?"*

"Yes," he said as he smiled, *"We have made that assumption here. Furthermore, I, personally, feel that your mind is one of those that they tuned to tap into - now, don't laugh - other people's sub-conscious minds."*

"You're joking!" this author interjected. *"Look, don't patronize me; if you do think I'm nuts, just say so, and let's be done with it!"*

This must have convinced Dr. Keeble and his staff to chance trying to tell this author some things which might ordinarily be too risky for them to have said at that moment. The room was apparently bugged by ASIO (Australian Security and Intelligence Organization) - or so they were trying to tell this author with their silent gestures toward the book shelf behind them followed with questions as to whether or not ASIO had, as yet, contacted this author. In fact, one of the chaps in the meeting suggested that, because of the very quiet manner used by this author to enter Australia, ASIO might not have known what information this author had stored away in his tidy little sub-conscious data bank.

Dr. Keeble leaned forward and said, ***"There are extensive motion-picture libraries of these flying saucers taken right here in Australia. The RAAF have control of these libraries. I've seen them. Good stuff you yanks have put together on that project!"*** As he finished speaking, this author asked him if he could also see these filmed records.

Dr. Keeble and his colleagues all said, *"Oh no, you couldn't possibly... they require a clearance that you as a yank cannot obtain."* Yet, as they were all saying these words, with their hands they were frantically pointing to the book shelf and in some cases miming the word, 'maybe' with their lip movements. Their message came through...: *Whoever was bugging their room was not of the same philosophy as those people present; however, one or more of those present would make a later attempt to show this author those film records.*

Dr. Keeble tried to say something more,... *"You see, there's something like a group of us who ...ah..."* This author interjected, *"By group, do you mean a club or a formal organization?"*

"No", he said, *"...scientists, engineers around the world... we feel... well.. I..."* and his voice trailed off leaving the sentence unfinished as he allowed one of his staff to add further comments on the earlier subject of 'mind training' before he, himself, joined into the same discussion. *"...So you see",* Dr. Keeble resumed, *"your mind can theoretically eavesdrop on the collective knowledge of all those people in the world who study or practice any of the subjects your mind might ever wish to,*

consciously, address as a means to solving any problem requiring conceptual knowledge which you haven't previously gained by any other scholastic or practical means..."

The very thought made this author's mind race with the possibilities - the very probabilities - that what he had just heard was true!...: *"But then"*, he thought, *"who would believe me, if I told them I have already experienced this school-of-the-mind effect?... Who indeed...?"* One wonders what Valentich really got to see on the RAAF base at Sale;... was it the actual UFO films?...

HE WENT 'THATTAWAY'

Months passed after the Melbourne meeting and this author was not taken into the employ of the A.R.L.. In fact, both papers previously submitted to the A.R.L. had even been 'classified' and removed from the receiving authority at the A.R.L.. Strange events began to manifest. Someone broke into the author's home in broad daylight;... and touched nothing. When the local police were called-in and shown the forced entry, their answer was, *"Sorry, mate, this is a political situation and we can't do anything about it..."*

Weeks passed and Dr. Alan Hynek came to town. The author was summoned to see him by an intermediary. The meeting took place in an attorney's penthouse in Melbourne. Dr. Hynek questioned this author on his knowledge of the UFO situation. Copies of the previously-mentioned A.R.L. documents were given to Dr. Hynek. After a lengthy discussion Dr. Hynes smiled and reached in his pocket producing a hidden pocket tape recorder - which he then turned off. He asked if this author had ever discussed the UFO-coverup situation with the American comedian, Dick Gregory. The answer was *"No,... but why do you ask?"* Hynek then said that Dick Gregory had made the same claims and had named the same responsible parties to Hynek, himself. just before Hynek had left the U.S. for Melbourne. Hynek advised this author to 'keep in touch' at a particular address and telephone number in the U.S.

It was not until months later when a phone call from a 'reliable source' in Auckland. New Zealand informed the author that both Hynek and an attorney in Melbourne were CIA operatives that the situation became a bit clearer. Apparently, the author had caused quite a stir in certain local and international intelligence organizations by releasing his basic theories about suppressed 'flying saucer' technology to the civilian populace of Melbourne and Auckland. It became more and more obvious with subsequent 'unofficial' visits by A.S.I.O. operatives and employees from the Australian Defence Standards Lab., that this author was under the 'eyepiece'.

As the pursuit of those who wanted the author either dead or very tightly muzzled warmed-up, this author managed to 'disappear' into the Australian scene. Although the elusive methods used by the author were not unique, it may be that he will need to use the same techniques again in the near future. As a result, it must suffice to say that the author 'went bush' for around a year's time... finally surfacing in the most remote city on Earth: Perth - finding it the most delightful hiding place he could have chosen... had there been a choice..

The low-profile was, however, soon destroyed by the normal processes of meeting new people . It became all too obvious that the pseudonym the author had adopted was no longer a 'cover' of any magnitude. It was because of this realization, that the author finally agreed to make a statewide radio broadcast on the national Australian network: the ABC. He felt that one of two things would result from

doing the show: 1) He would either have, subsequently, a very short duration in lifespan, or 2) The information he could suddenly release all at once might just make him too noticed thereby insuring his extended longevity. There was nothing to lose; so when Neil Watson of the ABC asked him to do the show - live, this author surfaced with a 'bang'. The switchboards jammed for three hours over the broadcast which only lasted an hour and a half. Many people made cassette recordings of the program from their radios. Hundreds of copies seemed to appear overnight in the state. The interest was so high, that the ABC authorized two more shows with only a few 'restrictions' as to what subjects could be discussed on the air. The gamble had paid off.

A year passed with the public interest climbing steadily because of the 'underground' tapes which seemed to traverse not only Australia but also many other nations. Then, Channel 9 - the local favourite in television - asked the author to do a thirty-minute spot as a 'surprise trailer' to their forthcoming, UFO special production by director, Guy Baskin. The production was entitled, *UFOs Are Here*. The author was quite willing to do the show - realizing the more coverage - the longer the life...

Again, the public response was overwhelming. As a result, two more Channel 9 television specials were produced in which the author was allowed to say almost everything he desired. (although some items had to be deleted or omitted with his permission for the legal protection of Channel 9). The resulting ratings of the shows were a sign that the 'plot heard around the world' may not be as impossible an objective as previously thought.

In the months that have followed the Channel 9 UFO documentaries, the author has also been further assisted in his efforts to 'spread the word' by Brisbane's Radio Station 4IP. Subjects such as Biblical prophecy, suppressed 'flying saucer technology', the conspiracy to overthrow the established governments of the world, and a host of other subjects which are to be found in this book were first broadcast there at 4IP by Alan McGervin and Greg Hunting in an effort to educate their listeners not only to the many problems facing today's society, but also to the solution which this author has personally accepted for those same problems.

Conservative estimates now indicate that 4,000 original cassette recordings of a variety of this author's radio broadcasts, private lectures, and the recent series of public lectures given in Brisbane are currently circulating in Australia. The second and third generation copies of these recordings raise the figure to an estimated 7,000 tapes. Considering that each tape has been heard by at least ten persons and the average family size is four people, it is quite reasonable to say that one in every fifty families in Australia has already heard about at least a few of the topics this author has discussed from those very tapes. Although the public interest has been gratifying, it has also become so overwhelming, that the author has had to write this book to avoid needless repetition of the same facts and deductions. Although there are yet many details of this author's personal adventures remaining to be told, they must now wait for some other time... and some other space; for much more important observations now need to be related to the reader...

TIME AND SPACE

One of the hottest debates in physics today is over the true nature of space: Is it a 'luminiferous ether' (see [Appendix 5](#)) or is it some abstract, ten-dimensional, Reimannian construction like Dr. Albert Einstein proposed in his *Theory of General Relativity*? If it does, indeed, require a superdimensioned construction to explain the physical laws of the universe, one must wonder why this construction could

not be replaced by one using real and observable dimensions like width, length, and depth... If, on the other hand, space is a 'luminiferous ether' or some tenuous 'fluid', then one wonders why the functions of the physical laws of the universe cannot be observed; and, hence, translated into a mathematical construct of reality... of three real dimensions with time expressed as a ratio of relative distances and vectors.

Strange as it may seem, space has already been properly described right here on Earth as far back as 1954! Space is a 'fine structure'... a 'tenuous medium, fluid or field'. All gravitational, electromagnetic, and electrostatic phenomena occur as results of various interactions of energy 'waves' in this 'fluid space'. In pages 172-174, 176, 178 and 180 of Scientific American in 1954, a brilliant discussion giving three-dimensional explanations of many nuclear phenomena (based largely on previous discussions written by Douglass Crockwell) was conducted by Albert G. Ingalls. Crockwell's explanations offer the only real solution to the apparent paradox which certain nuclear events present to the researcher: A particle sometimes behaves like a wave. The discussion stated:

*"It seems reasonable, as a first thought to accept each particle-field relationship as an inseparable something, which is perceived sometimes in one fashion and sometimes in another. We might also think of the **particle portion of the effect as that which is experienced radial to the course or potential course. We know that some relationship of this sort exists**, whether or not it is exactly as stated. Variation of one effect is accompanied by a reciprocal variation in the other effect. In other words, the more the particle field manifests itself as a particle, the less it manifests itself as a field, and vice versa."*

*"... We also know that charged particles in motion exhibit a 'sense' or quality of right - or left-handedness which characterizes their charges... From this we can infer a kind of **tangential motion in space around the course of a particle - a motion which differs between particles of unlike charge.**"*

The discussion went on to say, *"...It is important to remember that the field does not rotate as a unit. The areas of the field vary only in the diameter and the phase of translation. As the field is explored from the centre outward, the phase of rotation lags progressively. **Hence, its structure can be considered as a series of concentric phase shells, each 360 degrees out of step with adjoining neighbours.**"*

"The field and particle are one, and at all points the action is similar. The diameter of translation is greatest when the particle is at relative rest. An increase of particle-field velocity is accompanied by an increased rate of rotation but a smaller radius of rotation."

The summary statements of the discussion brought out a very interesting point about James Clerk Maxwell - the Einstein of the nineteenth century:

"I submit a line from the great James Clerk Maxwell's preface to his theory of electromagnetic radiation: 'In several parts of this treatise, an attempt has been made to explain electromagnetic phenomena by means of a mechanical action...' "

A very common phenomenon illustrates Crockwell's model 'particle-field' concept. If one blows a weak 'smoke ring', it moves slowly away in a rapidly-widening ring. If, however, one blows a strong 'smoke ring', it moves away rapidly - maintaining a very small diameter. If a person nearby were struck by the latter smoke ring, the impulse or particle effect would be more obvious than the tangential expansion pressure on the ring. On the other hand, if that some person were struck by the first smoke ring of less

translational energy, it would not be felt as a direct impact so much as an expanding crawl over the individual's person. Although it would prove a bit difficult in practice, one could, theoretically, shoot two smoke rings at each other so that their encounter would produce either mutual annihilation or mutual enhancement dependent upon the rotation vector applied to each ring as it left the issuing orifice. The annihilation would produce a visual effect like a 'barred-spiral galaxy' while the enhancement would produce a visual effect like the 'Sombrero galaxy'. The reader who is keenly interested in the mechanics of gravity and electromagnetism must pursue the preceding lines of thought to properly understand the 'missing link' which unites the physical laws of the microcosm with those of the macrocosm.

If one views 'space' as an infinite existence - a continuum - comprised of endless levels of subnuclear particle-fields forming atoms forming planetary systems which form galaxies that, in turn, form galactic cells and, etc. ad infinitum, then one can easily visualize that the 'ether' of man's particular level of existence is a 'fluid' comprised of ultra-small 'particle-fields' which, in turn, are made-up of relatively equally small 'particle-fields'. 'Time', as such, in a continuum of such magnitude is equally relative.

'Time' is not an absolute dimension in reality. The only absolute is energy. The distribution of energy within the various levels of the hierarchy of existence creates the phenomenon called, 'time'. As the distribution of energy is not uniform, 'time' itself, is not uniform in the universe. When a person says it took him five seconds to walk across a room, he is really saying a clock pendulum moved or changed its energy-distribution level five times as compared to his own, single change of energy-distribution made by his walk across the room. Time is a ratio of changes in energy-density. 'Time' on an atom passes much faster than 'time' at the Earth level does. If a person's body were to be 'pumped' with resonant energy, it would make him age several days in only a few relative minutes to someone watching him. If, however, the person were to be 'drained' with resonant energy, it would lower his energy-density causing him to age only a few minutes in several relative days of the observer's time. How incredible it would be... Suppose a group of scientists had to solve a very time-dependent problem in a hurry. If they were to take their pencils and paper with themselves into a 'field' which harmonically 'pumped' their energy-densities to a higher level, 'time' would extend for them. They would have several relative days to solve their problem while only a few relative minutes of time had passed to the world outside their 'field'... fascinating... isn't it?! If the American base at Pine Gap could be used to 'pump' resonant, lowfrequency energy into certain circles of the country, the effects could be mind-boggling. Why, in just a few days of time relative to the rest of the world, certain parts of Australia could pass several years of time relative to its occupants.

Has the reader ever had those days that seem to 'fly by'?... On the other hand, if the same facility could be used to 'drain' energy from those same circles of influence, the days would seem to 'drag by' to those so influenced... If an electric air- or space-craft based on the same principle of resonance were to be suddenly accelerated into a new vector at speeds which would normally break its molecular lattice apart, a 'relative' or 'apparent' 35g acceleration could be easily amortized over a relative 'time-dilation' of 1:35 inside the field of the craft... giving the craft and its crew the relative acceleration of only 1g...! If the reader has been able to grasp the preceding dissertation on time and space, he now knows why 'UFOs' have such incredible performance characteristics. They are only relatively incredible...

THE 'GRAVITATIONAL' EFFECT

The reader is asked to examine figures (3-a), (3-b), and (3-c). All three figures represent the same 'system' in different energy states. The system consists of a rectangular fish-tank - sealed on all sides. The pump (c) pumps water into the tank through hole (a) and extracts the water from hole (b). A small trolley car (d) with one, upright end resides on the track (f). Assuming that no air bubbles appear in the circulation patterns, when the pump is activated, the trolley car will move away from the water inlet (a) toward the end (e) with no **visible** means of acceleration to an observer outside the tank. The trolley car will come to rest flat against the end as shown in figure (3-b).

Now, let the same process be repeated with several holes having been drilled through the trolley car's upright as shown in figure (3-c). The trolley car will not come to rest flat against the end (e). Instead, it will stand back from the end a certain distance. To the observer, the trolley car would have oscillated toward the end (e) very briefly before coming to rest in the position shown. The reason is plain: The water from the inlet struck the upright driving it toward (e); however, some of the water passed through the holes in the upright striking (e) and rebounding back into the upright as it approached (e) creating an 'energy-cushion' between the end and the upright. So, as long as the observer could not see or feel the energy 'waves' moving the trolley car he could only deduce some 'force' was at work which had either 'pushed' or 'pulled' the trolley car to the end.

If the observer could then somehow place his hand into the tank while the system was operating, without destroying the pressure seal, he could take the upright in his fingers and move it toward the end (e). Upon releasing the trolley car, he would see it move away from the end (e) returning to its former position - however, this time the observer would have 'felt' the force that tugged at the trolley car. Yet, that 'force' was actually the resultant of one force acting upon its own partial reflection from the end (e).

If the observer could then move the trolley car toward the end of the water inlet (a), he would find that the 'tugging' force had apparently reversed direction as it would then be pulling *toward* the end (e). He would then realize that releasing the trolley car would allow it to '*gravitate*' to the point along the track (f) where the force of the incoming water was being balanced by the force of the reflected water.

In reality, all mass on the surface or outer shell of the Earth is matter whose nuclear density (like the holes in the upright) has caused it to 'gravitate' to that distance or radius which is the resultant of an energy-input-vase passing through its nuclear holes, meeting itself in the centre of Earth, and reflecting back toward itself.

Figure 3-a

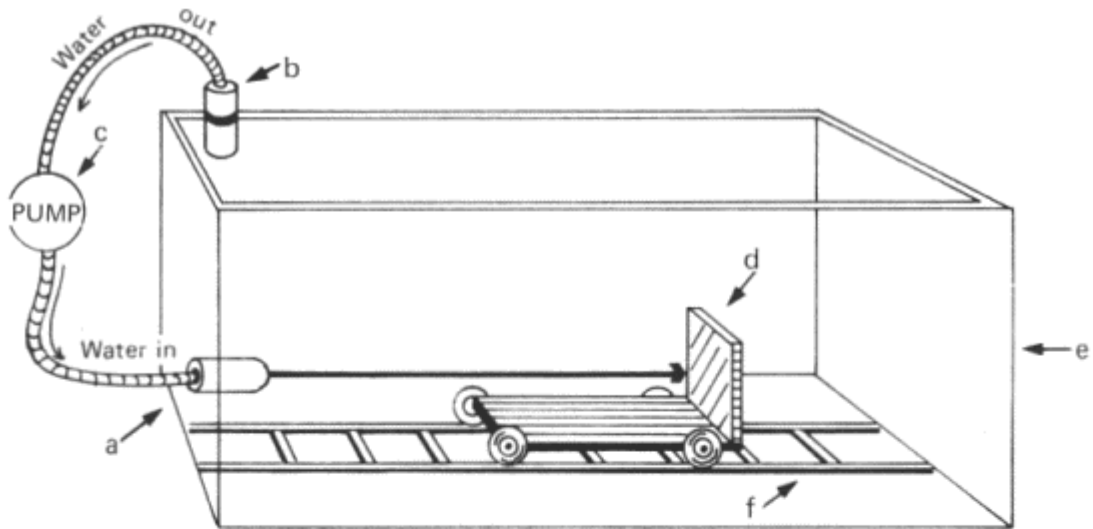


Figure 3-b

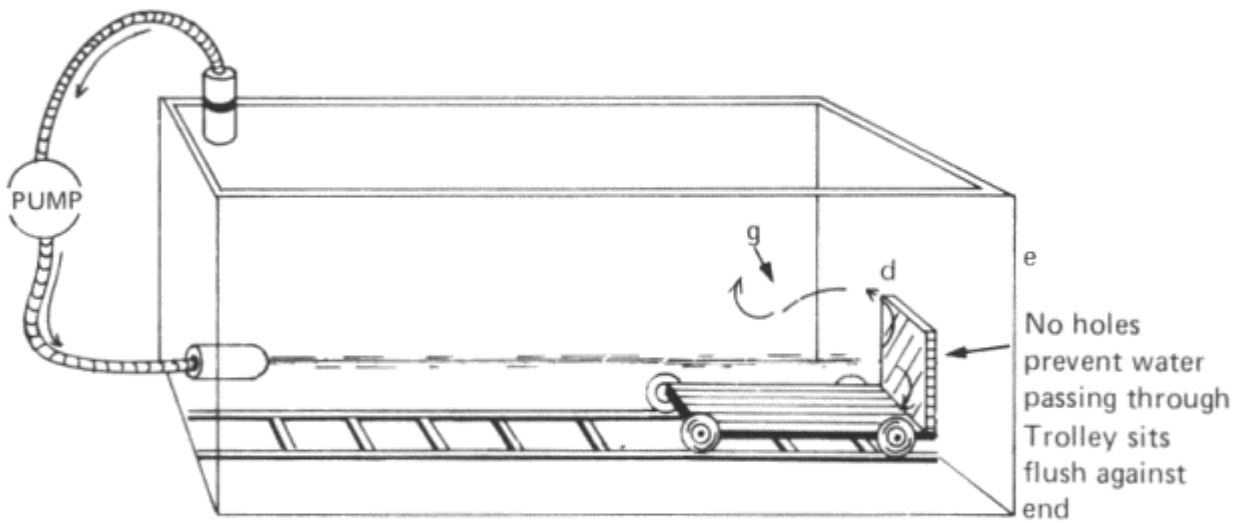
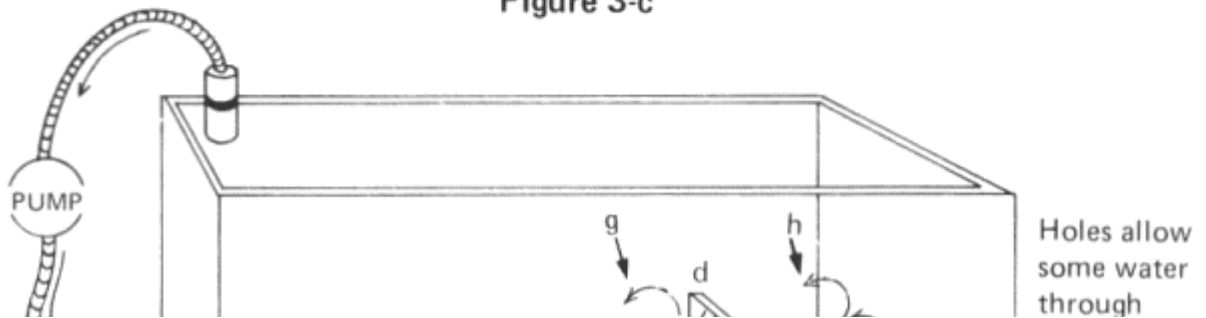


Figure 3-c



The centre of the Earth is like the end (e) while that spot where the trolley cat 'gravitates - to' is like the surface of Earth.

Certain conclusions follow from these observations. Firstly, 'gravity' is the resultant of a bidirectional pair of forces. Secondly, 'gravity' has higher oscillation frequencies the closer the observer approaches to the centre of the input-energy wave reflection point. Thirdly, a mass whose nuclear 'hole-spacing' gives it a greater 'particle-field' density than another with more 'holes' per unit area will not reside at the same radius from the 'centre' as the other will. It will, in fact, reside closer to the centre. This effect can be detected on the Earth's surface, by a study of the, so-called, 'specific gravitational nature' of the elements - which will show that 'gravity' and 'specific gravity' are the same phenomenon.

It is quite simple. Even though acceleration due to gravity is basically a constant on Earth, when a mass takes on a 'gravitational' radius from the centre of the Earth it is related to the ratio of its atomic 'particle-field' areas divided into the atomic spacing areas (or 'holes'). Therefore, those masses of the higher ratios of 'particle-field' densities to atomic 'holes' reside closer to the centre; and are referred to as more dense objects. That mass whose ratio approaches infinity converts to pure, radiant energy from the centre of the system.

The 'gravitational' effect is, in reality, the resultant of more than just two opposing forces. As any object must have spin around its own axis to have the effect, it follows that the 'gravitational' effect is the resultant of the spin/anti-spin moments and the convergent/divergent moments... This is the reason that 'gravitational' fields vary by the fourth power of their angular velocity in free space. Such a theory of 'gravity' also predicts that 'gravitational' shells exist in any 'gravitational' field. These shells would give the illusion that 'gravity' reversed its direction as one approached the centre of the generating field. In this theory, if one were to drill a hole to the centre of the Earth, and were to drop a stone down that hole, one could expect the stone to fall only a portion of the distance to the centre before reversing direction and 'falling' back up the hole until it found its shell of balanced forces. Recent tests have even visually shown the Sun has at least one such inner shell which can be 'seen' through the sunspots. This inner shell spins so fast, that for the first time it appears that the hyperbolic equation which Laplace once formulated for orbital radius versus relative velocity is totally acceptable!

