"OUTSIDE THE BOX" SPACE AND TERRESTRIAL TRANSPORTATION AND ENERGY TECHNOLOGIES FOR THE 21ST CENTURY

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Abstract

This paper reviews the development of antigravity research in the US and notes how research activity seemed to disappear by the mid 1950s. It then addresses recently reported scientific findings and witness testimonies - that show us that this research and technology is alive and well and very advanced. The revelations of findings in this area will alter dramatically our 20th century view of physics and technology and must be considered in planning for both energy and transportation needs in the 21st century.

Historical Background

Townsend Brown's Technology of Electrogravitics [1]

In the mid 1920's Townsend Brown [2] discovered that electric charge and gravitational mass are coupled. He found that when a capacitor is charged to a high voltage, it has a tendency to move toward the positive pole. His findings, which became known as the Biefeld-Brown effect, were opposed by conventional minded physicists of his time.

The Pearl Harbor Demonstration. Around 1953, Brown conducted a demonstration for military top brass. He flew a pair of 3-foot diameter discs around a 50-foot course tethered to a central pole. Energized with 150,000 volts and emitting ions from their leading edge, they attained speeds of several hundred miles per hour. The subject was thereafter classified.

Project Winterhaven. Brown submitted a proposal to the Pentagon for the development of a Mach 3 disc shaped electrogravitic fighter craft. Drawings of its basic design are shown in one of his patents. They are essentially large-scale versions of his tethered test discs.

Review of Issues from the 1950s

In 1956, a British research company, Aviation Studies (International) Ltd. published a classified report on Electrogravitics Systems examining various aspects of gravity control. They summarized the pioneering work of Townsend Brown and then described the use of electrogravitic thrust as follows:

"The essence of electrogravitics thrust is the use of a very strong positive charge on one side of the vehicle and a negative on the other. The core of the motor is a condenser and the ability of the condenser to hold its charge (the K-number) is the yardstick of performance " [3].

In one of their conclusions, based on Brown's work, they suggested that: "Electrostatic energy sufficient to produce a Mach 3 fighter is possible with megavolt energies " [4].

In spite of Brown's solid research, they later stated that, "One of the difficulties in 1954 and 1955 was to get aviation to take electrogravitics seriously. The name alone was enough to put people off" [5]. It seems that is as true today as it was in the 1950s.

A report by another British company, Gravity Rand, Ltd. in 1956, agrees with this assessment and states: "To assert electrogravitics is nonsense is as unreal as to say it is practically extant. Management should be careful of men in their employ with a closed mind or even partially closed mind on the subject." [6]

However, a trade press magazine, The Aviation Report, made numerous references to antigravity projects and listed many of the companies pursuing research in this area. Quotes from The Aviation Report listed in the Aviation Studies (International) Ltd. Report [7] are suggestive of what was going on behind the scenes.

In 1954 they predicted that: "… progress has been slow. But indications are now that the Pentagon is ready to sponsor a range of devices to help further knowledge."… "Tentative targets now being set anticipate that the first disk should be complete before

1960 and it would take the whole of the 'sixties to develop it properly, even though some combat things might be available ten years from now." (Aviation Report, 12 October 1954) [8].

During this time period many of the major defense and technology companies were cited as either having research projects or activities in this new field. For example: "Companies studying the implications of gravitics are said, in a new statement, to include Glenn Martin, Convair, Sperry-Rand, and Sikorsky, Bell, Lear Inc. and Clark Electronics. Other companies who have previously evinced interest include Lockheed, Douglas and Hiller." (Aviation Report, 9 December 1955) [9].

Others of these reports mention: AT&T, General Electric, as well as Curtiss-Wright, Boeing and North American as having groups studying electrogravitics.

