"Lifter" Project

We present update information on the experiments with Lifters or asymmetrical capacitors, which use High Voltage to produce a thrust. ***By Jean-Louis Naudin it was demonstrated with "****Maximus****" experiment, that a Lifter can be scaled up and also that such a device is able to lift up to 60 g of payload (total weight: 194 g). According to Naudin, it is now possible to build a craft which will use the Biefeld-Brown effect to fly silently and without moving parts only powered by electrical energy.*** *It was also declared that on January 8th, 2003, there was successfully done two historical flights with a mouse as a test pilot of the Lifter "Maximus"* ***(propellantless electrokinetic craft)****. Below there is an analysis of electrogravitation experiments made by Jean-Louis Naudin and Tim Ventura. (See color photos on the cover page).*

Review of Electrogravitation Experiments made by Jean-Louis Naudin and Tim Ventura

Tim Ventura

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There is a spreadsheet containing a jpeg-snapshot of data that I have assembled based upon Jean-Louis Naudin's published results (JLN Labs Website: http://jnaudin.free.fr. and http://www.jlnlabs.org). In the graphs that I've created, it seems to indicate that current plays more of a role in propulsion than voltage does — i.e.: for a given amount of power in watts, raising the current and decreasing the voltage seems to create a higher level of thrust.

In light of this, I have been increasing the thrust of my own Lifters by creating an electrical-bypass of the "load-resistor" on my power-supply's high-voltage output. This has an interesting result:

I use a current-driven power-supply, which means that if no load is connected to it the voltage will build up on the high-voltage output until arcing occurs. In my case the voltage will build up to around 65kV, at which point the power-supply will automatically shut down. Conversely, if a very light load (such as a short circuit) occurs, the opposite effect happens and the power-supply will deliver much higher current at a much lower voltage until the supply is overdrawn and once again shuts down.

Normally the output load-resistor constrains the current, and in doing so it maintains the voltage on the high-voltage output at the nominal 50kV output level. However, bypassing the output load-resistor allows the power-supply to deliver voltage and current that are based almost entirely on the type of load connected to it.

When I connect a normal Lifter to the bypassed power-supply, the voltage will build across the air-gap until ions begin to flow in a conduction-current across the air-gap. Although this begins to happen at approximately 15kV, it seems to have some type of "peak efficiency' at approximately 22.5 kV. The amount of current climbs to approximately 11mA at this voltage.

This method of experimental setup seems to allow the Lifter to "find its own sweet-spot" for operation, instead of using the output-resistor to "force" a specific voltage on it for operation. This appears to maximize the thrust output during operation.

Lifter Efficiency Spreadsheet

Description	Lift capacity (grams)	Length (cm)	Efficiency (g/m)	Lifter Weight (grams)	Voltage (kilovolts)	Corona Air-Gap (centimeters)	Current (mA)	Power (watts)
Lifter 1	3.3	60	5.5	2.3	41.9	3	0.57	23.9
Lifter 2	9.6	180	5.3	6.6	43.35	3	1.12	48.5
Lifter 3	20	360	5.6	16	27.5	3	2.53	69.5
Lifter 4	36	720	5	32	44	3	2.01	132.9
3-Stage Lifter 3	54	1080	5	24	30	4.5	8.06	240
Coliseum Lifter	90	2160	4.16	50	31.769	4.5	8.06	254.15