THE 'MAGNETIC' EFFECT

'Magnetism' is the same type of phenomenon as 'gravity'. All things in normal states can be 'magnetised' to some degree. 'Gravity', also, normally affects all things in its field. 'Gravity' has frequency and so does 'magnetism'. 'Gravity' has 'shells' of balanced forces and so does 'magnetism'. Where is the difference? It is quite simple. If a mass (like the Earth) spins around its own axis, the resulting reductions of pressure in the 'fluid of space' (see [Appendix 5](#)) produce 'gravity'. As the sub-particles of this mass (like electrons) orbit a chain of atoms in spiralling courses - thus reducing the pressure at right angles to the particle path in the 'fluid of space' - an interlocking series of vectors give the illusion of 'magnetism'. The motion of Earth around the Sun could be called a 'magnetic' moment while its motion around its own axis is a 'gravitic' moment.

The frequency of a nuclear magnetic field is very high when compared to the frequency of the gravitic field that contains the Earth. 'Gravity' is a source of power and so is 'magnetism'. Both are results of balanced-but dynamic forces. By introducing shielding or a method of diverting the energy density of one 'shell' to a lower state 'shell' one can draw energy from both fields. There is more - much more to

say - but it might prove too technical for this book.

In a forthcoming publication, the author will thoroughly explain 'gravity' and 'magnetism' as functions of inertial waves in the 'ether' or 'the fine structure' of 'space'. The mystery of the so called 'North' and 'South' poles of magnets will be visually explained as will be the 'right-hand' twist of magnetic fields. A method of utilizing 'gravity' as a means of transport will also be detailed by a discussion of the use of resonating, low-frequency, high-voltage electric fields. But, these things must wait for the present moment.

SOME SECRET SCIENCES

In 1971 Dr. Oleg Jefimenko - a scientist at West Virginia University announced the world's first practical motor to be powered by the Earth's electric field. He claimed his motor could be used to avert the power shortage in the Western world. He was correct; however, the details of his process were quickly silenced. It is known that his process used an electrostatic motor to generate motion - and, hence, power. His first generator apparently used a balloon-lofted wire to 'short-out' the differential voltages between earth's surface and 1500ft above the surface.

His unit produced about one-tenth of a horsepower of continuous energy with only the earth's electric field as a power source. The only solid leads this author could find which illustrated Dr. Jefimenko's technique were printed in the *Scientific American* magazine. Unfortunately, the magazine would not give this author permission to reprint the articles or the drawings of Dr. Jefimenko's generator; so the reader must follow-up these leads himself: *Scientific American*, October 1974, p.126-131; and March 1972, p.57... (Do it).

The reader should also secure a copy of the following document from either the Wright Air Development Centre at Wright-Patterson Air Force Base in Ohio or the University of North Carolina Physics Department at Chapel Hill, North Carolina: *Conference on the Role of Gravitation in Physics*, WADC Technical Report 57-216 (March 1957) or ASTIA document No. AD118180. This report gives 167 pages of summary on the proceedings of a conference attended by the world's 44 leading physicists who came from London, Copenhagen, France, Turkey, Stockholm, Japan, Switzerland, and America.

In 1972, a Yugoslav-born physicist, Mr. Bogdan Maglich, announced a new power source for the home. Mr. Maglich made his announcement while on leave from Rutgers University where he was a professor. His new power source was detailed in a paper to the American Physical Society. The power source was about the size of a domestic air-conditioning unit. It used colliding beams of deuterons (the nuclei of heavy hydrogen) enclosed in a magnetic field as the power source. It could 'breed' its own fuel while it generated electricity - directly - with no steam turbines or any other sort of the usual intermediary devices... What ever became of Mr. Maglich's process?

A wealth of information on classified research projects is available to the reader for a fee of around \$100 from the Smithsonian Science Information Exchange located in Washington D.C. (20036) at Room 300 of 1730 M Street, N.W. All the reader need do, is join the organization (for a very small fee) and then ask for a "Notice of Research Report" on whatever subject he wishes. This author asked for, *Electro-Gravitic Propulsion Systems For Aircraft and Spacecraft* since 1975. A book of thirty project summaries was sent in response. Some of the highlights follow:

a) ***Pulsed Electromagnetic Gas Acceleration*** - supported by an unspecified unit within N.A.S.A. at

Washington D.C.; annual funds in excess of \$160,000; research being performed by the School of Engineering and Applied Sciences at Princeton University, Box 430, Princeton, New Jersey 08540;... *The research is studying plasma propulsion devices for space flight as well as for plasma dynamic lasers.*

b) ***Properties and Behaviour of Explosion Fields and Plasma Flows*** - supported by the U.S. Dept. of Defence for the Air Force under contract number DF024930 and F44620-75-C-0021; funding of \$30,730 for fiscal year 1977; development by Air Vehicle Corporation of San Diego, Calif.; ...*the research is developing an advanced plasmadynamic electric propulsion engine with very high rate energy conversion devices. These techniques are to be used for satellite surveillance and close air support.*

c) ***Magnetic Field Annihilation of Impulsive Plasma Current Sheets*** - supported by the U.S. Dept. of Defence for the Air Force under contract number DF029200 and F44620-71-C-0031; development by Thomson Baron Woolridge Inc. of 1 Space Park at Redondo Beach, Calif. 90278; funding of \$60,508 for fiscal year 1976;...*the project is pursuing the conversion of magnetic energy to plasma kinetic energy through the annihilation of anti-parallel magnetic fields. Furthermore, it is pursuing the development of large, total-impulse, acceleration devices using pulsed plasma thrusters for orbit acquisition and stationkeeping.*

d) ***Mechanisms of Magnetoplasmdynamic Arc Jet Acceleration Processes*** - supported by U.S. Dept. of Defence for the Air Force under contract number DF037860 and F44620-74-C-0017; annual funds of \$15,475 in fiscal year 1977; development by Techion Inc. of Newport Beach, Calif;*with the main purpose of using the atmospheric environment as an arc jet propellant source for a magneto-plasma-dynamic, arc-operated space thruster,... which would be code-named SERJ (for space electric ramjet).*

e) ***Experimental Research on Fluid Dynamic Energy Conversion and Transfer Processes*** - supported by the U.S. Dept. of Defence for the Air Force under contract number DF136500 and F33615-73-C-4053; with fiscal year funds of \$313,098 in 1977; development by Universal Energy Systems, Inc. of Medway, Ohio, 45341 under the eye of the supporting agency's Flight Dynamics Laboratory at Wright-Patterson AFB also in Ohio; ...*purpose: to design new aerospace propulsion systems and electromagnetic weapons.*

f) ***New Horizons in Propulsion*** - supported by N.A.S.A.'s Office of Space Science Jet Propulsion Lab at the California Institute of Technology in Pasadena, Calif. 91109; funds undisclosed; *this project was designed to explore several new areas of propulsion: 1) the production and storage of antimatter along with the use of matter/antimatter mutual annihilations as a propulsive source. 2) the study of new methods of obtaining energy from the interaction between an electrically-conducting fluid in turbulent motion aboard a spacecraft and the fluctuating magnetic field of a nearby planet, 3) the utilization of various planetary atmospheres as propulsion systems, 4) the design of a practical process for converting high energy-density sources into thrust, and 5) the use of lasers as propulsion systems.*

There is more... much more. Why is it that the U.S. Government stated that they had no 'death-ray' during the 1977 controversy? One must wonder since it is common knowledge in Australia that as early as 1973 the U.S. had destroyed an Australian drone aircraft over five miles away with a ship-board plasma cannon ("Sky-Cannon") which could only be photographed with special cameras operating at over fifty thousand frames a second!

Consider the statement of Dr. Stanton T. Friedman - a well-known nuclear physicist - who said that he

had personally assisted on various developmental stages of ion-thruster engines for "small companies" like Westinghouse, General Electric, and General Motors. In fact, he stated that Westinghouse had already test-fired an 1100 megawatt ion-thrust engine sometime before 1970. The proof is everywhere... everywhere...; but, why hasn't the reader been told?... This question must be answered.

Radiant Genius: Tesla

On the stroke of midnight between the 9th and 10th of July in the year 1856 in the small Yugoslavian town of Smiljan, one of the most distinguished inventors of modern times was born. His name: Dr. Nikola Tesla...

Dr. Tesla was unquestionably a prolific genius in several aspects. By 1884 he had acquired a detailed knowledge of some twelve languages while attending various European universities. His mental ability was also quite exceptional in another way because his mind could 'conjure-up' visual images to represent words spoken to him. His photographic memory coupled with his mental 'animation facility' gave him incredible advantages in problem-solving.

Between 1882 and 1888, he patented many devices which employed the use of rotating magnetic fields and which produced a method of transmitting electricity with alternating currents. To those who do not realize what this means, all the world's modern electrical generation and transmission equipment is designed around the original ideas and patents of this man, Dr. Nikola Tesla - who once loved the American ideal so much that he became a naturalized U.S. citizen in 1889. If the reader is like most people, his first question would be, "*Who?..*". It is a pity, but his name and the credit which belong to him have both been suppressed in the "interests of national security".

Dr. Tesla invented a unique process for generating extremely high voltages between 1889 and 1892. The type of device which he designed to generate these voltages still bears his name: The Tesla Coil. During these same years, he also patented several types of isochronous oscillators. Then, between 1891 and 1893, he patented the Tesla wireless (radio telegraph) system and developed 'cool process' electron tubes. Between 1896 and 1898, he published a still valid theory of radioactivity and radiated energy. During those same years, he developed high-potential vacuum tubes.. (the forerunner of all the fluorescent lights the world uses today). In 1899 he presented a radio-controlled, electrically-powered submarine to the U.S. Navy... They failed to see any practical use for it and dismissed the idea!

However, one of his most incredible achievements was also accomplished in 1899: and it was not rejected by the Morgans, the Rockefellers, and the Westinghouses of the world. In 1899, he published photographs and papers (to a limited readership) detailing his **discovery of terrestrial resonance and the law of propagation of conduction currents through the globe. His paper also gave details of his high-potential, wireless electrical broadcasting station which broadcasted useable power - not radio communications - by transmitting energy in the form of 'standing waves' or 'stationary waves' in the Earth's crust and upper ionosphere!!..**

TESLA ELECTRIFIES EARTH

During the summer of 1899, Dr. Tesla managed to construct and subsequently test one of the most

incredible devices mankind has yet to see. Dr. Tesla had convinced Colonel John Jacob Astor (of Waldorf Astoria fame) to gamble \$30,000 on this 'summer test'. The dry goods company named Simpson and Crawford contributed another \$10,000 to the project while Mr. Leonard E. Curtis who owned the Colorado Springs Electric Company contributed both land and the use of one of his Colorado Springs power-generation plants.

Tesla had chosen the Rocky Mountains for their frequent supply of highly-charged thunderstorms. It was Tesla's idea to tap into these charged clouds from the ground using a tuned circuit. He had already determined that the lightning flashes from these storms seemed to discharge along a specific 'stationery wave' pattern that (he had theorized) encircled the entire globe of Earth. He built a gigantic Tesla coil which used the Earth's surface as one 'plate' of a spherical capacitor to the former. He linked them with a dielectric medium: the atmosphere. To overcome the problem of distance between the Earth and the ionosphere (which ranges from 25 miles up to 250 miles up), Tesla had aimed one end of the secondary coil of his gigantic Tesla coil at the ionosphere - the idea being that the charge-crowding effect at the ball-capped tip of the 200ft pole above the secondary would raise the effective voltage between the earth and the ionosphere. This would have had the same effect as bringing them closer.

His device consisted of three main points: 1) a secondary of seventy-five turns having one end grounded into the Earth with a large copper plate and the other end attached to a 200ft tall shaft topped with a three-foot diameter ball; 2) a heavy gauge primary coil of seventy-five feet in diameter which surrounded the secondary and was inductively linked by an air gap; and 3) an electro-mechanical circuit to provide the high frequency (circa 150KC) power source to drive the primary.

The interested reader is encouraged to obtain a copy of Tesla's U.S. patents numbered: **a) No. 649,621 of 15 May 1900** from the original specifications filed 2 September 1897 under serial No. 650,343; **b) No. 685,953 of 5 November 1901** from the original application of 24 June 1899 under serial No. 62,315; **c) No. 685,954 of 5 November 1901** from the original specifications filed 1 August 1899 under serial No. 62,316; **d) No. 685,956 of 5 November 1901** from the original specifications filed 1 August 1899 under serial No. 725,749; **e) No. 685,012 of 22 October 1901** from the original specifications filed 21 March 1900; **f) No. 568,178 of 22 September 1896** from the original specifications filed 20 June 1896 under serial No. 596,262; **g) No. 577,670 of 23 February 1897** from the original specifications filed 3 September 1896 under serial No. 604,723; **h) No. 583,953 of 8 June 1897** from the original application filed 19 October 1896 under serial No. 609,292; and **i) No. 593,138 of 2 November 1897** from the original application filed 20 March 1897 under serial No. 628,453. (note: the reader may be able to obtain all the preceding extracts in addition to about 1000 other pages of Tesla's works and writings from *Health Research (unusual books department)*, P.O. Box 70, Mokelumne Hill, California 95245).

Tesla's Colorado experiment was done at a spot very close to where this author's alma mater, the U.S. Air Force Academy, now stands. This author has spent many fascinated hours perched there some 7000 feet up the slope of 'El Diablo Mountain' (the devil mountain) watching those magnificent thunderstorms of the summer season in the 'Rockies'. It is, perhaps, for this reason that Dr. Tesla's words of 1904 concerning his highly successful Colorado test of 3 July, 1899 struck such concord in this author's own thoughts... (from the "*Electrical World and Engineer*" of 5 May 1904): "...I first obtained the first decisive experimental evidence of a truth for the overwhelming advancement of humanity. A dense mass of strongly charged clouds had gathered in the West (over Pike's Peak) and toward evening a violent storm broke loose which, after spending its fury in the mountains, was driven

away with great velocity over the plains. Heavy and long persistent arcs (lightning flashes) formed almost in regular time intervals... no doubt whatever, we were observing stationary waves.

Subsequently similar observations were also made by my assistant, Mr. Fritz Lowenstein... (who later saw) the true nature of the wonderful phenomenon... The tremendous significance of this fact in the transmission of energy by my system had already become quite clear to me..."

"...As the source of the disturbances (which was the electrical thunderstorm) moved away discharges came successively on their nodes and loops. Impossible as it seemed, this planet despite its vast extent - behaved like a conductor of limited dimensions..."

Testa had discovered a process which could transmit almost unlimited amounts of electrical energy to any place on Earth with negligible losses. He had managed to estimate the resonant frequency of the Earth-to-ionospheric cavity at 150KC. It was a good guess; but one which has later proved not as efficient as possible because the cavity resonance changes from moment to moment - depending on solar wind densities and sunspot activity.

The United States has a very low-frequency transmitter located at the South Pole. It is similar to Tesla's process - except that it can be tuned to a frequency in the range of 7Hz. Even-numbered super harmonics of this frequency such as 14,336Hz (two to the eleventh power times 7Hz) have been used by both the U.S. Navy's VLF transmitter at Australia's Northwest Cape and the American Defence Advanced Research Project Agency's VLF facility at Pine Gap in the dead centre of Australia.

It may be significant that the \$10,000,000,000 North American Air Defence Command (NORAD) is buried one mile underneath Cheyenne Mountain (also in the Rocky Mountains of Colorado). If one views the planet as a round ball of "electrical fluid" as did Tesla, one can see how a resonant circuit using the earth as a conductor would generate very high voltages at the antipodes of such a transmitter. If NORAD has a VLF Resonance transmitter, then the antipode of its broadcast would be near a very small island group in the Southern portion of the Indian Ocean. Could it be that the still highly-classified, electrically-propelled U.S. submarines 'recharge' their dynamic-plasma batteries there? Furthermore, one wonders even more about the antipodes of the Pine Gap and North-west Cape transmitters. The Pine Gap transmitter sits very near the Tropic of Capricorn and its antipode is very near the Tropic of Cancer on the centre of the Atlantic Ocean's great dividing ridge. The Northwest Cape transmitter just slightly north of the Tropic of Capricorn is, however, of extreme interest because **its antipode is directly in the middle of the Bermuda Triangle** where many strange electrical phenomena have been observed in recent years... Is not this significant?...

One must also wonder what purpose the gigantic Russian VLF transceiver at Riga on the coast of the Baltic Sea serves... For over three years now, ham radio operators all over the world have been plagued by a somewhat elusive ten to fifteen cycle "buzz" that suddenly appears across a bandwidth of over 30,000 frequencies. The signal seems to last anywhere from ten seconds to, sometimes, three minutes. Efforts to triangulate its source have always pointed to Riga... The signal is a Russian product. It seems to do nothing but jam random frequencies at random time;... but, is it simply a random jamming device? It is known that the signal travels along the same 'cavity' waveguide that Dr. Tesla's system used;... the signal also behaves somewhat like a 'beat' signal between two very low frequency signals;... yet the most amazing 'fingerprint' of this elusive signal is its excessive bandwidths.

The signal must be a type of VLF, high-voltage broadcast. The 'beat' characteristic is formed as it interacts with one or more existing 'resonant-broadcast fields' around the globe. The wideband static is

caused by spurious electro-magnetic radiation from 'cross-field' shorts and from leakage to Earth in the main signal. At least one other source of the 'other resonant fields' can be attributed to the United States, whose transmitters adorn the Earth in at least four places... as previously mentioned. It is quite feasible that the two 'super-powers' are having a broadcast power 'war'. This may seem a bit far-fetched to the reader; but when he is apprised of the other possible applications of such a powerful, resonant, electro-dynamic field, he will perhaps join the author in his suspicions.

When a living organism is subjected to very dense and/or very rapidly changing electromagnetic fields, various physiological responses can result - dependent upon a variety of factors. In some cases, genetic malformations may occur; while in others, immediate tissue damage may result in the form of 'burns';... and yet in still others, the effects may be purely neurological causing prolonged psychotic symptoms like paranoia, depression, and hallucination. Perhaps the most 'fascinating' possibility is the use of such fields to 'model' human behaviour within the confines of the field. There would, of course, be distance limitations; but it is theoretically possible to induce subliminal suggestion, sleeplessness, and lethargy through very low frequency fields of some 10 to 15Hz...(which lie in the range of the major resonant frequency of the earth-to-ionospheric-cavity at 14.3Hz).

As Dr. Tesla once observed, *...the Earth is like a gigantic, spinning ball of the electric fluid (or ether) of space...* His observation would imply that an electro-magnetic 'thump' on one part of that 'ball of electric fluid' would send 'splash rings' spiralling around the planet only to meet at the antipode of the initial 'thump'. There, quite contrary to one's first thought, these 'splash rings' would not simply reflect from meeting themselves at the antipodes simply to eventually return to the source point;... not so,... not so,... for they would indeed meet at the antipodes; but the vector sums of their meetings would not be 'head-on' - as the density of the transmitting medium is not compressible. Instead of colliding, the wave fronts would actually produce a return wavefront which would then spiral back to the source like a spinning 'smoke ring' (or torroid) of energy. This redirected wave front would only partially interact with the next oncoming wave from the source. This would be due to the fact that both wavefronts would be separated by an angle somewhere between 90 and 180 degrees - depending upon the relative motion of the planet's conductive surface in contrast to the planet's spinning magnetic field.

That angle between the send and return waves could also be controlled at the source by enhancing or retarding the wave pulses' spin moment. If one were to then observe the path of the energy pulses, one would perceive **an immense, global grid system which would be broadcasting power around the entire world**. The grid illusion would be caused by the energy-density spirals from the initial wave being overlapped by the energy-density spirals of the return wave. Two such transceivers could explain the twin 'grid networks' which Capt. Bruce Cathie discussed in his book, *Harmonic 695*. If such is the case, however, Capt. Cathie's grid-cell sizes appear to be in error - but only by a few miles; because, if the broadcast frequency were 14,327Hz, then the cell size would be a diamond-shaped 13 miles by 13 miles at an altitude of 158 miles and 12.5 miles by 12.5 miles at sea level.

To tap the energy of such a broadcast requires the construction of a tunable Tesla coil which either operates at 14.3KHz or some even super harmonic of it. Of course, the higher the harmonic the coil is tuned to, the lower will be the power received in an inverse proportion to the increased frequency. The Tesla coil's 'primary' would be the high-voltage, inner coil, in this instance, as the voltage will need to be stepped-down. The total length of the wire used in the primary should equal either the full or one quarter wavelength of the resonant harmonic chosen. The secondary should have the equivalent in ampere-turns. Placing a resistive load (like a filament light globe) across the secondary (which should

be vertically movable to allow tuning of the inductive coupling of the coils) should indicate to the observer when the system is receiving by its glow. The main problem will be guessing the incoming voltage level. Depending on the field density, it could be as high at 500 Megavolts... which could produce problems... However, if the harmonic chosen is high enough, the effective voltage will drop considerably. For now, this phase of the reader's education must finish until a late publication.

The genius who won the Nobel Prize in 1912;... patented over 900 new processes in the field of energy conversion; received fourteen doctorates from universities all over the world; resonated the entire Earth in 1899 with over 100,000,000 volts; broadcast electricity over twenty-five miles (without wires) to light 10,000 watts of filament globes; devised the system of alternating current power generation and transmission which lights the world today; designed a 'force field' to shield America from air attack in WWII; suggested a process for a charged-particle 'death-ray' (which is now a reality); discussed electrical weather control in practical terms in 1905; and devised a procedure which would turn the upper ionosphere into a single fluorescent light source to permanently light the Earth... that rare genius of a man, Dr. Nikola Tesla, who had crammed several lifetimes of research into one, was to finally expire - a lonely and apparently forgotten figure - on the 7th of January in 1943. Only time will reveal whether he was really 'forgotten' or whether his work was so advanced that it has required two generations of secrecy to 'safely' administer its findings.....

Effecting Weather Warfare

Many of Dr. Tesla's incredible contributions to the world of physics yet remain to be revealed to the public... for 'security reasons'. If he had only known what horrible misuse would be applied to some of his most promising ideas, one wonders if he would have even voiced them. It is certain that some of his ideas are being used by Russia and the United States alike in producing controlled weather phenomena as instruments of war.

In 1976 during the month of October, a new kind of radio/radar-jamming signal manifested. The signal was triangulated to Riga; and, properly, blamed on the Russians - who apologized profusely for a few low-frequency tests. Those 'low frequencies' were in the range of 143Hz!...(sound familiar?). About this same time, according to a report filed in June of 1978 by Edward Campbell of the **London Evening News**, *"the Russians had a nation-wide hunt going on for anybody who had ever known or met Tesla."*

According to the same source, *"Early in 1977 meteorologists reported an extraordinary 'blocking effect' extending down the west coast of America and a similar 'iron curtain' on the east coast, and along the Russo-Polish border up to Finland. These 'blocks' stopped the normal circulation of the weather."*

"Scientific brows wrinkled in alarm when it was discovered that each of these doorstops on world weather seemed to be associated with very large 'standing waves' of electromagnetic energy... meanwhile... world weather went 'haywire'. Snow fell in Miami. Floods swept Europe"... and the American nuclear-submarine monitoring system went on the blink after two of the American observation satellites were destroyed by "electron beam technology".