During the same time period, the Gravity Rand report notes that: "Already companies are specializing in evolution of particular components of an electogravitics disk." [10]

However, in the area of predictions, the Aviation Report stated the following based on an extrapolation of technology development: "Thus this century will be divided into two parts – almost to the day. The first half belonged to the Wright Brothers who foresaw nearly all the basic issues in which gravity was the bitter foe. In part of the second half, gravity will be the great provider. Electrical energy, rather irrelevant for propulsion in the first half becomes a kind of catalyst to motion in the second half of the century." (Aviation Report, 7 September 1954) [11].

Looking back it is easy to say that they missed the mark. Did they really miss it by a half a century? Reading through these reports it is quite obvious that there was much interest in antigravity among a number of very high profile companies, as well as in the Department of Defense. What happened to this interest and why was it all downplayed during the following four plus decades? After all, T. Brown had shown that there is a demonstrable connection between high voltage fields and gravity. Why has it taken until the 1990s for more than just a few scientists to look at these results and publish on them in the open literature? A review of recent statements by former military personnel and civilians connected to covert projects begins to shed light on research activity in these areas over the last half century. **And it appears that there had been significant breakthroughs during this time period, well shielded from both the scientific and public eye.**

Recent Scientific Developments

In this section we consider developments in the antigravity field since the late 1980s and why the confluence of scientific findings and the testimony of witnesses associated with the military and covert groups indicates that a gravity solution with technological implications has been found.

Although general relativity has not been able to explain Brown's electrogravitic observations, or any other antigravity phenomenon, the recent physics methodology of quantum electrodynamics (QED), appears to offer the theoretical framework to explain electrogravitic coupling. Recent papers by members of the Institute for Advanced Study Alpha Foundation are putting a solid theoretical foundation onto the antigravity effects within the theory of electrodynamics and include papers by Evans [12] and Anastasozki et al [13].

Earlier in a 1994 breakthrough paper, Alcubierre showed that superluminal space travel is, in principle, physically possible and will not violate the tenants of the theory of relativity [14]. Puthoff [15] later analyzed these findings in light of the present SETI (Search for Extraterrestrial Intelligence) paradigms that insist that we could not be visited by extraterrestrial civilizations because of the speed-of-light limitations dictated by the general relativity theory. He suggests that super-luminal travel is indeed possible. This leads to reduced-time interstellar travel and the possibility of extraterrestrial visitation, which our limited under-standing of physics and scientific arrogance has "forbidden" in some sectors for most of the 20th century.

The second aspect of these physics findings deals with the zero point or vacuum state energy shown by the Casimir effect [16], which predicts that two metal plates close together attract each other due to imbalance in the quantum fluctuations. The implications of this zero point or vacuum state energy are tremendous and are described in several papers by Puthoff [17] starting during the late 1980s. Bearden [18] and colleagues have also written extensively on the theoretical physics of zero point energy and additionally have described various technological means of extracting this energy (for example see the recent paper by Anastasozki et al [19].). A theoretical book on zero point energy (and antigravity) was published by Bearden in 2002 [20]. There is significant evidence that scientists since Tesla have known about this energy, but that its existence and potential use has been discouraged and indeed suppressed over the past half century or more [21].

The coupling of the electrogravitic phenomena observations and the zero point energy findings are leading to a new understanding of both the nature of matter and of gravity. This is just now being discussed in scientific journals (though some evidence suggests that it has been understood for decades within the black project covert community). The question that is being addressed is: what keeps

the universe running? Or more specifically, where do electrons get their energy to keep spinning around atoms? As electrons change state they absorb or release energy, and where does it come from? The simplistic answer is that it is coming from the vacuum state. Puthoff [22] describes the process as follows: "I discovered that you can consider the electron as continually radiating away its energy as predicted by classical theory, but **simultaneously absorbing a compensating amount** of energy from the ever-present sea of zero-point energy in which the atom is immersed. An equilibrium between these two processes leads to the correct values for the parameters that define the lowest energy, or ground-state orbit (see "Why atoms don't collapse," NEW SCIENTIST, July 1987). Thus there is a DYNAMIC EQUILIBRIUM in which the zero-point energy stabilizes the electron in a set ground-state orbit. It seems that the very stability of matter itself appears to depend on an underlying sea of electromagnetic zero-point energy."