In December of 1974, Howard Benedict of the Associated Press in Washington filed an earlier report on the subject of weather warfare entitled: ***The Weather - As a Secret Weapon?***

Benedict's article said that although both the U.S. and Russian official spokesmen had denied such weather weapons existed at that moment, research was *"under way"*. What else could they have said?... *"We've got super weather weapons now?"* One could imagine the result in the masses... Even the smallest weather anomaly would have subsequently raised cries of, *"War! It's War!..."*

The official position is one of 'pre-emptive weapons production' over the Russians' probable development of the same weapons. One wonders what sort of weapons they were discussing? Benedict's article states:

"...current Pentagon research - at a cost of 51.52 million annually is limited to rain making, rain suppression, and hail and fog dispersal..."

"Last October, the Soviet Union introduced a resolution in the United Nations asking the Geneva

disarmament conference to outlaw weather research for military purposes."

"The Soviet ambassador, Mr. Jacob Malik, said scientists had concluded that a future weather weapons arsenal might even include the ability to create 'acoustic fields on the sea and ocean surface to combat individual ships or whole flotillas'."

His article went on to say that by cloud-seeding areas a thousand miles up-wind from a particular country, one could cause severe droughts for years afterward to the target country... How incredible! One can imagine the comments after such a disaster... *"Gee, the weather's sure been bad lately... what a pity... tut... tut."*

His report also mentioned the possible alteration of the ozone layer (found at about 25 to 30 miles altitude) by chemical and physical means to allow excessive ultraviolet radiation to bombard certain areas of the planet. Perhaps one of the most interesting possibilities that his article mentioned was suggested by Dr. Gordon McDonald of Dartmouth College- an internationally known geophysicist and astrophysicist:

"... the release of thermal energy in the Arctic or Antarctic, perhaps through nuclear explosions along the base of an ice sheet, could initiate outward sliding of the ice sheet... 'the immediate effect... would be to create massive tsunamis (tidal waves) that could completely wreck coastal regions'."

Furthermore, according to the same source, *"He (Dr. McDonald) outlined a concept in which enhanced electrical oscillations in the earth's atmosphere might be used to impair human brains... He said research indicates that weak oscillating electrical fields can influence the brain causing small but measurable reduction in a person's performance... Lightning research has shown that it might be possible to control lightning to create such low frequency oscillations in the ionosphere!!"*

Several points must surely leap out of the page to the 'initiate' reader: 1) the use of VLF, highvoltage fields in the ionosphere, 2) the heating of a polar cap, and 3) selective lightning production... The first point needs no additional explanation; as it has been previously discussed in Dr. Testa's chapter. The second point may not have been quite as obvious. It bears expansion...

When a VLF field like Testa's is tuned to a frequency that creates a complete cycle at the antipode to the sending tower, the thermo-dynamics of the energy-exchange are uniform at both poles; however, when a frequency is used which completes a full cycle at the sending pole, it causes excessive cooling at the sending tower - **and excessive heating at the antipodes!**... Could this be used to melt a polar ice cap - thus flooding either Russia or the Canadian coastlines? Is this why both America and Russia have established VLF stations at the South pole?... One must wonder...

The third point is linked to the first point; however, a by-product of the production of those VLF, high-voltage, resonating fields is that one can **direct lightning strikes to specific targets on the other side of the Earth!**... (one is reminded of the prophecy in Revelation 13:13 which speaks of a future super-power which will have the technology to *"bring down fire from heaven in the sight of men"*)

THE POWER STRUGGLE

If such technology is as advanced as all the evidence indicates, then the United State and Russia, would be in an intense power struggle for control of those adjacently - or diametrically - situated areas of the planet which could be used as VLF-broadcasting tower locations to effect weather warfare. Look at the

following situations:

1. America has known VLF stations located at the South Pole near McMurdo Sound, South Africa in Transvaal, and in central and north-western Australia. Three of them are nuclear powered. The antipodes of them are, respectively, in the regions of the central Barents Sea above the Swedish-Finnish border (and Riga)...., on the Tropic of Cancer midway between Hawaii and Cabo San Lucas...., in the middle of the Bermuda Triangle,... and on the Tropic of Cancer over the Mid-Atlantic Ridge. If America has other VLF weapons strategically deployed against Russia, they would be in areas like the South Sandwich Islands, Cape Horn, the South-East Tasmanian Cape, the South Tasman Ridge, and the southern portion of New Zealand's South Island.
2. Russia has a known VLF station at Riga and a suspected one at the South Pole location of Vostok. The antipodes of these are, respectively, in the South Pacific Sea near the ice packs at the southern tip of the Albatross Cordillera (58.S by 157.W) and the Baffin Bay Basin ice packs. Either location could produce coastal flooding or tidal wave phenomena under certain conditions. Edgar Cayce once predicted that the Great Lakes would become a part of the Atlantic Sea and the Hudson Bay at some future date... Was he correct?...

If the U.S. wants to protect itself from a direct VLF attack over America proper, it must surely be defending the sub-oceanic locality around the mid-Indian Ridge bounded by 23.S to 55.S by 55.E to 120.E in the Southern Indian Ocean. Conversely, the Russians' recent occupation of the Bellingshausen Sea region at the South Pole between the Weddell Sea and tip of Byrd Land must indicate a like-wise defensive posture for potential VLF warfare.

It cannot fail to impress the reader that the draft treaty presented to the August, 1975, Geneva Conference on international disarmament by delegates from both the U.S.A. and the U.S.S.R. contained the ban of nineteen man-made weather catastrophes. **Specifically, they included: the triggering of avalanches and landslides; awakening volcanoes; causing earthquakes and tidal waves; harnessing lightning bolts; guiding hurricanes or cyclones to strategic targets** (Australians must wonder whether or not the unusual behaviour of Cyclone Tracy at Darwin was somehow linked with a battle of the Titans...); **melting ice caps to flood nearby coastal states; changing directions of rivers; generating fog, hail and rain; and deliberately destroying portions of the Earth's ozone shield.** What is the real purpose of President Carter's, "*Operation Noah's Ark*"?... The next chapter may be able to assist the reader in forming a fresh opinion.

The 1982 Alignments

"Great glowing galaxies of light hang as if motionless in a timeless continuum... In one of those galactic spiral-vortices of light, a small and almost insignificant dwarf-star of spectral class G1 spins quite rapidly in its seemingly slower orbit around the centre of what is known as the Milky Way Galaxy - comprised of some 100,000,000,000 other orbital star-systems of varying sizes and colours. That small star is, itself, orbited by nine small planetary bodies which are constantly bathed in a storm of 'solar particles' emitted by that star - referred to by the inhabitants of its third planet as, 'The Sun'. Almost 4,700,000 tons of matter are radiated by the Sun each second in the form of charged particles and electromagnetic radiation."

"The inhabitants of the third planet call their abode, 'Earth'. At the present time, their scientists are in a great state of confusion over the strange and, obviously, unpredicted behaviour of the Sun. Their 'long-accepted' mathematical models of the Sun had forecast a relatively long life for it before it was to enter the 'Red Giant' stage... supposedly, some 1,000,000,000 earth-years hence. Recent abnormalities in the Sun's spin-rate, surface oscillation rates, and sunspot activities have worried them a great deal. Perhaps they will understand in time... perhaps..."

THE WEATHER FORECASTS

According to an article written by Gary Hughes (in February of 1978) which was reprinted in the *Australian Sunday Times* newspaper, the world is facing a 'mini ice age'. His article entitled, *"Mini Ice Age on the Way"* stated:

"The freezing weather which brought south-west England to a crunching halt this week and buried the countryside under mountainous snow drifts is here to stay... For experts say it is part of the same weather pattern that paralysed Scotland and New York in January and caused freak heat waves in Australia and other southern hemisphere countries."

Elsewhere in his article, Hughes quoted the well-known astro-physicist, Dr. John Gribbin, from the science policy research unit at Sussex University. According to Dr. Gribbin the cause of the cooling in the northern hemisphere is the Sun, itself. The increased number of sunspots (magnetic holes in the Sun's burning chromosphere) has apparently brought about the beginning of a new ice age on Earth,... according to Dr. Gribbin. It was also Dr. Gribbin who pointed out that individual sunspot occurrences are not as vital in the weather changes as are the cumulative effects of a constant increase in sunspot activity. In a public release issued in January of the same year, an American geologist, Madeleine Briskin, expressed the same gloomy prediction: *"An ice age is coming!"*

On the 26th of July in 1977, The West Australian newspaper printed: *"Climate in Danger - Experts"*. It began:

"Washington, Mon: A panel of American scientists and engineers has warned that continued use of oil, gas, and coal will cause a carbon dioxide build-up that could change the climate and perhaps cause oceans to flood coastal cities."

..."Roger Revelle of the University of California at San Diego, told a news briefing that the potential climatic changes might mean increased snows in polar regions and destruction of the west Antarctic ice pack,... (recall last chapter's discussion?).. resulting in a rise in the sea level of five metres in 300 years."

"...if present trends continue, global temperatures will probably increase 6C by the 22nd century... Such an increase would far exceed the temperatures of the past several thousand years..."

On the 10th of May in 1976, *The West Australian* also printed: *"Big Climate Changes Pose Threat."* It began:

"Washington, Sun: Major world climate changes are under way which will cause economic and political upheavals 'almost beyond comprehension', according to an internal report of the Central Intelligence Agency (the C.I.A.)."

" 'The new climatic era brings a threat of famine and starvation to many areas of the world,' the (C.I.A.) report says... ' (furthermore)... The change of climate is cooling some significant agricultural areas and causing drought in others. If, for example, there is a northern hemisphere drop of one degree celsius it would mean that India will have a major drought every four years and can only support three-quarters of its present population... The world reserve would have to supply 30 to 50 million tonnes of grain each year to prevent the death of 150,000,000 Indians", the report said. (The reader is asked to remember the figure of 150,000,000 Indian deaths by famine in the next section of this book which discusses another side of this situation).

The news article continued,... *"The report, which was concerned with possible political and economic threats that the United States could expect from such drastic events, said that starvation and famine would lead to social unrest and global migrations of populations."*

On the 21st of January, 1977, the magazine, *Pacific Computer Weekly* published an interesting article:

*"A unique and complex modelling project which was used to analyse the effects on Earth's atmosphere after **the Sun was removed**, has created high interest worldwide. The project was undertaken by Barrie Hunt, principal research scientist with the Australian Numerical and Meteorology Research Centre..."*

His study which utilized the *"C.S.I.R.O.'s Cyber 76 in Canberra and the department of meteorology's dual 360/65s in Melbourne"*, obtained the *"surprising conclusion that activity on the Earth would remain for longer than the text-book conclusions of about 10 days..."* if the Sun were to suddenly 'go-out'. His model showed the Earth in some life-like state even after 50 days of total darkness. His next project was to be one to analyse the *"effects of speeding and slowing the rotation of the Earth by a factor of five..."* One must ask the obvious,... ***"Why has there been such high-level interest in his project - unless there was already some doubt in somebody's mind as to the duration of the Sun's steady-state energy levels?"...***

The *West Australian Daily News* of September 14, 1976 published an article entitled, *"What On Earth Is Happening?"*..., a report written by Angus McPherson in London. It started:

"Planet Earth, it seems, is on the rampage. The earthquake barrage in the Far East probably has done

more damage and killed more people in China than a nuclear attack. On the other side of the Pacific with one major volcano erupting and another ready to go, it seems as 'if the whole Caribbean is about to blow-up'..."

"Day after remorseless day of sunshine has burnt England as brown as the Arizona desert - and this is only a part of a world-wide weather aberration that has brought drought, shrivelled crops and hungry livestock to Western Europe, the American Mid-West, India, and Australia."

"...This year of drought and disaster, 1976, has come when the spots on the Sun are at a minimum... 'I for one, find it very hard to see that as a coincidence,' says Or. John Gribbin, one of Britain's most avant-garde astrophysicists."

" 'Records I have studied do seem to show that bursts of earthquake activity on Earth come when the sunspots - which fluctuate roughly every 11 years - are either at their maximum or their minimum.' "

..."In just the past two years, after an exhaustive study, scientists at America's leading atmospheric research centre at Boulder, Colorado, confirmed that they (sunspots) did alter the weather."

"...But what astronomer Carl Sagan has called the 'Cosmic Connection' is well established - and the effects of the Sun's next rash of spots, due in about 1980, will be watched with fervor."

EARTHQUAKES HAVE INCREASED

In 1975, Hawaii suffered two earthquakes and a new eruption of the volcano, Kilauea. One of the quakes which was 7.2 on the Richter scale was the biggest earthquake to hit Hawaii in over 75 years.

In January of 1976, Iceland was struck by a quake measuring 6.5 on the Richter scale. Also in January, more than 20 earthquakes were reported in the Pacific region near the Russian Kamchatka Peninsula. The event was the worst in 25 years.

In October of 1976, earthquakes and tremors hit Scotland and Guatemala. The death toll in Guatemala was over 22,000 while the injured numbered over 74,000. It left 1,300,000 people without homes.

In May, the west coast of New Zealand's South Island suffered a quake at 7 on the scale; while one of only 6.5 clobbered North-eastern Italy. Uzbek in the USSR suffered one at 7.2; and the Chinese-Burma border suffered one at 6.9.

In June, Papua New Guinea received one at 7.2; while Irian Jaya was hit at 7.1 on the scale. Bali received one at 7.

In July, China received hers, which was, as previously mentioned, an absolute horror at 8.2 on the Richter scale!

By December of 1976, California residents were preparing for another big earthquake to hit them in April of 1977. What they finally received was a 40,000 square kilometre "bulge".

It is almost certain that California will have the worst earthquake in its history before the turn of the century... It is just as amazing to find that Californians are still living right on top of the fault line like there was no tomorrow. They even have a land development scheme nicknamed, *"The Faultline Estates"*!

America has officially begun to prepare itself for earthquake disasters in the nine most probable

regions. Of the nine regions, California is the only one which has spent any large amounts preparing the buildings and other edifices for the eventuality of a horrendous earthquake. It is a matter of public record that Carter's Office of Science and Technology has drawn-up plans for the widespread reinforcement of American skyscrapers in the most prone areas. Incredible effort has been thrown into early earthquake detection and prevention studies.

Between the years 1897 and 1946, the average number of observed earthquakes over Richter 6 was 3 per decade. Between 1946 and 1956, the average jumped to 7. to the following decade, it jumped to 17 earthquakes over Richter 6. Then, in 1967, the **yearly** earthquake figure for Richter 6 or better was 17! In 1968, it was 19; in 1969, it was 21; in 1970, it was 24; and in 1971, it was 34... **However, during the decade of 1967 to 1976 there were 180 earthquakes over Richter 7 on the scale! Note that in the recorded history of man, an estimated 74,000,000 people have been killed either by earthquakes or indirectly by their attendant fires, floods, landslides, and disease.**

PLANETS AND SUNSPOTS

Sunspots are actually holes ripped into the surface of the Sun by magnetic storms deep inside the Sun's multi-shelled core. Various factors can influence the propagation of these 'mysterious' blemishes. When a star is young, its outer shell of hydrogen is usually quite thick. As a result, it very seldom has such deep vortices of magnetic turbulence that visible black spots are made to appear. There are, however, times even in the young and stable state that a star's surface may be so disturbed as to show visible signs of magnetic turbulence.

If a large enough external body interacts or collides with the outer planetary or 'gravitic' shells of a young star, it can create relatively brief - but visible - 'sunspots'. As a star grows older, it burns up its hydrogen fuel-layer in the process of nuclear fusion. This means the hydrogen layer grows thinner and thinner as the star ages. As a result, it takes less and less in external forces to create visible signs of the magnetic turbulence.

In the case of those stars which have planets occupying two or more of their 'gravitic' shells (or possible orbits), the periodic motion of the planets themselves can effect 'sunspot' (or 'starspot') activity after about half of the original hydrogen shell has been consumed. The Sun is one of those stars whose hydrogen supply is over half of its original amount and whose orbital shells contain planets. As the nine charted planets of the Sun all orbit the Sun at different speeds, it is only infrequently - by Earth time - that all nine of the planets are somewhere on the same side of the Sun at the same time. It is even more infrequent that all nine form a straight line from the centre of the Sun to the outermost of the nine planets... (it is, in fact hundreds of thousands of years between such events). Yet, as partial alignments do occur, certain imbalances in the spin of the entire solar system manifest.

Consider a man standing on a small platform which, in turn, rests on the floor - mounted in such a way that it spins around quite readily when someone spins it. Let the man be given two equally heavy balls with rigid cables attached, so that the man can swing the balls out at his side. Let the man be spun quite rapidly. The balls will 'orbit' away from the man's spinning body. His body will be erect and stable, as the balls will both be travelling at the same speed and at the same distance from his body. If the man then pulls in one of the balls so that it is closer to his body than the other, the resulting imbalance of forces will cause the man's erect posture to sway to the side of the ball with the longest tether...; and, subsequently, to vibrate in a awkward fashion until he stops spinning.

If one were to replace the man and the platform with a pole that was anchored to the floor, one could create a very good analogy to the processes which cause planets to periodically 'shake-up' their star (or the Sun, in this case). One could affix nine rigid bars each of a different length to the upright pole so that they could be easily spun around the pole by the observer. To the ends of these nine bars, nine balls of varying weights could be attached. If the observer were to, then, spin all nine balls around the pole by thrusting each in turn with his hand, he would see a peculiar sight. As the balls orbited the pole it would gyrate violently for a time; then it would 'settle down' and sway briefly in an arc; then it would 'straighten-up' and momentarily appear as erect and as stable as the man did when his balls were 'balanced'; and then it would gyrate madly, again.

Such is the case with the Sun. The nine planets are connected by invisible 'rods' of gravity to both the centre and the surface of the Sun. As the planets line-up in varying numbers, attitudes, and times, the Sun is shaken to various degrees - the more so, the older it becomes.

In March, 1951 issue of *RCA Review*, John H. Nelson commented on planetary orbital patterns and sunspots and the correlation of both to the heavy radio frequency storms that even now plague Earth communications systems with a growing regularity:

"It can be readily seen from these graphs that disturbed conditions (excessive radio interference) show good correlation with planetary configuration... It is definitely shown that each of the six planets studied is effective in some configurations."

Nelson went on to say that short-wave frequencies are disturbed when Jupiter, Saturn and Mars line-up in either a straight line or at right angles to each other. He also emphasized that the phenomenon... *"is not due to gravitational effect or tidal pulls between planets and the Sun"*. His last statement is, technically, correct; however, "gravitational effect" does not mean the same as 'gravitic tensors'. Remember, 'gravity' is that illusion produced by the interaction of two forces hitting each other and forming a zone or shell of equilibrium. The actual connectors of either force to its respective source are 'tensors' like muscles between parts of the body. As it is the balance between these 'connectors' which generates the illusion of gravity, great and powerful changes in the magnitude of both 'tensors' can result in only small change, to the apparent 'gravitational effect'.

Dr. Immanuel Velikovsky felt that these 'tensors' could be better explained as functions of electric charges; thus giving the solar system the appearance of a balanced 'atom' on a large scale. His words are slightly different - but they imply the same as this author's. For those who were unaware of it, Dr Velikovsky was a regular correspondent with and visitor to the late Dr. Albert Einstein - who eventually died with one of Dr. Velikovsky's early manuscripts open on his desk. It was also Dr. Velikovsky who quoted a most enlightening statement from an article in the April 15, 1951 edition of the New York Times in his own book, *Earth In Upheaval*. The article reported that:

"...evidence of a strange and unexplained correlation between the positions of Jupiter, Saturn and Mars, in their orbits around the Sun and the presence of violent electrical disturbances in the Earth's upper atmosphere.... seems to indicate (that) the planets and the Sun share in a cosmic electrical-balance mechanism that extends a billion miles from the centre of our solar system. Such an electrical balance is not accounted for in current astrophysical theories."

In the same book, (p.259) Dr. Velikovsky went on to say, *"By 1953 the strange fact was established that the solar tides in the Earth's upper atmosphere are sixteen times more powerful than the lunar tides in the atmosphere, a fact in complete conflict with the tidal theory, according to which the action*

of the Moon on oceanic tides is several times more powerful than that of the Sun. The fifty fold discrepancy is still without an acceptable explanation."

An undeniable set of circumstances now presents itself to the people of Earth: The Sun is entering into a transitional stage - which is allowing the increasingly eccentric alignment of its nine planets to effect abnormal magnetic and electromagnetic 'Storms' on its surface. These 'storms' - evidenced by the extremely high number of sunspots - are sending increasingly more violent 'sprays' of charged 'particles' and short wavelength radiations outward to collide with all the planets in a form called the 'solar wind' by the N.A.S.A. technicians. This 'solar wind' of great energy density can increase or decrease the spin rate of the Earth in its orbit; hence, it can change the length of an Earth 'day'. This 'solar wind' has already been responsible for creating ionospheric 'tornadoes' which have caused the Skylab space station to prematurely drop from its correct orbit to one which will eventually result in its crashing down to Earth. The increased solar wind is blamed on *"abnormally high sunspot activity accompanying the 1980 arrival of the peak of the current, 11 year sunspot cycle."*

The biggest solar flare since 1968 occurred in May of 1978. Its size was over fifty times the surface area of the Earth! The resulting radio frequency and high-speed particle bombardments of Earth caused widespread short-wave, radio communications disruptions. The National Oceanic and Atmospheric Administration in Boulder, Colorado reported that the U.S. Coastguard had lost all radio communication with its ships in the Atlantic while the initial flare effects continued.

Only two and a half months later, a huge sunspot formed on the Sun. The previous flare had receded leaving a 'thin' area on the Sun's surface. Then, the relatively high 'planetary alignment effect' in the July-Sept. period of 1978 triggered such an intense magnetic storm on the Sun that a sunspot of over 3,900,000,000 square kilometers formed... becoming the biggest since 1947... by five times the size of the one in 1947!

This sunspot is steadily growing in size; and could double its present size in only a few short months. Already, it has reduced the visible light and heat effects on the Sun by two percent on the visible disk! Over 20,000,000 highly-charged particles are bombarding Earth each second as a result of this huge sunspot. It is surely the major factor in causing the recent Indian floods and the last, absolutely disastrous summer in Europe.

A news report by Bruce Sandham in the Brisbane *Sunday Mail Color* of 5 November 1978 had these things to say about the sunspot:

" 'These enormous emissions from the Sun can have a profound effect on the way humans react', says Dr. Michel Gauquelin, Director of cosmic research at France's Strasbury University."

" 'This sunspot activity is causing massive ionization which can have dramatic influence on our behaviour,' he explains. 'Some areas of the human body contain a positive charge of electricity and others a negative one. So the arrival of electromagnetic waves from the Sun can seriously upset the delicate balance between the two.' "

Dr. Gauquelin continued on the subject of possible sunspot effects on world diseases,... *"The invasion of a human cell by a virus is virtually an electrical reaction. Normally the virus and the living cell carry a charge of negative ions, thus the virus is repelled and can't enter the cell. When something happens to the body and the cell's charge becomes positive, then the virus is free to enter. This 'something' could be the disturbance caused by solar activity."*

The article also noted the high correlation of suicides, industrial mishaps, divorce, and insanity during heavy sunspot peaks like this one. Dr. Gauquelin also told Mr. Sandham (the journalist) that these effects could last for up to four more years; however, this was a gross understatement, as the reader will soon discover.

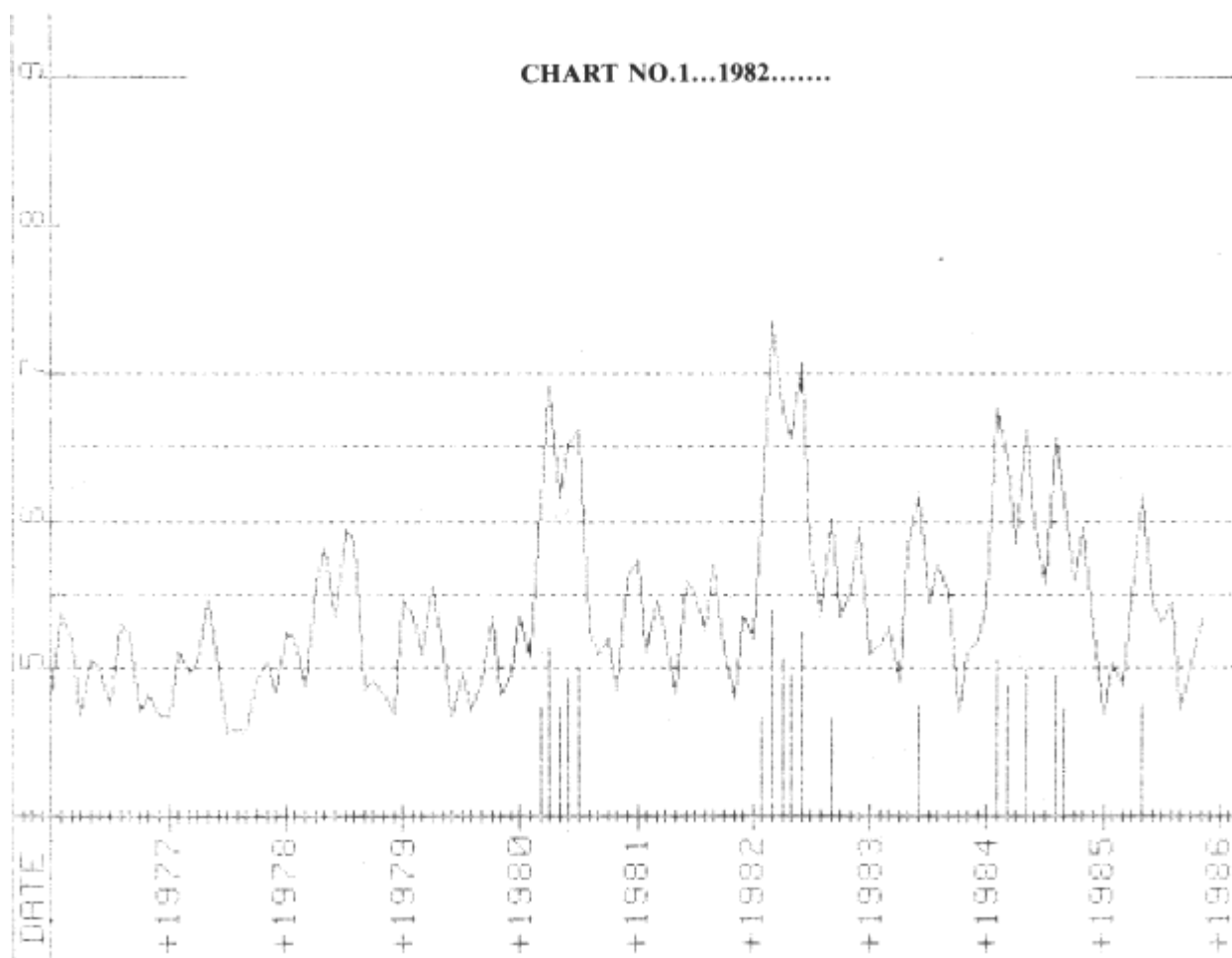
DISASTER IN 1982?

The reader is invited to study the computer generated graph in Chart No. 1. The graph is a correlation of relative-planetary-positions against time. If all nine planets were to be aligned in a straight line from the Sun outward, the graph would show a dot on the line labelled '9'. If the planets were to be unaligned as much as possible, the graph would show a dot on the value '4.55'. The dotted reference lines help the reader to quickly assess what months and years have had and will have very high relative-planetary-position quotients. If... (please note the conditional tense)... if this method of approximating the timing of sunspot activity is valid, then the next seven years may hold eighteen periods of solar activity that will be far more disasterous for mankind than any of those in the past 3,563 years!

This graph is only one of some six hundred and thirty produced by the author on a HewlettPackard computer. The computer, an 'HP System 45' 'crunched' through 2,000,000,000 calculations and drew these graphs in a little under two and a half days. The calculations were simply those of running a mathematical model of the solar system in reverse motion for six thousand years, and then in forward motion for one thousand years. These figures are only monthly position checks; so slight variations in some of the figures will occur on a daily position check.

The reader will note that the highest peak shown on the graph occurs in February, 1982. If Dr. Gribbin's hypothesis is correct, then the cumulative effects of sunspot activity triggered by certain planetary positions may not return to an acceptable level until after 1986!...

The 'dropped lines' were generated by the computer whenever the relative-planetary-position quotient exceeded a statistically critical value of '6'.



The reader will note that both the solar flare of May and the giant sunspot of July-Sept. occurred or were initiated on the only two near-critical peaks in 1978. The author has also made a preliminary study of ancient history in correlation to the last 6000 years of planetary motions as shown by the other six hundred charts. In forty-nine out of the fifty major revolutions and wars of the last 3500 years, the graphs' high peaks matched the event to the year. The graphs' peaks also agreed to the year with the corrected Biblical dates for the Flood of Noah and the Exodus of Israel from Egypt amidst great geological distress and plagues of vermin. It is this author's intention to publish a sequel to this book which will contain all the charts mentioned and his correlations to that date; so that the reader may analyze the results for himself. For the computer users in the readership a copy of the author's program listings written in the System 9845's basic language will be in that book; so that cross-checks and 'fine-tuning' may be effected by those who wish to pursue the subject... if there is any time left...

PROJECT "NOAH'S ARK"

Early in 1977, the President of the United States, Mr. Carter, announced a few details of a topsecret Pentagon project code-named: *"Noah's Ark"*. It is, supposedly, a system of some 96 'bunkers' and 'bolt holes' which have been established at various places on or near the Earth to house approximately 6500 key officials in case of a nuclear war.

Many of these 'bolt holes' are underground cities complete with streets, sidewalks, lakes, small electric cars, apartments and office buildings. One such 'city' is carved out of a mountain near Washington. It is called Mount Weather. One other such 'city' is most probably located at each of the super VLF broadcast stations around the planet.

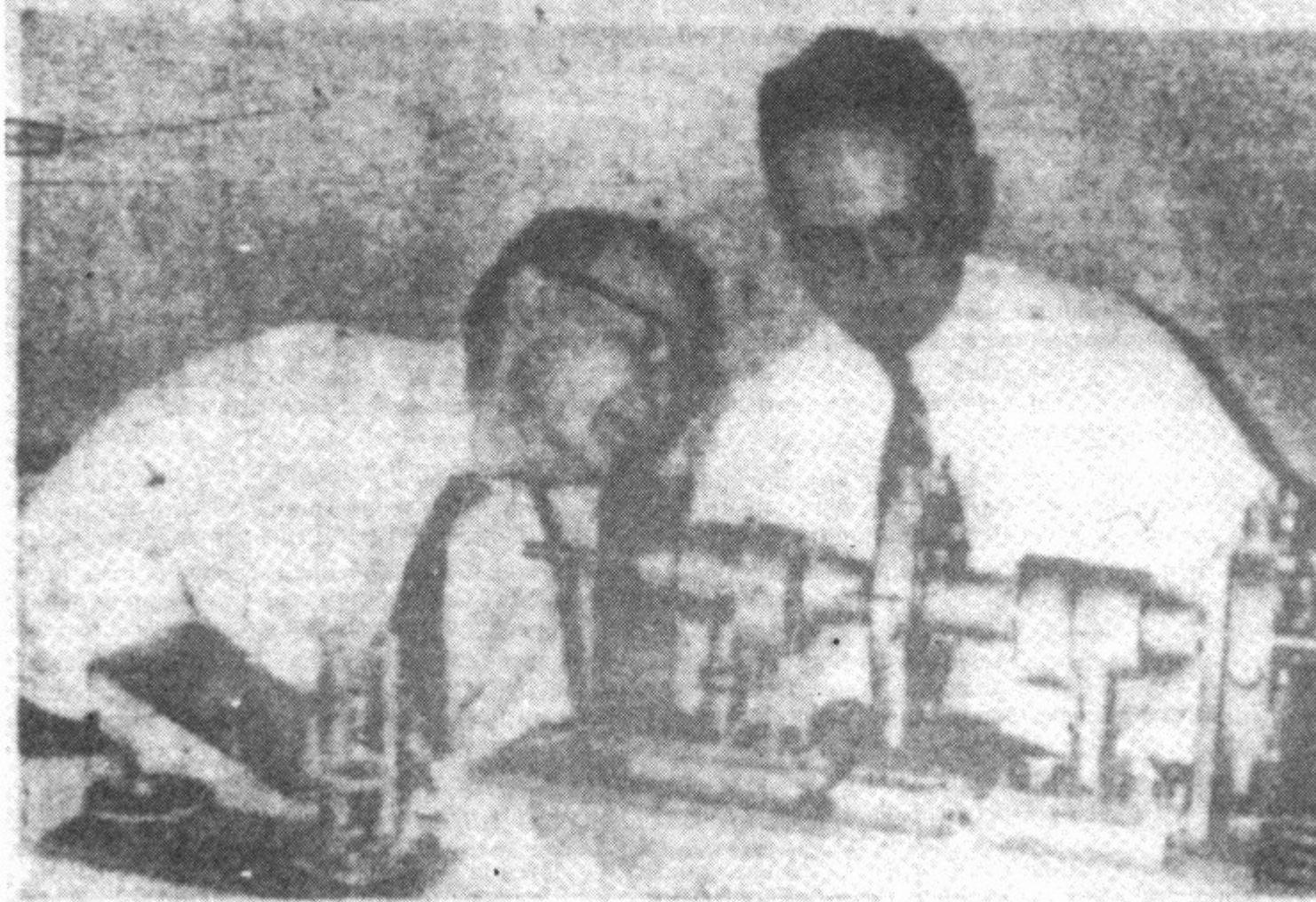
One wonders why the project was code-named "Noah's Ark"... Any Biblical student knows that 'Noah's Ark' has to do with a weather calamity - not a nuclear war. Carter would have been better advised calling it something like "Project Gomorrah", "Project Brimstone", or their ilk;... yet he chose a weather calamity. **Could it be that he - like many other senior statesmen and key scientists - knows the Earth is heading for a severe weather catastrophe?** If so, one can understand why the masses have not been informed... can't one?... It appears that a new solution is needed... one which requires a Copernican revolution in human philosophy.. Pray that it comes soon...

New York Herald Tribune Articles

NEW YORK HERALD-TRIBUNE: Sunday, November 20, 1955, pp. 1 & 36

"CONQUEST OF GRAVITY AIM OF TOP SCIENTISTS IN U.S."

Conquest of Gravity Aim Of Top Scientists in U. S.



ANTI-GRAVITY RESEARCH—Dr. Charles T. Dozier, left, senior research engineer and guided missiles expert of the Convair division of General Dynamics Corp. conducting a research experiment toward control of gravity with Martin Kaplan, Convair senior electronics engineer.

"ANTI-GRAVITY RESEARCH - **Dr. Charles T. Dozier**, left, senior research engineer and guided missile expert of the **Convair Division of General Dynamics Corp.**, conducting a research experiment towards control of gravity with **Martin Kaplan**, Convair senior electronics engineer."

(photo Inset)

"IN CHARGE - **George S. Trimble jr.**, vice-president in charge of advanced design planning of **Martin Aircraft Corp.**, is organizing a new research institute for advanced study to push a program of theoretical research on gravity effects."

"CHANGES FAR BEYOND THE ATOM ARE THE PRIZE"

(Revolution in Power, Air, Transit Is Seen)

This is the first of a series on new pure and applied research into the mysteries of gravity and efforts to devise ways to counteract it. Written by **Ansel E. Talbert, military and aviation editor, N.Y.H.T.**

The initial steps of an almost incredible program to solve the secret of gravity and universal gravitation are being taken today in many of America's top scientific laboratories and research centres.

A number of major, long-established companies in the United States aircrafts and electronics industries are also involved in gravity research. Scientists, in general, bracket gravity with life itself as the greatest unsolved mystery in the Universe. But there are increasing numbers who feel that there must be a physical mechanism for its propagation which can be discovered and controlled.

Should this mystery be solved it would bring about a greater revolution in power, transportation and many other fields than even the discovery of atomic power. The influence of such a discovery would be of tremendous import in the field of aircraft design - where the problem of fighting gravity's effects have always been basic.

A FANTASTIC POSSIBILITY

One almost fantastic possibility is that if gravity can be understood scientifically and negated or neutralized in some relatively inexpensive manner, it will be possible to build aircraft, earth satellites, and even space ships that will move swiftly into outer space, without strain, beyond the pull of earth's gravity field. They would not have to wrench themselves away through the brute force of powerful rockets and through expenditure of expensive chemical fuels.

Centres where pure research on gravity now is in progress in some form include the **Institute for Advanced Study at Princeton, N.J., and also at Princeton University: the University of Indiana's School of Advanced Mathematical Studies and the Purdue University Research Foundation.**

A scientific group from the **Massachusetts Institute of Technology**, which encourages original research in pure and applied science, recently attended a seminar at the **Roger Babson Gravity Research of New Boston, N.H.**, at which **Clarence Birdseye, inventor and industrialist**, also was present. Mr. Birdseye gave the world its first packaged quick-frozen foods and laid the foundation for today's frozen food industry; more recently he has become interested in gravitational studies.

A proposal to establish at the University of North Carolina at Chapel Hill, N.C., an 'Institute of Pure Physics' primarily to carry on theoretical research on gravity was approved earlier this month by the University's board of trustees. This had the approval of **Dr. Gordon Gray** who has since retired as president of the University. **Dr. Gray has been Secretary of the Army, Assistant Secretary of**

Defence, and special assistant to the President of the United States.

FUNDS COLLECTED

Funds to make the institute possible were collected by **Agnew H. Bahnson jr., an industrialist of Winston Salem, N.C.** The new University of North Carolina administration is now deciding on the institute's scope and personnel. The directorship has been offered to **Dr. Bryce S. DeWitt of the Radiation Laboratory at the University of California at Berkeley**, who is the author of a **Roger Babson prize-winning scientific study entitled 'New Directions for Research in the Theory of Gravity'**.

The same type of scientific disagreement which occurred in connection with the first proposals to build the hydrogen bomb and an artificial earth satellite - now under construction - is in progress over anti-gravity research. Many scientists of repute are sure that gravity can be overcome in comparatively few years if sufficient resources are put behind the project. Others believe it may take a quarter century or more.

REFUSE TO PREDICT

Some pure physicists, while backing the general program to try to discover how gravity is propagated, refused to make predictions of any kind.

Aircraft industry firms now participating or actively interested in gravity include the **Glenn L. Martin Co. of Baltimore**, builders of the nation's first jet-powered flying boat; **Convair of San Diego**, designers and builders of the giant B-36 intercontinental bomber and the world's first successful vertical take-off fighter; **Bell Aircraft of Buffalo**, builders of the first piloted airplane to fly faster than sound and a current jet 'vertical takeoff and landing' airplane, and **Sikorsky division of United Aircraft**, pioneer helicopter builders.

Lear Inc., of Santa Monica, one of the world's largest builders of automatic pilots for airplanes; **Clarke Electronics, of Palm Springs, California**, a pioneer in its field, and the **Sperry Gyroscope Division of Sperry-Rand Corp., of Great Neck, L.I.**, which is doing important work on guided missiles and earth satellites, also have scientists investigating the gravity problem.

USE EUROPEAN EXPERT

Martin Aircraft has just put under contract two of Europe's leading theoretical authorities on gravity and electromagnetic fields - **Dr. Burkhard Heim of Goettingen University** where some of the outstanding discoveries of the century in aerodynamics and physics have been made, and **Dr. Pascual Jordan of Hamburg University**, Max Planck medal winner whose recent work called 'Gravity and the Universe' has excited scientific circles throughout the world.

Dr. Heim, now professor of theoretical physics at Goettingen, who was a member of Germany's Bureau of Standards during World War II, is certain that gravity can be overcome. Dr. Heim lost his eyesight and hearing, and had both arms blown off at the elbow in a World War II rocket explosion. He dictates his theories and mathematical calculations to his wife.

Martin Aircraft, at the suggestion of **George S. Trimble, its vice-president in charge of advanced design planning**, is building between Washington and Baltimore a new laboratory for the **Research Institute for Advanced Study... A Theoretical investigation of the implications for future gravity research in the 'Unified field theory' of the late Dr. Albert Einstein is now underway**

there.

Although financed by Martin, the Institute will have no connection with the day-to-day business of building airplanes. Its general manager is **Welcome Bender**.

Up to now no scientist or engineer - so far as is known in the scientific circles - has produced the slightest alteration in the magnitude or direction of gravitational 'force' although many cranks and crackpots have claimed to be able to do this with 'perpetual motion machines'.

NO ACCEPTED THEORY

There is no scientific knowledge or generally accepted theory about the speed with which it travels across interplanetary space, making any two material particles or bodies - if free to move - accelerate towards each other.

But the current efforts to understand gravity and universal gravitation both at sub-atomic level and at the level of the Universe have the positive backing today of many of America's outstanding physicists.

These include Dr. **Edward Teller of the University of California**, who received prime credit for developing the hydrogen bomb; **Dr. J. Robert Oppenheimer, director of the Institute of Advanced Study at Princeton**; **Dr. Freeman J. Dyson, theoretical physicist at the Institute**, and **Dr. John A. Wheeler, professor of physics at Princeton University**, who made important contributions to America's first nuclear fission project.

PURE RESEARCH VIEW

It must be stressed that scientists in this group approach the problem only from the standpoint of pure research. They refuse to predict exactly in what directions the search will lead or whether it will be successful beyond broadening human knowledge generally.

Other top-ranking scientific minds being brought to bear today on the gravity problem are those of **Dr. Vaclav Hlavaty, of the University of Indiana, who served with Dr. Einstein on the faculty of Charles University in Prague** and later taught advanced mathematics at the Sorbonne in Paris; and of **Dr. Stanley Deser** and **Dr. Richard Arnowitt of the Princeton Institute for Advanced Study**.

Dr. Hlavaty believes that gravity simply is one aspect of electro-magnetism - the basis of all cosmic forces - and eventually may be controlled like light and radio waves.

HOPE TO FIND KEY

Dr. Deser and **Dr. Arnowitt** are of the opinion that very recently discovered nuclear and sub-nuclear particles of high energy, which are difficult to explain by any present-day theory, may prove to be the key that eventually unlocks the mystery. It is their suggestion that the new particles may prove to be basic gravitational energy which is being converted continually and automatically in an expanding Universe 'directly into the most useful nuclear and electromagnetic forms'. In a recent scientific paper they point out:

'One of the most hopeful aspects of the problem is that until recently gravitation could be observed but not experimented on in any controlled fashion, while now with the advent in the past two years of the new high-energy accelerators (the Cosmotron and the even more recent Berkeley Bevatron) the new particles which have been linked with the gravitational field can be examined and worked with at will.'

An important job of encouraging both pure and applied gravity research in the United States through

annual prizes and seminars, as well as, the summarizing of new research for engineers and scientists in industry looking forward to a real 'hardware solution' to the gravity problem is being performed by the **Gravity Research Foundation of New Boston, N.H.**

This was founded and endowed by Dr. Roger Babson, economist, who is an alumnus of M.I.T. and a lifelong student of the works of Sir Isaac Newton, discoverer of gravity. Its president is **Dr. George Rideout of Boston.**

(a second article will appear tomorrow)

(Other Photo Insets)

"BLACKBOARD MATH - **Dr. Vaclav Hlavaty**, of the **University of Indiana's graduate Institute of Advanced Mathematics**, who has stimulated research on gravity control, working on a problem."

"ANTI-GRAVITY AND AVIATION - **George S. Tromble jr.**, vice-president in charge of advanced design planning of **Martin Aircraft Corp.**, left, discussing the application of **anti-gravitational research to aviation** with two Martin scientists, **J.D. Pierson**, center, and **William B. Yates.**"

END ARTICLE ONE

NEW YORK HERALD-TRIBUNE: Monday, November 21, 1951, pp. 1 & 6

"SPACE-SHIP MARVEL SEEN IF GRAVITY IS OUTWITTED"

(photo Inset)

"FLYING SAUCER OF THE FUTURE? - A reproduction of an oil pointing by **Eugene M. Gluhareff**, president of **Gluhareff Helicopter & Airplane Corp. of Manhattan Beach, Calif.**, showing a 'saucer-shaped' aircraft or space ship for exploring far beyond the earth's atmosphere and gravity field. Mr Gluhareff portrays it operating at 'moderate speed' over the New York - New England area and notes that in the painting 'a propulsive blast of the electron beams from the rear of the saucer is visible, giving the saucer a translational force'".

"SPEEDS OF THOUSANDS OF MILES AN HOUR WITHOUT A JOLT HELD LIKELY"

This is the second or a series on new new pure and applied research into the mysteries of gravity and efforts to devise ways to counteract it. Written by **Ansel E. Talbert, Military and Aviation Editor, N.Y.H.T.**

Scientists today regard the earth as a giant magnet. Many In America's aircraft and electronics industries are excited over the possibility of using its magnetic and gravitational fields as a medium of support for **amazing 'flying vehicles' which will not depend on the air for lift.**

Space ships capable of accelerating in a few seconds to speeds many thousands of miles per hour and making sudden changes of course at these speeds without subjecting their passengers to the so-called 'G-forces' caused by gravity's pull also are envisioned. These concepts are part of a new program to solve the secret of gravity and universal gravitation already in progress in many top scientific laboratories and long-established industrial firms of the nation.

NUCLEAR RESEARCH AIDS

Although scientists still know little about gravity and its exact relationship to electromagnetism, recent nuclear research and experiments with 'high energy machines' such as the **Brookhaven Cosmotron** are providing a flood of new evidence believed to have a bearing on this.

William P. Lear, inventor and chairman of the board of **Lear, Inc.**, one of the nation's largest electronics firms specializing in aviation, for months has been going over new developments and theories relating to gravity with his chief scientists and engineers.

Mr. Lear in 1950 received the Collier Trophy from the President of the United States 'for the greatest achievement in aviation in America' through developing a light-weight automatic pilot and approach control system for jet fighter planes. **He is convinced that it will be possible to create artificial 'electro-gravitational fields whose polarity can be controlled to cancel out gravity.'**

He told this correspondent: 'All the (mass) materials and human beings within these fields will be part of them. They will be adjustable so as to increase or decrease the weight of any object in its surroundings. They won't be affected by the earth's gravity or that of any celestial body.

'This means that if any person was in an anti-gravitational airplane or space ship that carried along its own gravitational field... - no matter how fast you accelerated or changed course - your body wouldn't any more feel it than it now feels the speed of the earth.'

Scientists and laymen for centuries have been familiar with the phenomena that 'like' poles of two magnets - the north and the north pole for example - repel each other while 'unlike' poles exert an attraction. In ancient times 'lodestones' possessing natural magnetism were thought to possess magical powers.

FARADAY'S DISCOVERIES

But the nineteenth century discoveries of England's great scientist, Michael Faraday, paved the way for construction of artificial 'electro-magnets' - in which magnetism is produced by means of electric currents. They retain it only so long as the current is flowing. An electromagnet can be made by winding around a soft iron 'core' a coil of insulated wire carrying electric current. Its strength depends primarily on the number of turns in the coil rather than the strength of the current.

Even today, America's rapidly expanding electronics industry is constantly finding new uses of electromagnets. For example, **Jack Fletcher**, a young electronics and aeronautical engineer of Covina, Calif., has just built a 'Twenty-First Century Home' containing an electronic stove functioning by magnetic repulsion.

PAN FLOATS IN AIR

In it seven coils of wire on laminated iron cores are contained inside a plywood cabinet of blond mahogany. The magnetic field from these coils induces 'eddy currents' in an aluminium cooking pan nineteen inches in diameter, which interact and lift the pan into space like a miniature 'flying saucer.'

The cooking pan floats about two inches in the air above the stove in a stabilized condition; 'eddy currents' generate the heat that warms it while the stove top remains cold. The aluminium pan will hold additional pots and it can be used as a griddle. It is, of course, a variation of several other more familiar magnetic repulsion gadgets including the 'mysterious floating metal ball' of science hall exhibits.

No type of electromagnet known to science or industry would have any application to the building of a real aircraft or 'flying vehicle'. But one of America's most brilliant young experimental designers,

Eugene M. Gluhareff, president of Gluhareff Helicopter and Airplane Corp. of Manhattan Beach, Calif., has made several theoretical design studies of round or saucer-shaped 'vehicles' for travel into outer space, having atomic generators as their basic 'engines'.

SON OF COPTER DESIGNER

Mr. Gluhareff is the son of Michael E. Gluhareff, chief designer for Dr. Igor I. Sikorsky, helicopter and multi-engined aircraft pioneer. Dr. Sikorsky and the elder Mr. Gluhareff, who has won the Alexander Klemin award, one of aviation's highest honours, are themselves deeply concerned in the problem of overcoming gravitation.

The younger Mr. Gluhareff already has been responsible for several successful advanced designs of less amazing 'terrestrial' aircraft. He envisions the power obtained from the atomic generators operating electronic reactors - 'that is, obtaining propulsion by the acceleration of electrons to a very high velocity and expelling them into space in the same manner that hot gases are expelled from jet engines.' Such an arrangement would not pollute the atmosphere with radioactive vapors.

COULD CONTROL ACCELERATION

Because of its 'long-lasting fuel', an atomic-electronic flying disk would be able to control its acceleration to any speed desired and there would be no need for being 'shot into space' according to Mr. Gluhareff. **Radial electronic beams around the saucer's rim would be operating constantly and would sustain flight by 'acting against gravity'.**

Mr. Gluhareff thinks that control can be achieved by a slight differentiation of the deflection of electronic beams in either direction; the beams would act in the same way as an orthodox plane's ailerons and elevator.

GRAVITATIONAL CHANGES

Mr. Gluhareff agrees with Dr. Pascual Jordan of Hamburg University, one of Europe's outstanding authorities on gravitation who proved many parts of the 'Quantum Theory' of Dr. Max Planck, **that it will be possible to induce substantial changes in the gravitational fields of rotating masses through electromagnetic research.** Dr. Jordan has just signed a contract to do research for Martin Aircraft Corp. of Baltimore.

Norman V. Peterson guided missile engineer of the Sperry-Gyroscope Division of Sperry-Rand Corp. of Great Neck, L.I., who as president of the American Astronautical Society attended the recent 'earth satellite' meeting in Copenhagen corroborates the theory that 'nuclear powered - or solar powered - ion electron beam reactors - will give impetus to the conquest of space'.

(a third article will appear tomorrow)

(ADDITIONAL PHOTO INSET)

"FLOATING COOKING PAN - The 'electronic stove' functioning by magnetic repulsion built by **Jack Fletcher**, a young engineer of West Covina, Calif. The aluminium cooking pan, nineteen inches in diameter, floats two inches above the cabinet like a miniature 'flying saucer'. It is completely stable while 'hovering' and can be used as a griddle or as a holder for additional pots and pans. 'Eddy currents' from a magnetic field created by an electromagnet inside the cabinet have warmed the pan - although the stove top remains completely cold."

END ARTICLE TWO

NEW YORK HERALD TRIBUNE: Tuesday, November 27, 1955, pp. 6 & 10

"NEW AIR DREAM-PLANES FLYING OUTSIDE GRAVITY"

(PHOTO INSET)

"**Lawrence D. Bell**, founder and president of **Bell Aircraft Corp.**, of Buffalo, using a Japanese ivory ball to illustrate his view that humans before long will operate planes outside earth's atmosphere, then outside the gravity field of the earth. The pilots with him, three top test pilots of the Air Force, are, left, Lt. **Col. Frank J. Everest**; centre, in light suit, **Maj. Charles Yeager**, and, in uniform next to Mr. Bell, **Maj. Arthur Murray**."

"ABLE TO GO WHERE WE WANT"

This is the third is a series of articles on new pure and applied research into the mysteries of gravity and the efforts to devise ways to overcome it.

Written by **Ansel E. Talbert**, **Military and Aviation Editor, N.Y.H.T.**

The current interest in America's aircraft and electronics industries in finding whether gravity can be controlled or 'cancelled-out' is not confined to imaginative young graduates of engineering and scientific schools.

Some of the two industries' most experienced and highly regarded leaders today are engaged directly or deeply interested in theoretical research relating to gravity and universal gravitation. Their basic aim is eventually to build 'hardware' in the shape of planes, earth satellites, and space ships 'which can go where we want and do what we want without interference from gravity's mysterious trans-spatial pull.'

BELL IS OPTIMISTIC

Lawrence D. Bell, whose company in **Buffalo** built the first piloted aircraft in history to fly faster than sound, is certain that practical results will come out of current gravity research. He told this correspondent:

'Aviation as we know it is on the threshold of amazing new concepts. **The United States aircraft industry already is working with nuclear fuels and equipment to cancel out gravity instead of fighting it.**

'The Wright Brothers proved that man does not have to be earth-bound. Our next step will be to prove that we can operate outside the earth's atmosphere and the third will be to operate outside the gravity of the earth.'

OPTIMISM SHARED

Mr. Bell's company during the last few days made the first powered flights with its new Bell X-2 rocket plane designed to penetrate deep into the thermal or heat barrier encountered due to atmospheric friction at a speed above 2,000 miles per hour. It also is testing a revolutionary new jet vertical-rising-and-landing 'magic carpet' airplane.

Grover Loening, who was the first graduate in aeronautics in an American University and the first

engineer hired by the Wright Brothers, holds similar views.

Over a period of forty years, **Mr. Loening has had a distinguished career as an aircraft designer and builder** recently was decorated by the United States Air Force for his work as a special scientific consultant.

'I firmly believe that before long man will acquire the ability to build an electromagnetic contra-gravity mechanism that works.' he says. 'Much the same line of reasoning that enabled scientists to split up atomic structures also will enable them to learn the nature of gravitational attraction and ways to counter it.'

Right now there is considerable differences of opinion among those working to discover the secret of gravity and universal gravitation as to exactly how long the project will take. **George S. Trimble**, a brilliant young scientist who is head of the new advanced design division of **Martin Aircraft in Baltimore** and a member of the sub-committee on high-speed aerodynamics of the **National Advisory Committee for Aeronautics**, **believes that it could be done relatively quickly if sufficient resources and momentum were put behind the program.**

'I think we could do the job in about the time that it actually required to build the first atom bomb if enough trained scientific brain-power simultaneously began thinking about and working towards a solution,' he said. 'Actually, the biggest deterrent to scientific progress is a refusal of some people, including scientists, to believe that things which seem amazing can really happen.'

'I know that if Washington decides that it is vital to our national survival to go where we want and do what we want without having to worry about gravity, we'd find the answer rapidly.'

SIKORSKY CAUTIOUS

Dr. Igor I. Sikorsky, one of the world's outstanding airplane and helicopter designers, is somewhat more conservative but equally interested. He believes that within twenty-five years man will be flying beyond the earth's atmosphere, but he calls gravity, 'real, tangible, and formidable.' It is his considered scientific observation that there must be some physical carrier for this immense trans-spatial force.

Dr. Sikorsky notes that light and electricity, once equally mysterious, now have become 'loyal, obedient servants of man, appearing or disappearing at his command and performing at his will a countless variety of services.' But in the case of gravitation he says the more scientists attempted to visualize the unknown agent which transmits it, 'the more we recognize we are facing a deep and real mystery.'

The situation calls for intensive scientific research, Dr. Sikorsky believes. **Up to now all gravity research in the United States has been financed out of the private funds of individuals or corporations. Leaders of the nation's armed forces have been briefed by various scientists about the theoretical chances of conquering gravitation but so far their attitude is 'call us when you get some hardware that works.'**

Dudley Clarke, president of **Clarke Electronics Laboratories of Palm Springs, Calif.**, one of the nation's oldest firms dedicated to electronic research and experimentation, is one of scientist in the hardware stage of building something that he believes will prove gravity can be put to useful purposes.

Mr. Clarke's company has just caused a stir in the electronics industry by developing pressure sensitive resistors having unusual characteristics for parachute and other aviation use, according to 'Teletech and

Electronic Industries' magazine of 480 Lexington Ave.

Mr. Clarke who years ago worked **under Dr. Charles Steinmetz, General Electric Company's electrical and mathematical 'wizard' of the 1930s**, is sure that **this successful harnessing of gravitation will take place sooner than some of these 'ivy tower' scientists believe.**

Like Sir Frank Whittle, Britain's jet pioneer, who was informed in 1935 by the British Air Ministry that it could see no practical use for his jet aircraft engine. Mr. Clarke has a particularly cherished letter. It was written about the same time by the commanding general at Wright Field giving a similar analysis of a jet design proposal by Mr. Clarke.

Mr. Clarke notes that the force of gravity is powerful enough to generate many thousands times more electricity than now is generated at Niagara Falls and every other water-powered centre in the world - if it can be harnessed. **This impending event, he maintains, will make possible the manufacture of anti-gravity 'power packages' which can be bought for a few hundred dollars. These would provide all the heat and power needed by one family for an indefinite period.**

Dr. W.R.G. Baker, vice-president and general manager of General Electric Co.'s electronics division, points out that scientists working in many fields actually are beginning to explore the universe, learning new things about the makeup of 'outer space' and formulating new concepts. He says:

'Today we in electronics are deeply interested in what lies beyond the earth's atmosphere and its gravity field. For there we may find the electronics world of what now. Such questions usually have been reserved for the realm of physics and astronomy. But through entirely new applications in radar for example science already is able to measure some of the properties of the world beyond.

'Warm bodies radiate microwaves, and by recording noise signals, we are learning about invisible celestial forces we did not even know existed.'

Dr. Arthur L. Klein, professor of aeronautics at the California Institute of Technology, is certain that 'if extra-terrestrial flight is to be achieved, something will be required to replace chemical fuels.

Dr. Hermann Oberth, Germany's greatest rocket pioneer, who is now working on guided missiles for the United States Army, calculates that 40,000 tons of liquid propellents will be required to lift a payload of only two tons beyond the earth's gravitation. Regarding the chemical fuel problem Dr. Klein says, 'there are no other serious obstacles.'

Many thoughtful theoretical scientists and practical engineers see a space vehicle de-gravitized to a neutral weight and following an electronically-controlled route charted by radar as the ultimate answer.

Interavia Electro-Gravitics Article

VOLUME XI - No. 1, 1959

INTERAVIA



Artist's conception of a vertical rising, disc-shaped aircraft which could result from a project under development for the U.S. Air Force by Avro Ltd., Canada (Official U.S. Air Force photo).

Towards Flight without Stress or Strain... or Weight

BY INTEL, WASHINGTON, D.C.

The following article is by an American journalists who has long taken a keen interest in questions of theoretical physics and has been recommended to the Editors as having close connections with scientific circles in the United States. The subject is one of immediate interest, and Interavia would welcome further comment from initiated sources. --Editors.

Washington D.C. - March 23, 1956: Electro-gravitics research, seeking the source of gravity and its control, has reached a stage where profound implications for the entire human race begin to emerge. Perhaps the most startling and immediate implications of all involve aircraft, guided missiles -- atmospheric and free space flight of all kinds.

If only one of several lines of research achieve their goal -- and it now seems certain that this must occur -- gravitational acceleration as a structural, aerodynamic and medical problem will simply cease to exist. So will the task of providing combustible fuels in massive volume in order to escape the earth's gravitic pull -- now probably the biggest headache facing today's would-be "space men".

And towards the long term progress of mankind and man's civilization. a whole new concept of electro-physics is being levered out into the light of human knowledge.

There are gravity research projects in every major country of the world. A few are over 30 years old. [foot: Ultimately they go back to Einstein's general theory of relativity (1916), in which the law of gravitation was first mathematically formulated as a field theory (in contrast to Newton's "action-at-a-distance" concept).] Most are much newer. Some are purely theoretical and seek the answer in Quantum, Relativity and Unified Field Theory mathematics -- Institute for Advanced Study at Princeton, New Jersey; University of Indiana's School of Advanced Mathematical Studies; Purdue University Research Foundation; Goettingen and Hamburg Universities in Germany; as well as firms and universities in France, Italy, Japan and elsewhere. The list, in fact, runs into the hundreds.

Some projects are mostly empirical, studying gravitic isotopes, electrical phenomena and the statistics of mass. Others combine both approaches in the study of matter in its super-cooled, super-conductive state, of jet electron streams, peculiar magnetic effects or the electrical mechanics of the atom's shell. Some of the companies involved in this phase include Lear Inc., Gluhareff Helicopter and Airplane Corp., The Glenn L. Martin Co., Sperry-Rand Corp., Bell Aircraft, Clarke Electronics Laboratories, The U.S. General Electric Company.

The concept of weightlessness in conventional materials which are normally heavy, like steel, aluminium, barium, etc., is difficult enough, but some theories, so far borne out empirically in the laboratory, postulate that not only can they be made weightless, but they can in fact be given a negative weight. That is: the force of gravity will be repulsive to them and they will -- new science breed new words and new meanings for old ones -- loft away contra-gravitationally.

In this particular line of research, the weights of some materials have already been cut as much as 30%

by "energizing" them. Security prevents disclosure of what precisely is meant by "energizing" or in which country this work is under way.

A localized gravitic field used as a ponderomotive force has been created in the laboratory. Disc airfoils two feet in diameter and incorporating a variation of the simple two-plate electrical condenser charged with fifty kilovolts and a total continuous energy input of fifty watts have achieved a speed of seventeen feet per second in a circular air course to twenty feet in diameter. More lately these discs have been increased in diameter to three feet and run in a fifty foot diameter air course under a charge of a hundred and fifty kilowatts with results so impressive as to be highly classified. Variations of this work done under a vacuum have produced much greater efficiencies that can only be described as startling. Work is now under way developing a flame jet generator to supply power up to fifteen million volts.

Such a force raised exponentially to levels capable of pushing man-carrying vehicles through the air -- or outer space -- at ultrahigh speeds is now the object of concerted effort in several countries. Once achieved it will eliminate most of the structural difficulties now encountered in the construction of high-speed aircraft. Importantly, the gravitic field that provides the basic propulsion force simultaneously reacts on all matter within that field's influence. The force is not a physical one acting initially at a specific point in the vehicle that needs then to be translated to all the other parts. It is an electro-gravitic field acting on all parts simultaneously.

Subject only to the so-far immutable laws of momentum, the vehicle would be able to change direction, accelerate to thousands of miles per hour or stop. Changes in direction and speed of flight would be effected by merely altering the intensity, polarity and direction of the charge.

Man now uses the sledge-hammer approach to high-altitude, high-speed flight. In the still-short life span of the turbo-jet airplane, he has had to increase power in the form of brute thrust some twenty times in order to achieve just a little more than twice the speed of the original jet plane. The cost in money in reaching this point has been prodigious. The cost in highly-specialized man-hours is even greater. By his present methods man actually fights in direct combat the forces that resist his efforts. In conquering gravity he would be putting one of his most competent adversaries to work for him. Anti-gravitics is the method of the picklock rather than the sledge-hammer.

The communications possibilities of electro-gravitics, as the new science is called, confound the imagination. There are apparently in the ether an entirely new unsuspected family of electrical waves similar to electro-magnetic radio waves in basic concept. Electro-gravitic waves have been created and transmitted through concentric layers of the most efficient kinds of electro-magnetic and electro-static shielding without apparent loss of power in any way. There is evidence, but not yet proof, that these waves are not limited by the speed of light. Thus the new science seems to strike at the very foundations of Einsteinian Relativity Theory.

But rather than invalidating current basic concepts such as Relativity, the new knowledge of gravity will probably expand their scope, ramifications and general usefulness. It is this expansion of knowledge into the unknown that more and more emphasizes how little we know; how vast is the area still awaiting research and discovery.

The most successful line of the Electro-gravitics research so far reported is that carried on by Townsend T. Brown, an American who has been researching gravity for over thirty years. He is now conducting research projects in the U.S. and on the Continent. He postulates that there is between electricity and

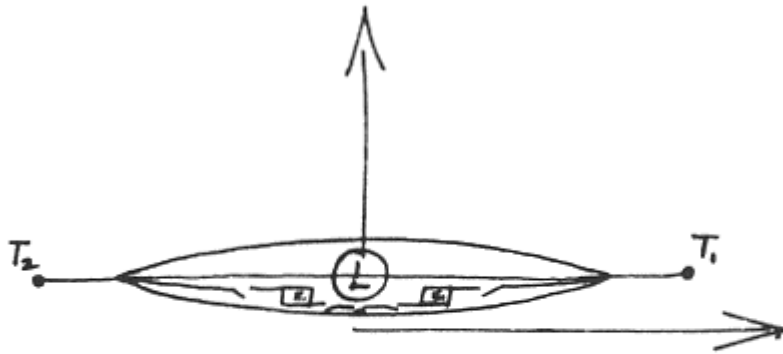
gravity a relationship parallel and/or similar to that which exists between electricity and magnetism. And as the coil is the usable link in the case of electro-magnetics, so is the condenser that link in the case of electro-gravitics. Years of successful empirical work have lent a great deal of credence to this hypothesis.

Author's diagram illustrating the electrogravitic field and the resulting propulsive force on a disc-shaped condenser. The centre of the disc is of solid aluminium. The solid rimming on the sides is perspex, and the leading edges (seen in the direction of motion) are wires separated from the aluminium core chiefly by air. The wires act in a manner similar to the two plates of a simple electrical condenser and, when charged, produce a propulsive force. On reaching full charge a condenser normally loses its propulsive force, but in this configuration the leading edges of the wires is also charged, so that in principle the charging process can be maintained as long as desired. The condenser also moves—from minus to plus—the charged air is left behind, and the condenser moves into new, uncharged air. Thus both the charging process and propulsive force are continuous.



The detailed implications of man's conquest of gravity are innumerable. In road cars, trains and boats the headaches of transmission of power from the engine to wheels or propellers would simply cease to exist. Construction of bridges and big buildings would be greatly simplified by temporary induced weightlessness etc. Other facets of work now under way indicate the possibility of close controls over the growth of plant life; new therapeutic techniques; permanent fuel-less heating units for homes and industrial establishments; new sources of industrial power; new manufacturing techniques; a whole new field of chemistry. The list is endless... and growing.

In the field of international affairs, other than electro-gravitics' military significance, what development of the science may do to raw materials values is perhaps most interesting to contemplate. Some materials are more prone to induced weightlessness than others. These are becoming known as *gravitic isotopes*. Some are already quite hard to find, but others are common and, for the moment, cheap. Since these ultimately may be the vital lofting materials required in the creation of contra-gravitational fields, their value might become extremely high with equivalent rearrangement of the wealth of national natural resources, balance of economic power and world geo-strategic concepts.



Author's sketch of a supersonic space ship roughly 50 ft. in diameter, whose lift and propulsion are produced by electrogravitic forces. The vehicle is supported by a "lofting cake" L consisting of "gravitic isotopes" of negative weight, and is moved in the horizontal plane by propulsion elements T₁ and T₂.

How soon all this comes about is directly proportional to the amount of effort that is put into it. Surprisingly, those countries normally expected to be leaders in such an advanced field are so far only fooling around. Great Britain, with her Ministry of Supply and the National Physical Laboratory, apparently has never seriously considered that the attempt to overcome and control gravity was worth practical effort and is now scurrying around trying to find out what it's all about. The U.S. Department of Defense has consistently considered gravity in the realm of basic theory and has so far only put token amounts of money into research on it. The French, apparently a little more open-minded about such things, have initiated a number of projects, but even these are still on pretty much of a small scale. The same is true throughout most of the world. Most of the work is of a private venture kind, and much is being done in the studies of university professors and in the traditional lofts and basements of badly undercapitalized scientists.

But the word's afoot now. And both Government and private interest is growing and gathering momentum with logarithmic acceleration. The day may not be far off when man again confounds himself with his genius; then wonders why it took him so long to recognize the obvious.

Of course, there is always a possibility that the unexplained 3% of UFO's, "Unidentified Flying Objects", as the U.S. Air Force calls "flying saucers", are in fact vehicles so propelled, developed already and undergoing proving flights -- by whom... U.S., Britain... or Russia? However, if this is so it's the best kept secret since the Manhattan project, for this reporter has spent over two years trying to chase down work on gravitics and has drawn from Government scientists and military experts the world over only the most blank of stares.

This is always the way of exploration into the unknown.

Einstien's Relativity Error

The physical sciences in 1873 seemed to once again take on an air of stability as James Clerk Maxwell published his, 'Treatise on Electricity and Magnetism'.

In this paper he discussed electricity, magnetism, and electro-magnetism as functions of waves in a fluid space (ether). His theory held popular support until the year 1887 when the two U.S. physicists, A.A. Michelson and Edward W. Morley performed their historic experiment with light. Their experiment (the 'Michelson-Morley Experiment') was designed to use light as a means to determine if space were a 'fluid' as Maxwell's equations had assumed.

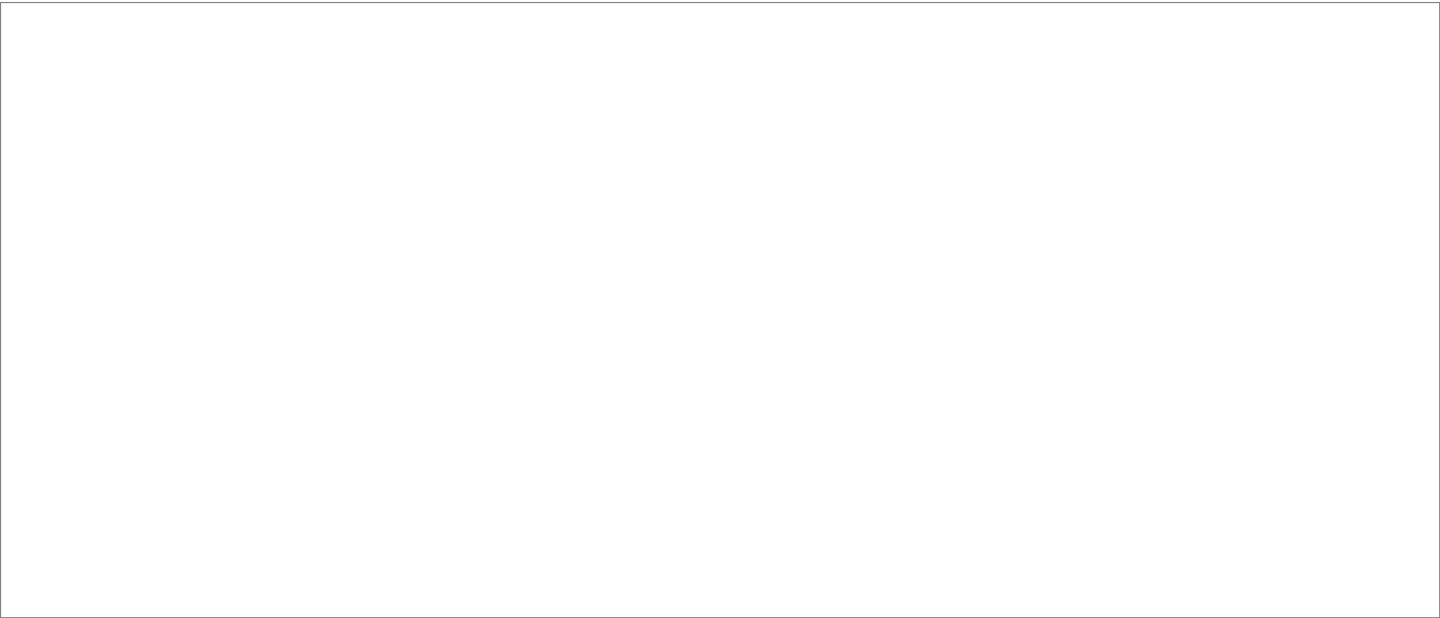
The 'M-M' test results, however, appeared to deny the existence of fluid (or ether) space. To explain the 'apparent' failure of the M-M test to detect the ether, Hendrik Lorentz and George Fitzgerald developed their now famous 'transforms' (the Lorentz-Fitzgerald transforms - 1902) in which length contractions, mass increase, and time lag were offered as explanation for the negative test result. Note that the Lorentz-Fitzgerald transforms still treated space as an inertial fluid... one undetectable by known technology.

Einstein, who first *began* the formulation of his special Theory of Relativity in 1895, published it in 1905. He seized upon the Lorentz-Fitzgerald transforms and the M-M test results as evidence of a universal axiom: the velocity of light is (to the observer) the limit *measurable* velocity in the universe - (this does not mean it is the limit velocity in the universe, however.)

THE DISCIPLINE DETAILS

Einstein was faced with an apparent paradox as to the nature of space. It behaved like a fluid in many ways - yet in others it behaved like an abstract, ten-component Ricci Tensor from the Reimannian model of the Universe. The failure of the M-M test to detect an ether was the final straw. Yet, hard as he tried, Einstein failed to remove the "ether" from $E = mc^2$. The following discussion should illustrate this point:

Diagram 1 is a schematic of the M-M test. It was conducted on the basis that if an ether existed, the earth would be moving **through** it. Hence, there would be a relative velocity between earth and the fluid of space.



It was reasoned that by splitting a beam of light (**F**) into two parts; sending one out and back in-line with the direction of earth's orbital path, (to mirror (**A**) from half-silvered mirror (**G**)); sending the other at right angles to the direction of earth's orbital path (to mirror (**B**) through half-silvered mirror (**G**) and glass plate (**D**)); and recombining the two beams in the interferometer (**E**) one should be able to detect a shift in the phases of the two beams relative to one another.

This shift could be accurately predicted by knowing the velocity of light (**c**) and the velocity (**v_e**) of earth through orbital space. Their reasoning was as follows (refer diag.1, diag.2a, diag.2b):

DIAGRAM 2a

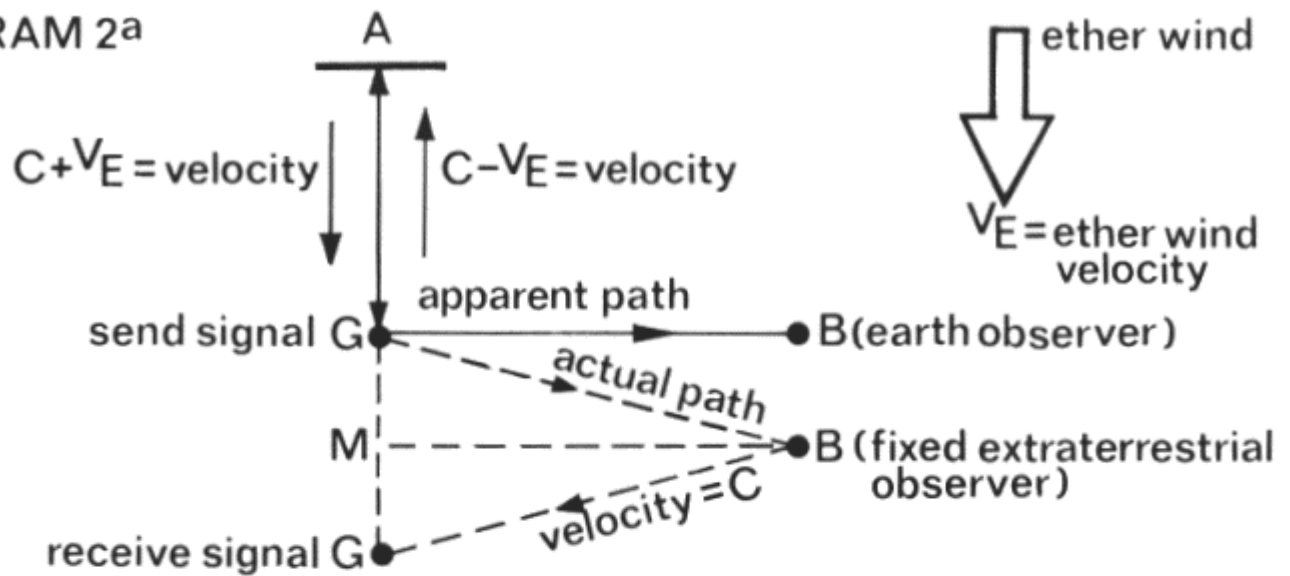
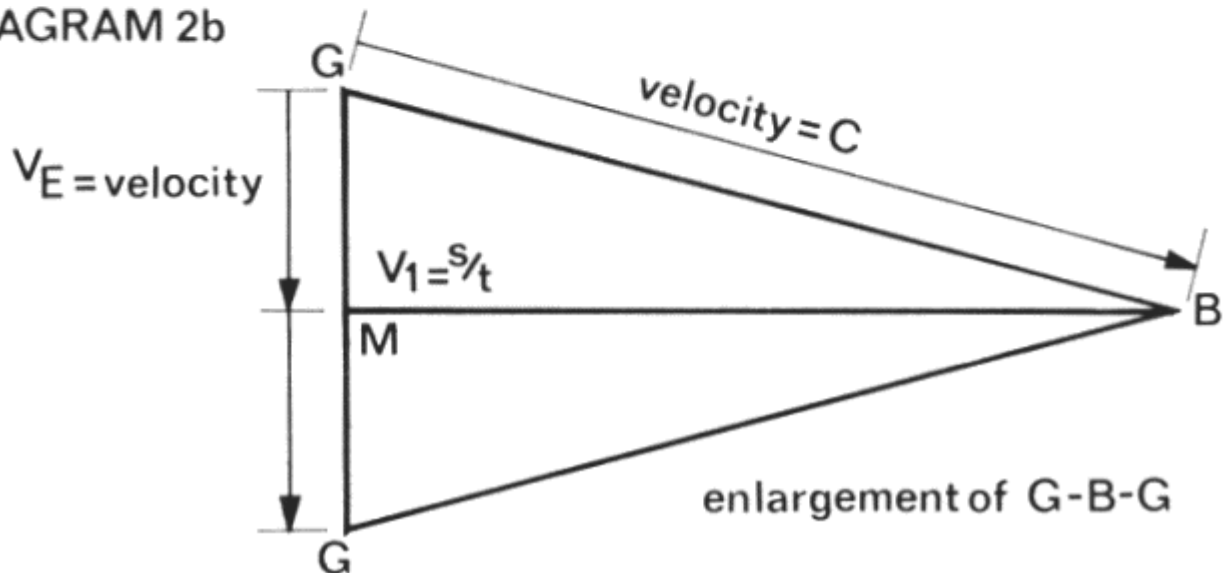


DIAGRAM 2b



Assuming:

- v_e = velocity of ether wind or drift
- c = velocity of light
- = velocity from **G** to **B** by fixed extra-terrestrial observer
- s = distance **GA** = **GB**
- t_1 = go-return time in-line (**GA-AG**)

t_2 = go-return time at right angles (**GB-BG**)

$$t = .5t_2$$

v_1 = apparent velocity from **G** to **B** by earth observer

Then the time (t_1) is determined by: $[s/(c-v_e)]+[s/(c+v_e)] = t_1$ which reduces to:

$$(Eq.1) \quad 2sc/(c^2-v_e^2) = t_1$$

Also, the time (t_2) is determined by first solving for (v_1) in terms of (c) and (v_e) using the Pythagorean Theorem ($c^2=a^2+b^2$)... or, in this instance: $(G \text{ to } B)^2=(G \text{ to } M)^2+(M \text{ to } B)^2$.

by substitution, $c^2 = v_e^2 + v_1^2$

hence:

$$(Eq.2) \quad v_1 = (c^2 - v_e^2)^{.5}$$

Now, solving for the time (t) - which is the same over **GM**, **GB**, **MB** - of the **GB** trip by substituting $s/t = v_1$ in (Eq.2) , one obtains:

$$(Eq.3) \quad s/t = (c^2 - v_e^2)^{.5}$$

rearranging:

$$(Eq.3) \quad t = s/(c^2 - v_e^2)^{.5}$$

substituting: $t = .5t_2$

gives: $t_2/2 = s/(c^2 - v_e^2)^{.5}$

or:

$$(Eq.4) \quad t_2 = 2s/(c^2 - v_e^2)^{.5}$$

by comparing the ratio of the in-line go-return time (t_1) to the right angle go-return time (t_2) one obtains:

$$(Eq.5) \quad t_1/t_2 = [2sc/(c^2 - v_e^2)] / [(c^2 - v_e^2)^{.5}/2s]$$

which reduces to:

$$(Eq.5) \quad t_1/t_2 = (1 - v_e^2/c^2)^{-.5}$$

Now then, **if the light source is at rest with respect to the ether**, one sees:

$$(Eq.6) \quad v_e = 0$$

hence:

$$(Eq.7) \quad t_1/t_2 = 1/(1-0)^{.5} = 1/1 = 1$$

Such a ratio as (Eq.7) shows is exactly what every successive try of the **linear** M-M test has obtained...

(notice: *linear* not *angular*). Lorentz and Fitzgerald knew there had to be an ether; so they developed their well-known transforms - an act which was in essence a way of saying, *there has to be an ether... we'll adjust our **observed** results by a factor which will bring our hypothetical expectations and our test results into accord...* **Their whole transform was based on the existence of ether space!** Their transform, in essence, said that length shortened, mass flattened, and time dilated as a body moved through the ether; hence it was possible to detect the ether.

Einstein came along in 1905 saying the Michelson-Morley test showed the velocity of light to be a *universal constant* to the observer. Seizing upon this and the Lorentz-Fitzgerald transforms, Einstein was able to formulate his Special Relativity which resulted in the now famous $E=Mc^2$... the derivation of which follows:

Starting with (Eq.5): $t_1/t_2=(1-v_e^2/c^2)^{-.5}$

The Lorentz-Fitzgerald transform factor for (Eq.5) becomes $(1-v_e^2/c^2)^{-.5}$ (to bring $t_2=t_1$) giving t_1/t_2 an observed value of (1).

Assuming Lorentz and Fitzgerald's supposition to be correct, one should look at mass-in-motion as the observer on the mass sees it versus mass-in-motion as the universal observer sees it....

let m_1 = mass as it appears to riding observer

let v_1 = velocity as detected by rider

let m_2 = mass as universal observer sees it

let v_2 = velocity as universal observer sees it

then it follows (from Lorentz and Fitzgerald) that:

(Eq.9) $m_1 v_1 \text{ not } = m_2 v_2$ (to either observer)

So, to equate the two products, Lorentz and Fitzgerald devised their transform factor $(1-v_e^2/c^2)^{-.5}$ which would bring $m_1 v_1 = m_2 v_2$ to either observer,... yielding the following extension:

since,... $v_1 = s_1/t_1$ and $v_2 = s_2/t_2$ (assuming time is reference)

(Eq.10) $m_1 s_1/t_1 \text{ not } = m_2 s_2/t_1$

or,...

(Eq.10) $m_1 s_1 \text{ not } = m_2 s_2$

then, by substitution of the transform factor $s_2=s_1(1-v_e^2/c^2)^{-.5}$ (assuming time is reference) into (Eq. 10)

one obtains: $m_1 s_1 = m_2 s_1(1-v_e^2/c^2)^{-.5}$ which reduces to:

(Eq.11) $m_1 = m_2(1-v_e^2/c^2)^{-.5}$

To re-evaluate this relative change in mass, one should investigate the expanded form of the transform factor: $(1 - v_e^2/c^2)^{-.5}$ (which transforms $t_1=t_2$) .It is of the general binomial type:

$$(Eq.12) \quad (1-b)^{-a}$$

Hence, it can be expressed as the sum of an infinite series:

$$(Eq.13) \quad 1+ab+a(a+1)b^2/2!+a(a+1)(a+2)b^3/3!+... \text{ etc}$$

where: b^2 is less than 1

So, setting... $a=.5$ and $b=v_e^2/c^2$

one obtains:

$$(Eq.14) \quad 1+(v_e^2/2c^2)+(3v_e^4/8c^4)+(5v_e^6/16c^6)+... \text{ etc}$$

For low velocities in the order of .25c and less the evaluation of $(1-v_e^2/c^2)^{-.5}$ is closely **approximated** by, the first two elements of (Eq. 14):

$$(Eq.15) \quad (1-v_e^2/c^2)^{-.5}=1+v_e^2/2c^2$$

so, (Eq.11) becomes:

$$(Eq.16) \quad m_2=m_1(1+v_e^2/c^2) \text{ (where } v_e \text{ less than } .25c)$$

developing further,... $m_2=m_1+m_1v_e^2/2c^2$

$$(Eq.17) \quad m_2-m_1=.5m_1v_e^2/c^2$$

Remembering energy (E) is represented by:

$$(Eq.18) \quad E=.5mv^2 \text{ (where } v_e \text{ less than } .25c)$$

One can substitute (Eq.18) into (Eq.17) giving...

$$(Eq.19) \quad m_2-m_1=E/c^2 \text{ (assuming } v_e = v)$$

Representing the change in mass (m_2-m_1) by **M** gives:

$$(Eq.20) \quad M=E/c^2$$

or, in the more familiar form using the general (**m**) for (**M**):

$$(Eq.21) \quad E=mc^2$$

(Note, however, that equation (14) should be used for the greatest accuracy - especially where v_e is greater than .25c)

Looking at the assumption in (Eq. 19)...(v_e) was the term used in the beginning to represent the *ether wind* velocity... This means **Einstein used fluid** space as a basis for Special Relativity. His failing was in declaring the velocity of light an observable limit to the velocity of any mass when it should only have been the limit to any observable electromagnetic wave velocity in the *ether*. The *velocity of light is only a limit velocity in the fluid of space where it is being observed*. If the energy-density of space is greater or less in another part of space, then the relativistic velocity of light will pass up and down through the *reference light wave velocity limit* - if such exists.

Do not fall into the trap of assuming that this *fluid space* cannot have varying *energy-density*. Perhaps, the reader is this very moment saying, *an incompressible fluid space does not allow concentrations of energy* - but he is wrong - dead wrong!

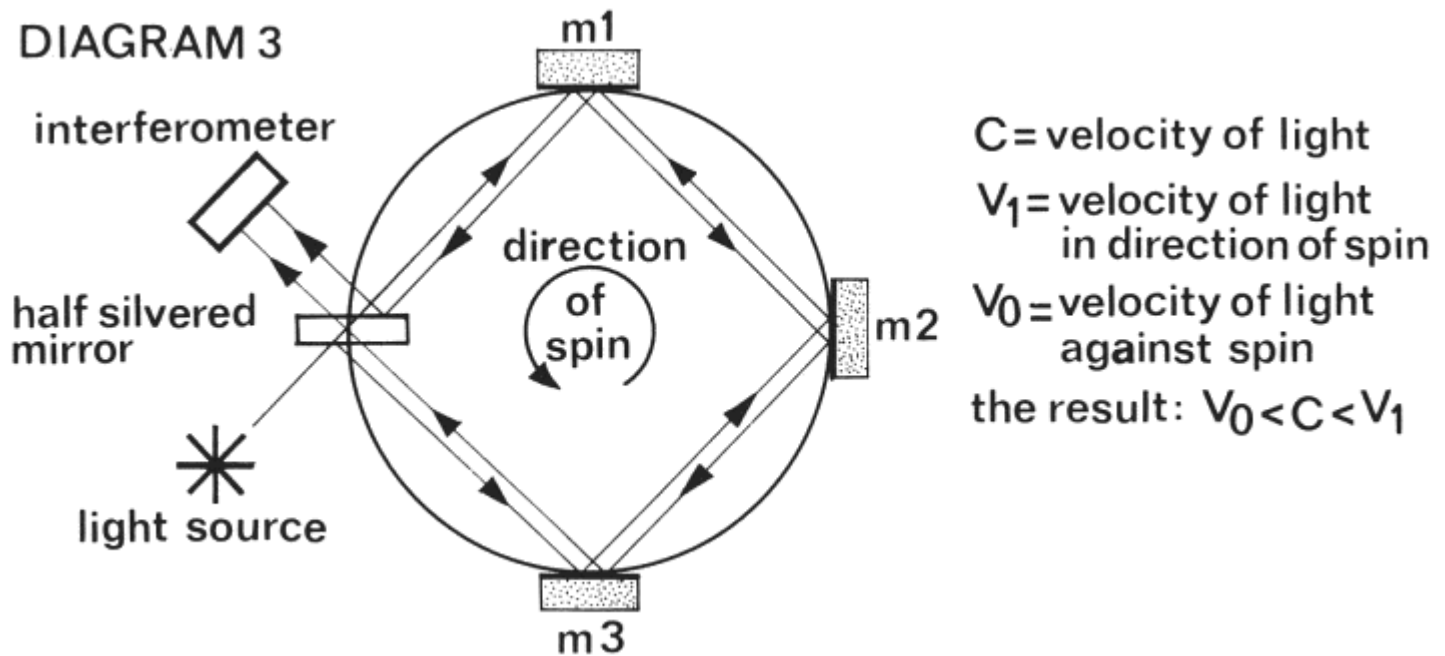
When a fixed-density fluid is set in harmonic motion about a point or centre, the **number of masses passing a fixed reference point per unit time** can be observed as increased mass (or concentrated energy). Although the density (mass per volume) is constant, the mass-velocity product yields the illusion of more mass per volume per time. Space is an incompressible fluid of varying energy density...**in this author's opinion**.

The apparent absurdity of *infinitely-increasing-mass* and *infinitely-decreasing-length* as a mass approaches the light-wave velocity is rationalized by realizing that space has inertia and as such offers inertial resistance to the moving mass. The energy of the moving mass is transmitted in front of it into the medium of space. The resulting *curl* of inertial resistance increases as negative momentum to the extent the mass is converted to radiant energy as it meets its own reflected mass in resistance. However, to the *Star Trek* fans, take heart... just as man broke the sound-velocity limit (sound barrier) he can also break the light-velocity limit (light barrier). By projecting a high-density, polarized field of resonating *electrons* to spoil or *warp* the pressure wave of the inertial curl, the hyperlight-craft can slip through the warp opening before it closes - emitting the characteristic shock wave. Such a *spoiler* would be formed by using the electro-dynamic, high-energy-density electron waves which would normally proceed before the hyperlight craft, as a primary function of propulsion. When a similar function is executed by hypersonic aircraft, a *sonic boom* is formed as the inertial curl collapses on itself. In space, the light-velocity equivalent to this *sonic boom* would be in the form of *Cherenkov radiation* which is emitted as a mass crosses the light-velocity threshold sending tangential light to the direction of travel.

ETHER EXISTENCE VERIFIED

In 1913, the *rotational* version of the *linear* M-M experiment was successfully performed by G. Sagnac (see p. 65 - 67 of *The Physical Foundations of General Relativity* by D.W. Sciama, Heinemann Educational Books Ltd., 48 Charles St., London W1X8AH.) In 1925, Michelson and Gale used the spinning Earth as their rotational analog to the linear M-M experiment. It also showed successfully that the velocity of light sent *in* the direction of spin around the perimeter of a spinning disc (or of the surface of earth) varied from the velocity of the light sent *against* the spin. (refer diag. 3).

DIAGRAM 3



ANALOGY OF DILEMMA

The error of the M-M experiment is *the test results are also valid for the case where there is an ether and it, too, as moving along with the same relative velocity and orbit as Earth maintains around the Sun*. The tea cup analogy can be used to explain the error. If one stirs a cup of tea (preferably white) which has some small tea leaves floating on its surface, one notices some of these tea leaves orbiting the vortex in the centre of the cup. The leaves closer to the centre travel faster than those farther from the centre (both in linear and angular velocity).

Now, one must imagine himself greatly reduced in size and sitting upon one of these orbiting leaves. If one were to put his hands over the edge of his tea leaf on any side, would he feel any tea moving past?... No. The reason is that the motion of the tea is the force that has caused the velocity of the leaf. One could not detect any motion if both himself and the tea were travelling in the same direction and at the same velocity. However, if one had arms long enough to stick a hand in the tea closer to either the centre or the rim of the cup where the velocities were different to his own, then he would feel tea moving faster or slower than himself (respectively).

Also, if one were to spin his tea leaf at the same time as it orbits about the centre, placing his hands into the tea immediately surrounding his leaf would show inertial resistance against the spin moment of his leaf.

SOLAR TEA CUP

In the preceding analogy, the centre of the spinning tea (or vortex centre) represented the Sun, the leaf: the Earth; the tea: the ether; and the rider's hands: the light *beams* of the M-M test. In essence, what Michelson, Morley, Einstein, and many other scientists have said is that the M-M test showed the velocity of light was not *affected* by the Earth's orbital motion. "Therefore" they have said, "we have

one of two conclusions to draw":

1) *The Earth is orbiting the Sun and there is no ether, or,*

2) *The Earth is not orbiting the Sun and there is an ether but since the earth is not moving through the ether, the ether "wind" cannot be detected.* Obviously, this conclusion is negated by Earth's observed helio-centric orbit.

However, their reasoning should also have incorporated a third option:

3) The Earth is orbiting the Sun and so is the ether; therefore, no ether wind could be detected in the orbital vector immediately in the vicinity of Earth.

In other words, the test results cannot prove or disprove the existence of an ether... only whether or not the Earth is moving relative to such an ether.

"C" NOT CONSTANT

Remember, in 1913, G. Sagnac performed his version of the M-M experiment and corrected the inconclusive results which Michelson and Morley's test had obtained. In Sagnac's *rotational analog* of the M-M test *the velocity of light was shown to vary*. Also, in 1925 Michelson and Gale verified Sagnac's results with their own rotational analog. Even more recently, similar verification has been made using a ring-laser system to detect the rotational velocity of the Earth relative to the ether.

RELATIVISTS DISCARD EVIDENCE

By the time the ***ether wind* was proven to exist**, Einstein's theories were already winning strong support on the merits of celestial observations which closely agreed with Einstein's predicted values. As a result, the *scientific* community decided to explain the *ether wind* phenomenon as a result of Earth's spinning in its own *ether blanket* which Earth was apparently dragging through space. No explanation was ever agreed upon as to the origin or extent of this *ether blanket*. It was simply a way to sweep a discrepancy under the carpet.

EINSTEIN ADMITS ERROR...

In a biography written just before his death, Professor Einstein is quoted as admitting he had a **fundamental error in Relativity**. It was, he said, one which-when corrected-will explain how light - an obvious wave form - can be propagated across an apparently non-inertial space. Einstein also stated that the discovery of the solution to this error would probably be the result of some *serendipitous* discovery in the sixties. However, before he died, Einstein did manage to partially correct his error. With the help of the well-known Dr. Erwin Schrödinger, Dr. Einstein was able to construct a 'total theory' for existence. It was called the "Unified Field Theory". Although Dr. Einstein was able to lay the basic framework before his death, it is reasonably certain that a more readily-usable version of the "Unified Field Theory" was only completed by other physicists after Einstein had died.

One of the more promising contributions toward a usable unified field theory was offered by Dr. Stanley Deser and Dr. Richard Arnowitt (see [Appendix 4 of *The Gravities Situation*](#) in Appendix (3) of this book). They took the General Theory of Relativity which Einstein had devised and constructed a

"bridge" or "creation tensor" to link the energy of nuclear fields with that of gravitational fields by co-variant matrices. The basic relationship of General Relativity which they used as a basis for their system is:

$$R_{uv} - .5g_{uv}R = 8(\text{Pi})kT_{uv}$$

R_{uv} = Ricci's ten-component sub-Riemannian space, curvature tensor

g_{uv} = the metric tensor

R = the selected Ricci scalar components

k = a universal constant: proportional to Newton's gravitational constant

Pi = the usual constant: 3.14...

T_{uv} = the components (potentials) of the energy-stress tensor

Although Deser and Arnowitt's proposed equations were quite difficult to work with, it is assumed that subsequent linear variations - allowing major leaps in human science to develop.

When the Unified Field Theory is finally released to the public, it will be recognized quite easily; for it will have explained why the proton is exactly 1836 times the gravitational mass of an electron,... why there is no neutral mu-meson of mass 200,... why (h) is a constant... and why hc/e^2 is always equal to (137)...

The true "Unified Field Theory" will no longer be called a "theory"; it will be known as the "Law of Unity". One inescapable conclusion will suddenly spring into the collective consciousness of those who grasp its meaning: "In the beginning was the WORD (a complex wave form) ... and the WORD was with GOD, and the WORD was GOD. The same was in the beginning with GOD... " (John 1:1).

Electro-Dynamic Propulsion

The translation of an inertial mass from one position to another is a process usually accomplished by one of the following:

1. Pulling the mass from point (a) to point (b)
2. Pushing the mass from point (a) to point (b), or,
3. A combination of pushing and pulling the mass from point (a) to point (b).

Rockets, automobiles, and other brute force motion devices employ process (2) above.

Ramjets, turbines, helicopters, and other push-pull motion devices utilize process (3) above.

As yet, the pure attraction-only motion systems (1) find very limited use. These usually employ magnetic, electrostatic, or gravitational acceleration as a motion source.

Electro-dynamic propulsion (EDP) falls into category (3). It can be accomplished by optimizing the ramjet process over the entire leading surface of the mass to be moved -if there is a medium through which to move. In the traditional ramjet, air is sucked into the front of the craft; and, with added fuel, is ignited inside the craft and expelled out the back of the craft.

The major problem in this system is the same as with push-only propulsion systems... namely, that all the leading surfaces of the rest of the craft encounter direct inertial resistance from the air that is not passing *through* the craft - but *around* it.

The philosophical concept of making little ramjet breathing openings all over the leading surface is approaching higher efficiencies to a point; however, as the ramjet needs a confining space to combust the fuel and air, all those little breathing openings would require dead (or closed) space in between them to form the confining chamber.

The optimum lead surface efficiency in a category (3) system is one where *the entire leading surface is the ramjet opening*. Such a shape is difficult to imagine;... think about it... A straight tube would *almost* give a frictionless move along the length axis; but where would the fuel and crew be placed?... what about the guidance surfaces?... If the front-end of the tube is opened out enough to shield the rest of the craft from frictional exposure, then the inside of the tube itself will offer massive frictional resistance to the incoming air.

Inertial resistance cannot be removed when one mass passes through another; however, the distribution of the resistance can be so designed as to use the air, itself, as a frictional dissipater. Thus, the optimum may be approached and *attained* by incorporating the air (or fluid medium) into the defined field of the craft.

The most obvious question, now, is how does one construct such a craft?... To answer that query, let us build such a craft one stage at a time.

The craft will be designed to move in *fluid* mediums (i.e. it will be a *hydrodynamic* craft)

The craft and its field definition (see fig. 1) will first be visualised as a regular sphere within a sphere. The main craft is (a); the incorporated field is (b); and the ambient medium is (c).

The craft and its field (see fig. 2) will now be visualised as moving from left to right on the page within the medium (c). *If no compression of (b) is assumed*, then the passage of the (a) + (b) field through (c) will produce frictional losses on the interface of (b) to (c)... (i.e. heat will be generated as well as other by-product radiation depending on relative velocity). Eventually the heat or radiated energy of such an exchange would be passed to the craft (a). To minimize such an exchange, a method of dissipating the unwanted heat must be added. Even *if (b) is assumed as compressible*, then at certain velocities the distance between (a) and (b) in the direction of motion will be so small as to negate the effect of the shielding that (b) was designed to give.

FIG 1

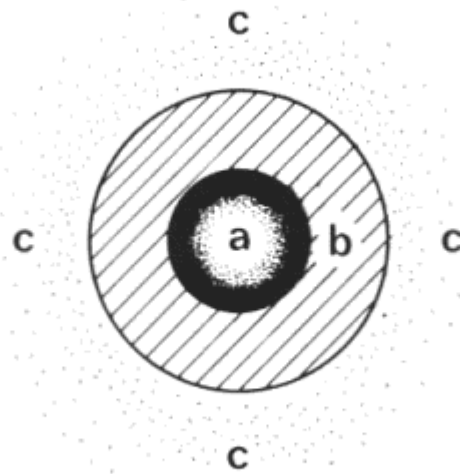
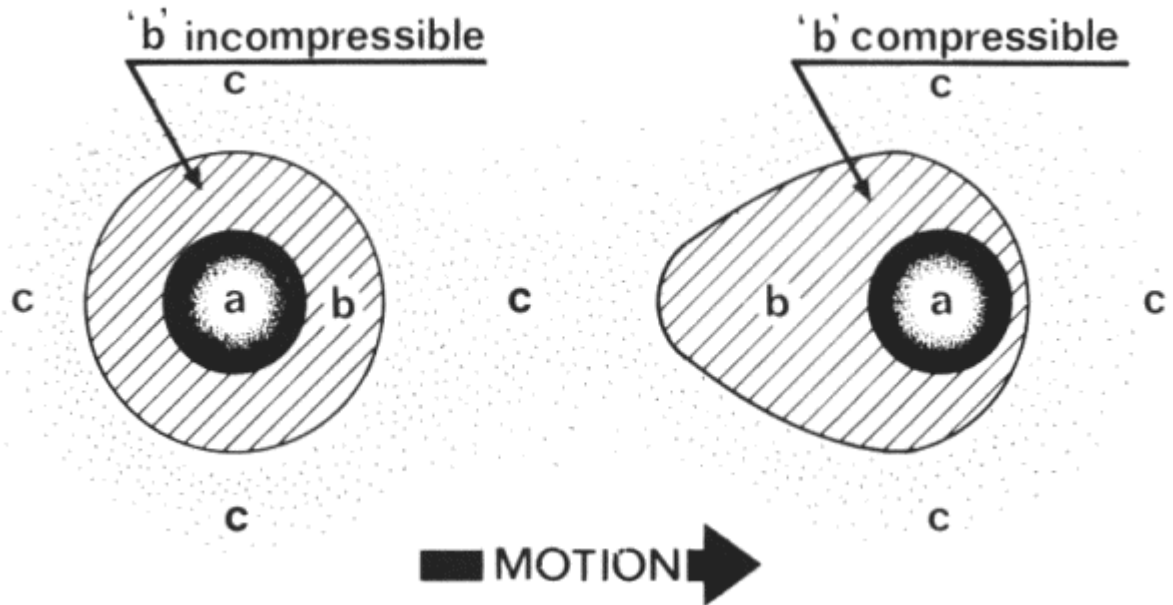


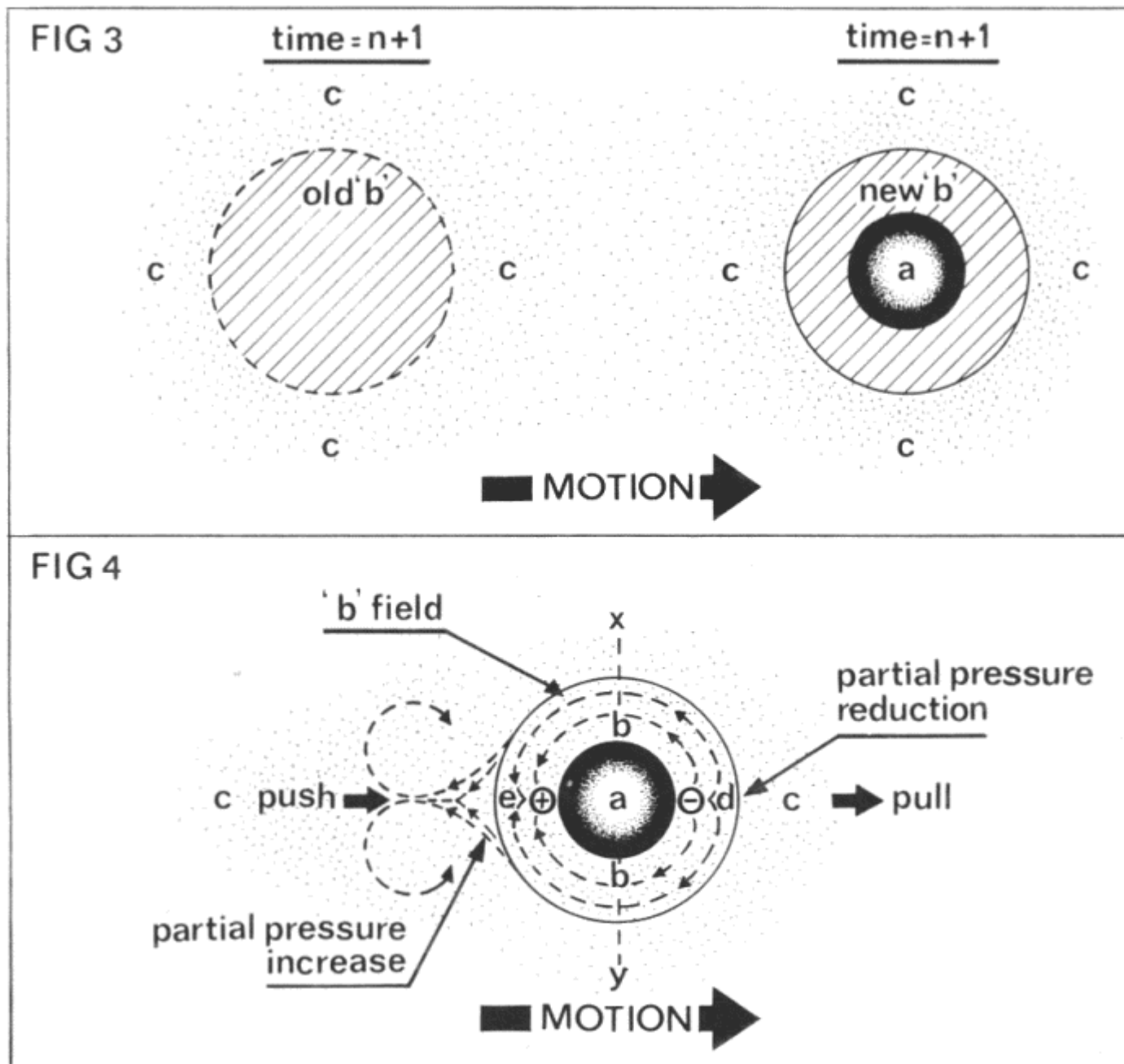
FIG 2



Therefore, let us assume that (b) is a sacrificial shield... One which is being replaced as a function of motion... (see fig. 3). In this manner the heat or radiated energy of the field (b)'s encounter with (c) is left behind the craft (a)... and is dissipated into the old sector of (c).

From assumption (3) motion was assumed from left to right. From assumption (4) the field (b) was assumed sacrificial. Let us now probe the mechanisms to produce these two assumptions. Referring to figure (4) the object is now fitted with a point (d) from which is emitted a dense, high-voltage, direct-electric current which makes its way through the field (b)... (actually forming the limits of (b). In conventional terms, the point (d) is negative with

to point (e). The shell of the craft (a) is non-conductive so that the electric moment travels from (d) to (e) via the ambient medium (c) - which by virtue of the passing electric moment is captured as (b). Two factors will now cause motion to the right. The first is that the thrust from the accelerated fluid particles from (d) to (e) will produce a resultant to the right; and the second is that due to the Bernoulli Effect, the fluid pressure at right angles to the flow from (d) to (e) is reduced;... in other words, a partial pressure reduction is formed to the right of line xy at right angles to the curved path of (de). Also, as a function of the fluid flow toward (e), from (d), there is a partial pressure increase at (e). This is caused by the collision of all the fluid particles from vectors in (dxe) with all the particles in (dye).

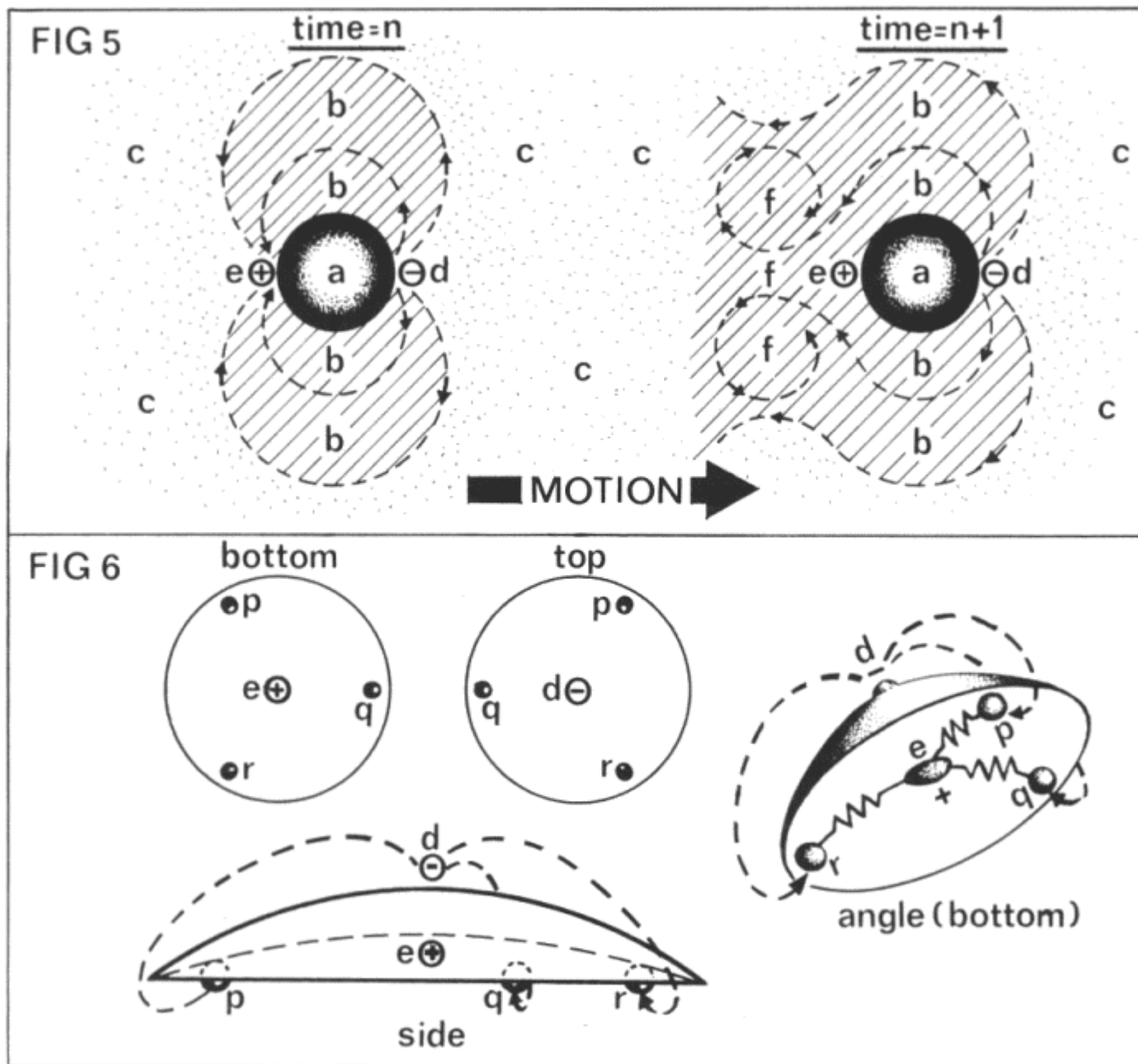


In figure (5) we see another side effect of this method of acceleration... At time ($t=n$), the craft and its field have a vector as shown by the dotted arrows. At time ($t=n+1$), the craft has moved to the right of its position at time $t=n$ and the region (f) is rapidly normalising to a stagnant zone due to the vectors (see dotted arrows) colliding to create heat and a little turbulence. In essence the craft has displaced an amount of fluid in front of itself and has moved the space left by the displaced fluid, and has then replaced the same fluid in its original space after the craft, pushing it into the next zone. This phenomenon can be observed by watching a pneumatic tube in the older office buildings that still use them for shooting inter-office correspondence back and forth. They are sucked and pushed at the same time. A craft operating on such a principle would leave little (if any) turbulence; it would not be hampered

hightemperatures due to friction... (there would be none between it and (c)); and it would not produce high-shock waves as it passed through the wave velocity threshold of the medium... (the latter effect is caused because there are no forward vector components in the motion transfer to the right of line xy which eliminates the return in the wave front that is normally encountered in the brute force, push-only methods of propulsion).

If the craft is to travel in any other direction than to the right, then a method of navigational control has to be incorporated in the mechanism. To determine a plane of orientation, a minimum of three points is required. For the ease of illustration, this discussion will use only three points... (bear in mind, however, that the more points on the navigational compass... the more accurate can be the navigational manoeuvre).

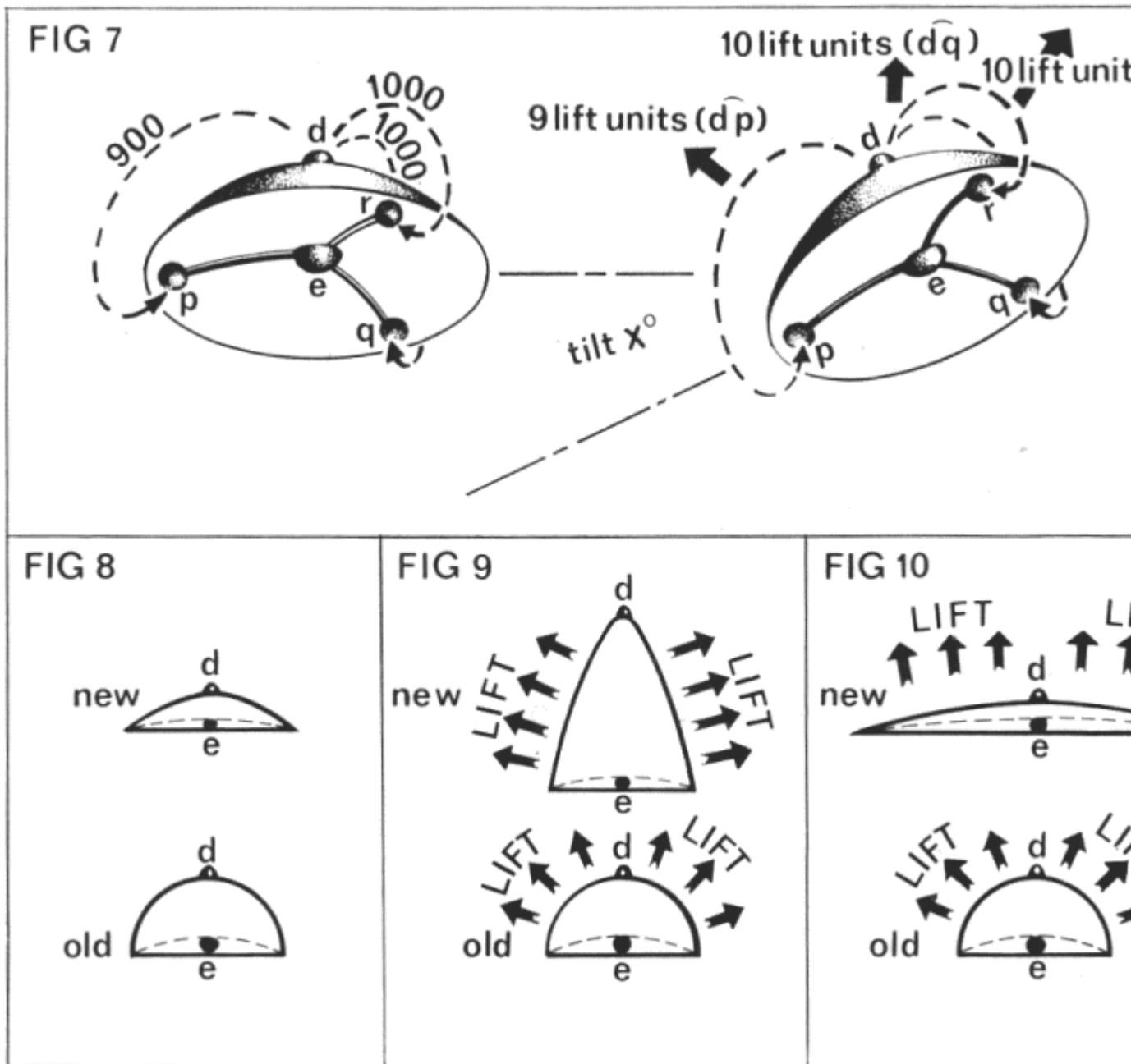
Figure (6) shows four views of the craft with the three 'nav-points' attached to the left (or bottom) of the craft. The left side of the craft has now been made concave. This has been done to optimize the partial pressure incident on the colliding fluid particles. Points (p), (q), (r) are variable resistors which are electrically connected to point (d). Since the three points are all closer to point (d) in terms of the electric circuit, the electric circuit from (d) to (e) can be made such that any one or all of the three points on the bottom can be made to draw more or less current than the other two. Since the electric current transferring (and hence the fluid transferring) from (d) to (p), (q), (r) determines the pressure reduction on the leading surface, then the pressure gradient across the entire leading surface can be controlled will by simply varying the resistance at (p) and/or (q), and/or (r).



For example, if the flow rate from (d) to (p) is 1000 fps; the flow rate from (d) to (q) is 1000 fps; and the flow rate from (d) to (r) is 1000 fps, then the partial pressure gradients over each of the portions of the surface controlled by the points are equal to one another. Therefore, if, say, the resistance of circuit (d) to (p) is made higher than the resistance in the other two circuits, then the fluid flow rate from (d) to (p) would be less than the fluid flow rate from (d) to (q) or (r); and hence, the partial pressure *reduction* over (d) to (p) would be less than over the other two sectors; and this would cause the craft to turn about a moment within the (d) - (p) sector... (see fig. 7).

The effective lift or suction over the other two sectors would be greater than over (d) - (p), so the (d) - (p) sectors in effect look like a control surface (in vectorial function)... somewhat like a sail brake... when compared to the other two sectors. Until the flow rates are equalized again, the craft will continue to rotate as described. As soon as the desired reference horizon is attained, then all flow rates are equalized and the craft whisks away... *top first*.

Notice that figure (8) shows the leading surface (the top) as a somewhat parabolic curve as opposed to the original hemispherical curve. The reason for the change is to direct more of the acceleration on the fluid at such an angle to the intended direction of motion as to obtain maximum lift for power consumed. If the shape of the surface were elongated more in the direction of intended motion, then the lift vectors on opposite sides of the leading surface would become more and more in opposition to each other giving less and less motion in any direction... (fig. 9). If, on the other hand, the shape of the surface were to be flattened in the intended direction of travel, then the angle for the electric moment becomes so acute that the charges bleed off into the medium... thus reducing the amount of partial pressure increase at (e) and also increasing power requirements drastically (fig. 10). An optimum curve is chosen depending upon a variety of intended or desired performance factors.



With such a unique method of motion comes another problem. Since the velocities attainable under such a relatively frictionless transfer process are excessive by modern concepts of safe structural velocities, a method of turning corners at speeds in excess of 20,000 mph has to be added to the mechanism of the craft. The same method must be added to the crew of such a craft to prevent structural fatigue.

The method is almost too simple. The same electric field that traverses the surface of the craft

can be used to polarise all masses within the limit of the field effect.

In a conductor as the voltage and current frequency are raised over a certain value the current is observed to travel mostly in the surface of the conductor. This is commonly referred to as 'the skin effect'. Now in the craft the voltage levels will be in excess of 15,000,000 volts at frequencies up to 150khz... (more than ample to generate the skin effect). If the shell is a high-voltage semiconductor then the current will travel along the outside of the surface and even in the fluid medium in proximity to the surface. Once a current at such a high voltage is started in a particular direction the current tends to be very reluctant to turn sharp corners... because it is starting to have high inertial values. Since the crew and the entire craft are part of the circuit, whenever a direction change is made every molecule of the entire *polarized (unified) field* is accelerated at such a high rate of change into the new vector that the change appear, uniform, thus bypassing the problem of structural fatigue due to non-uniform inertial shifts. This means that the crew could be having morning tea break and the pilot could turn a corner at 25,000 mph without spilling a drop of tea.

Partially due to hot spots in the shell circuit, and 'laminar fluid lock' at the boundary layer on the surface-to-fluid interface, a pulse rate has to be induced into the transfer circuit.

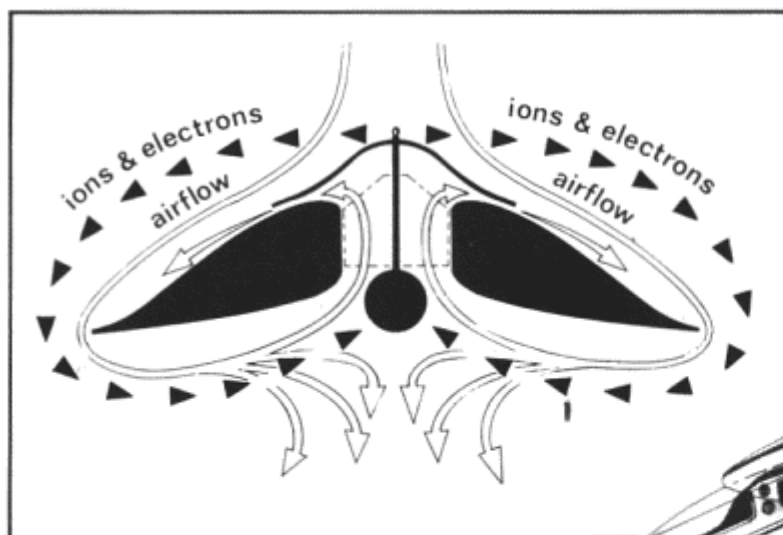
For example, if the fluid flow rate were 1000 fps and the radius of the craft were such that the arc of the radius was 20 feet, then a pulse rate of 50 hz would give a circuit power wavelength of 20 feet or the exact length of the area (d) to the rim arc length. By peaking the power wave at the three points on the underskirting's periphery, the turn (or curl) in the wave can be quite readily conducted to area (e) by the three variable resistors. As the fluid flow rate increases, the field pulse frequency must increase to maintain the same wavelength.

An effect that is the electrical equivalent of the "coriolis effect" that make, water swirl one way going down a drain will cause the electrical field transfers of the craft to form a vortex as it moves from top to rim to area (e). Also, due to ionization potentials of the particular fluid in which the craft is travelling, there may be visible evidence of the swirling vortex. It will make the craft spin unless contra-torque is applied to hold the craft stable... This contra-torque is supplied by the returning ions on the underside of the craft. (There is, however, a great deal of contra-torque available in the secondary, energy storage mechanism of the air turbine in the practical craft).

1.

PRACTICAL ION CRAFT

Let us now look at the practical craft. In figure (11) is a cutaway of the craft showing: the airflow, electric ion flow, field focus ball and rod, turbine tan, plasmoid ion source, field coils, cathode ring, directional anode, navigational ion collectors, landing rods, and crew quarters, etc.



SECRETS OF ENERGY CONSERVATION ON AN ION POWERED SAUCER CRAFT:

- a. The inner turbine holds the momentum relative to the outer craft.
- b. The ions flow around as an air guide and accelerator.
- c. 90° turns absorbed in centrifugal effect.

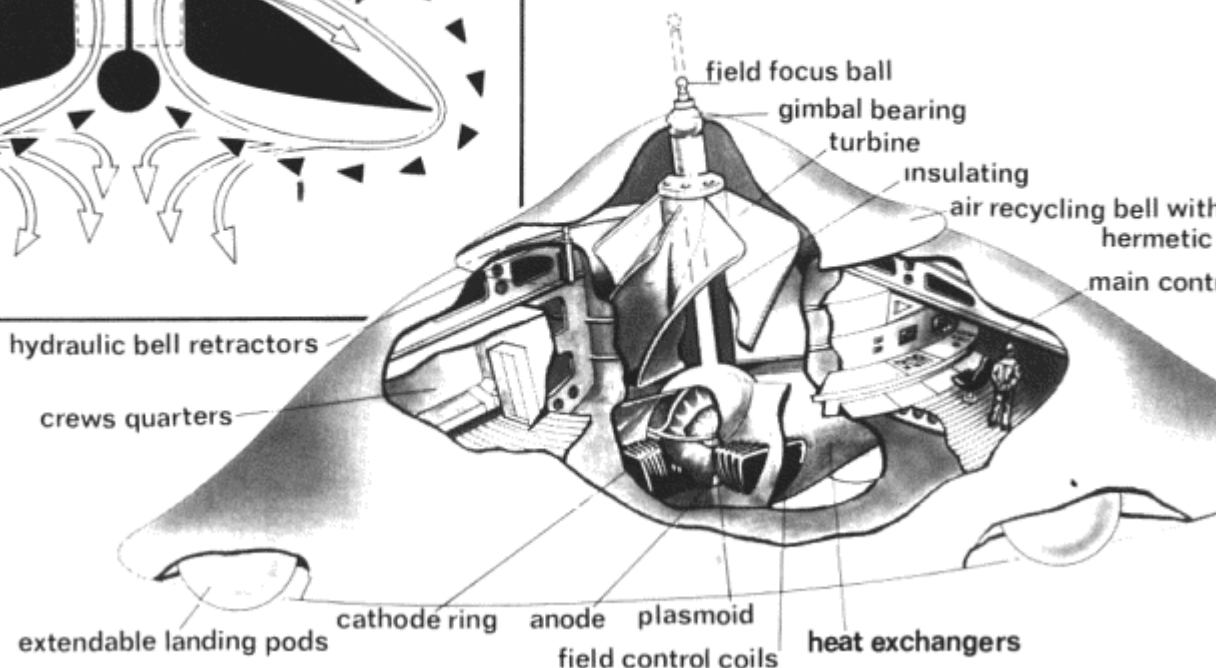


FIGURE 11

There have been many attempts to fathom the workings of so-called "flying saucers". Some have actually discussed air flow mechanisms using ion accelerators. There has never been, however, a public report which showed the 'forbidden' (or unknown) secret... of how to maintain a high energy state device without a continuously equal high energy output per time.

Recall the case of the hot air balloon. It takes a certain amount of energy to heat the air inside the balloon. With 'proper' heat insulation, the balloonist can stay aloft for several hours on one heating. Does that sound like it takes a continuous high-density energy expenditure? Of course not.

What about the hydrogen-filled balloon... If released at ground level, it will rise to its 'specific gravitational' level. If taken from that level and drawn farther into space by a few miles and then let it go, what happens to it? It 'falls' back to its 'specific gravitational' level.

Even Leonardo da Vinci knew that. He once stated *"Gravity comes into being when an element is placed above another more rarefied element. Gravity is caused by one element having been drawn into another element... A light thing is always above a heavy thing when both are at liberty. The heavier part of bodies is the guide of the lighter part."*

If the craft and its field effect are viewed as a unit, then one will see that it has a more dense lower portion where the ions collide than it has in its upper portion... where ions are moving away from each other.

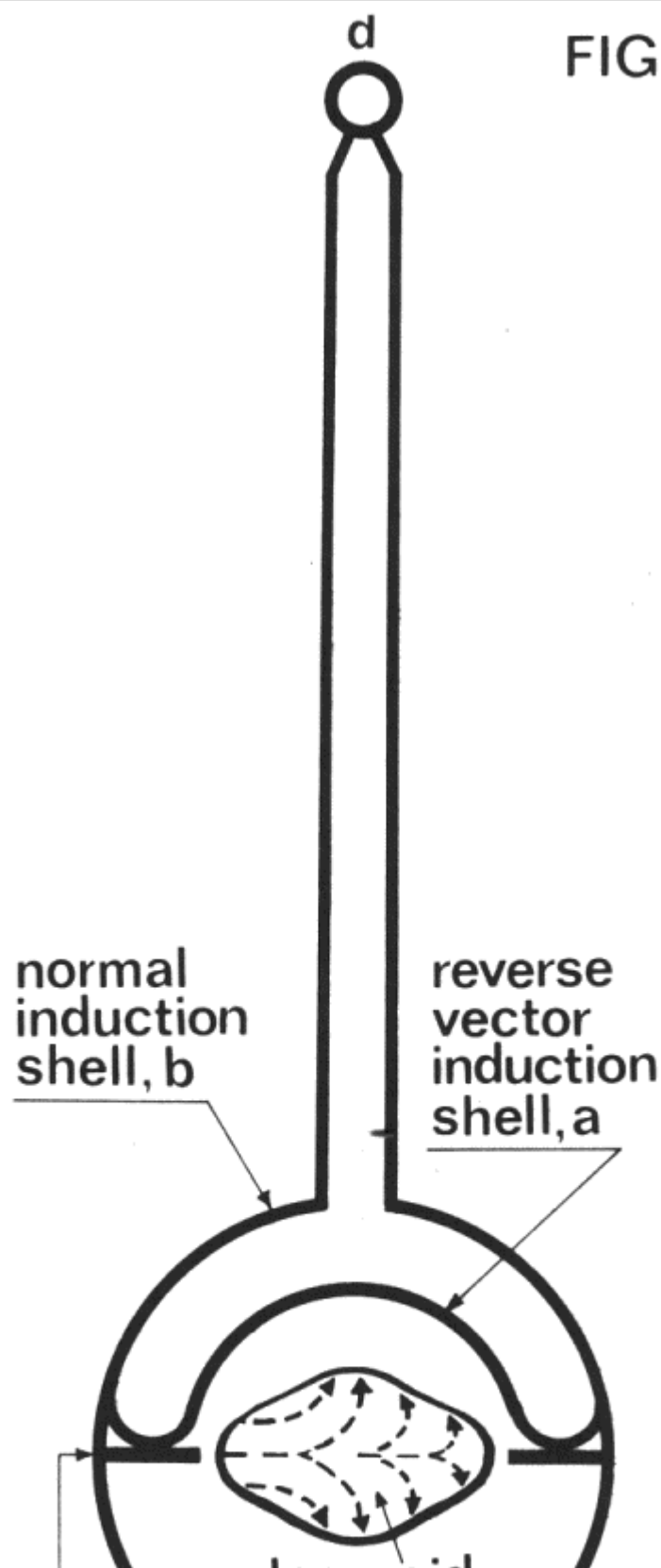
As long as the ion transfers follow that path, there will be a state of imbalance. To retain as much of the energy as possible when flying or hovering, it is necessary to keep part of the motion of the air with the vehicle.

This is done by using a centrifugal turbine fan which recycles part of the ambient medium... a manner of 'insulating' or containing the high-density energy source like the insulation in the hot air balloon).

This fan also cools the containing area for the high-energy-density plasmoid - which some people have seen as a dull red glow in the centre underside of their 'UFO's... and others have reported "...caused scorch marks upon landing." The three balls are landing pads in this version as it is necessary to have a certain distance between the ground and the underside of the craft to allow lift-off without taking great hunks of soil with the craft. The outer hull of the craft has positive and negative curve to compensate for the laminar turbulence (drag curls) that occur at higher velocities. The upper dome is movable vertically and even on a tilt to allow manual control of the recycled air. If the craft is to be sealed, the dome is simply dropped to form a sealed pocket. This of course means the energy expenditure from the field would have to increase to maintain altitude as the recycled air had been stopped.

The ball is vertically adjustable to change the effective voltage (charge distribution ratio) over the upper craft airspace and hence to change the field shape parameters.

FIG 12



The ball support shaft is heavily insulated to ensure proper charge distribution on the upper dome and also to effect the parameters of the field definition.

There are heat exchange vanes attached to the plasmoid's containing inductor to dissipate the excessive by-product heat.

Underneath the plasmoid are shown three coils aimed at the centre of the spinning plasmoid. There would be more of these in practice but for the simplicity of the theory, three are used to show how flight direction may be controlled by balancing the current between these three coils. If the plasmoid is tilted while spinning, the field throughout the entire craft and crew tilts with it. Also, the accelerated air ions assume a correspondingly new orientation.

This gives an electro-dynamic control function to the pilot which is infinitely better than those old-fashioned hydraulic systems. These field coils change relative strengths so fast that ultra high speed manoeuvres are exceedingly easy.

Just another short word on the charge path... The electric moment exits the craft at the ball; and since the voltage is so high the 'electrons' are reluctant to 'turn around and head back to the bottom of the craft.' There are some that enter through the upper portions of the craft's mass, but there are more that traverse the air to the lower third of the craft's mass before re-entry. This of course generates the air ion flow to the underside which in turn cools the plasmoid and recycles through the fan to exit from the upper dome to enhance the lift and thrust factors simultaneously.

If the craft is allowed to spin relative to the air and also to the fan, then high speed turns of thirty to forty "g's" can be 'amortized' over longer periods of time in the form of centrifugal spin... which counteracts some of the effect of being 'pushed' inwards toward the plasmoid in the momentary increases of field strength.

Communication to external sources can be effected in a number of ways; however, the most impressive is that one which modulates the field strength of the plasmoid with voice patterns. The broadcast covers a *great* number of radio frequencies simultaneously. In such cases 'receivers' can be the human mind all by itself. In figure (12) is a two-dimensional view of a three dimensional process. The spinning plasmoid induces an anti-vector current in the metallic (heat shielded) shell (a) which is a part of the metallic shell (b) (concentric). Because the current vector in (a) is against that of the plasmoid's, it does not 'short-out' into the plasmoid.

The reverse vector current flows up and into (d) where it is passed to the air, then to its collectors (e) and to the normal induction shell (b)... which is also connected to the (a-b) shell as shown.

Remember that, the entire craft and crew are a part of the circuit. These voltages and relatively high frequencies develop a 'skin effect' all over the outside of the craft. Even though the crew are in the field, the current flow is in the outer surface because the internal charge crowding acts as an 'insulator'.

No dielectric is necessary in the craft, as the current vectors act like 'phase-locking' loops.

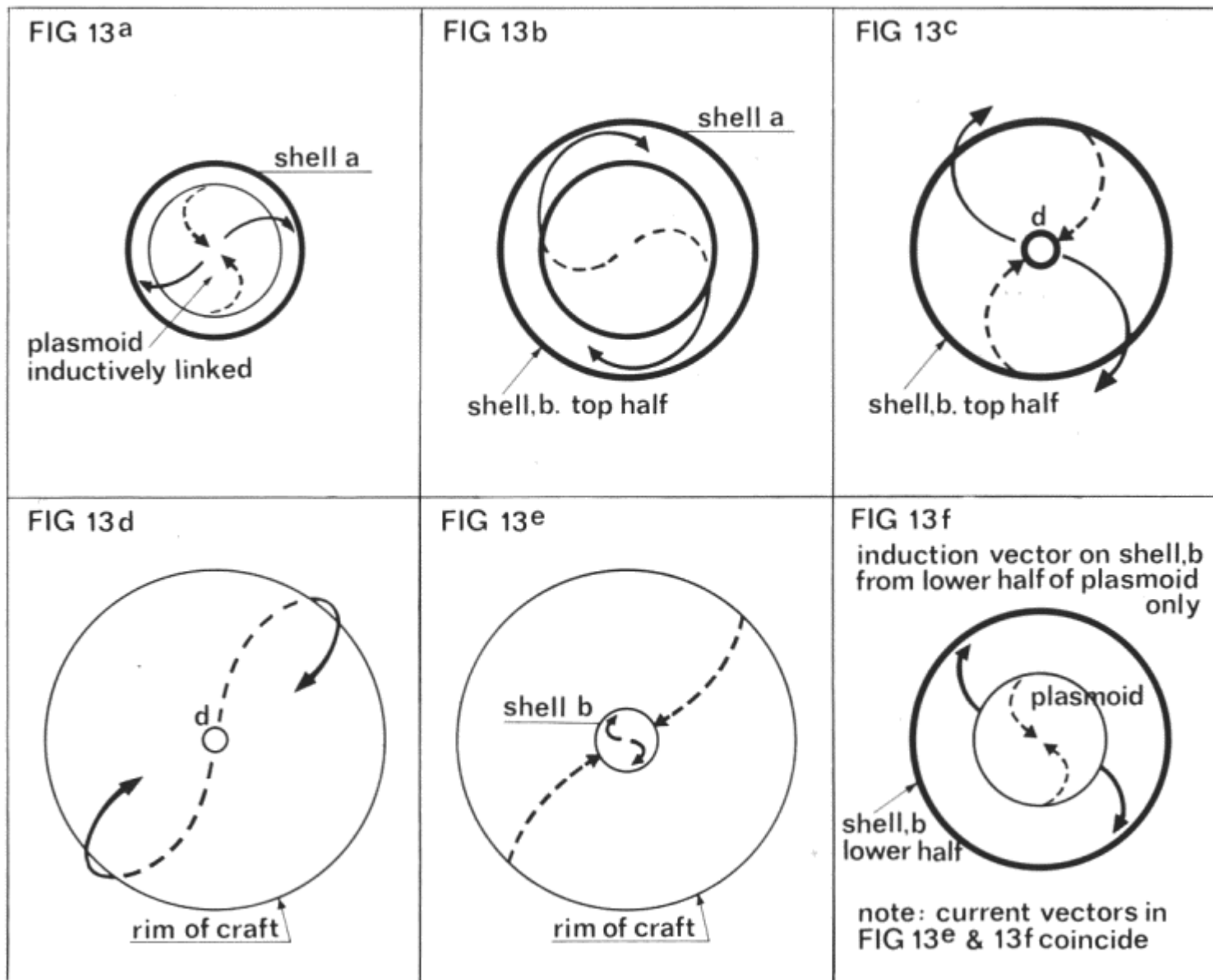
Try to visualize the following:

1. In figure (13-a) the top view of the plasmoid shows the old current vector (dotted arrow) and the new current vector in shell (a) (solid arrow)
2. In each successive, step the current vector is shown in its new stage versus its last.
3. At stage (13-c) the current is anti-vectored exactly to the original current in the upper

plasmoidal hemisphere (fig. 13-a, Shell a),

4. In figure (13-d) the current has curled under the wing surface,

5. In figure (13-e) the current has joined the induced anti-vector current from the lower half of the plasmoid (see fig. 13-f) to complete the circuit.



Throughout this exercise in building a hydrodynamic craft the fluid has not been called 'air' for the simple reason that this craft can sail in air, water, or even the fluid of space (often referred to as 'the ether or the fine structure or the quanta sea'). By varying the frequency, power, and voltage levels on an electro-dynamic craft, so-called 'anti-gravity', invisibility, and light-speed translation from point to point are now conceivable. Gravity has frequency... but that is another discussion all unto itself. Another discussion will detail the process for generating and storing extremely high voltage power in the form of plasmoids... (or self-containing plasmas), voltage transforming capacitors, and the

rudiments of wireless broadcast of electricity to users around the entire planet... through the use of overlapping VLF standing wave power broadcast network.

Time permitting, this author will later release his papers on the order and origin of electron 'shells' and planetary orbits as functions of convergent and divergent vortexial wave forms in 'fluid space'. As a clue to those who would be interested in such a discussion, the reason that electron shell orbital radii do not apparently follow a progressively greater dimension outward from the nucleus is that they are the sum of two opposed progressions...; one toward the nucleus (as a space-reflected, inertial wave form) and one away from the nucleus (as an energy-centre reflected inertial wave form). These papers will discuss the application of resonating magnetic fields to use the magnetic fields of the Earth and any other rotating magnetic body as not only sources of energy, but also new means of propulsion.



Stan and Holly Devo

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