Furthermore, it appears that it is the spinning of electrons that provides inertia and mass to atoms. These theories, linking electron spin, zero point energy, mass, and inertia have been presented in a number of recent papers, such as those by Haisch [23] and colleagues and provide us with a possible explanation of the Biefield-Brown effect. It appears that an intense voltage field creates an electromagnetic barrier that blocks the atomic structure of an atom from interacting with the zero point field. This slows down the electrons, reducing their gyroscopic effect, and thus reducing atomic mass and inertia, making them easier to move around.

Evidence of Extensive Antigravity Technology

The B-2 Advanced Technology Bomber

In 1993, LaViolette wrote a paper [24] discussing the B-2 bomber and speculating on its probable antigravity propulsion system, based on a solid understanding of electrogravitics, [25] the aircraft's design and the materials used in its manufacture. It appears that the craft is using a sophisticated form of the antigravity principles first described by T. Brown. Support for this thesis came from the Aviation Week and Space Technology (March 9, 1992), which reported that the B-2 bomber electrostatically charges its leading edge and its exhaust stream. Their information had come from a small group of former black project research scientists and engineers suggesting the B-2 utilizes antigravity technology. This information was supported by Bob Oechsler, an ex-NASA mission specialist who had publicly made a similar claim in 1990. These findings support the contention that there have been major developments in the area of antigravity propulsion which are presently being applied in advanced aircraft.

LaViolette later states the obvious that "the commercial airline industry could dramatically benefit with this technology which would not only substantially increase the miles per gallon fuel efficiency of jet airliners, but would also permit high-speed flight that would dramatically cut flight time." [26]

The Hunt for Zero Point [27]

This recent book contains some of the strongest evidence yet for major efforts and success in the field of antigravity technology. The author, Nick Cook, who for the past 15 years has been the Aviation Editor and Aerospace Consultant for Jane's Defense Weekly, spent the last 10 years collecting information for the book. This included archival research on Nazi Germany's antigravity technology and interviews with top officials at NASA, the Pentagon and secret defense installations. He shows that America has cracked the gravity code and classified the information at the highest security levels. **Because antigravity and its allied zero point energy technologies potentially offer the world a future of unlimited, non-polluting energy it has been suppressed because of the "huge economic threat".** His findings support those reported by many of the Disclosure Project witnesses cited above.

Antigravity Technology Demonstrations

Although T. Brown reported many of his findings nearly a half century ago, other experimenters have just recently begun to reproduce his work and report on it in the open literature and on the WWWeb. For example, Davenport [28] published the results of his work in 1995 supporting the findings of T. Brown, while Bahder and Fazi [29] in 2002 described their assessment of the forces associated with an asymmetric capacitor. Transdimensional Technologies [30] in the USA and J. Naudin [31] labs in France have posted on the WWWeb: diagrams, web videos, and data on their versions of antigravity "Lifters" based on an extension of Brown's work. It is a sad commentary on this whole area of research to see that public science is requiring us to demonstrate principles that were demonstrated nearly fifty years ago.

There have also been a number of other demonstrations of "antigravity" phenomena by researchers throughout the world. This includes the work of Brazilian physics professor, Fran De Aquino, and such devices as: the Searl Electrogravity Disc, the Podkletnov Gravity Shield and Project Greenglow, the Zinsser Kineto-baric Field Propulsion and the Woodward Field Thrust Experiments on Piezoelectrics. All of these are described in more detail by Greer and Loder. [32]

Implications of This Research

Antigravity and zero point energy research and their applications are finally being addressed by some of the open scientific community. This means there will have to be a rewriting of textbooks in this area so our new generation of students can apply this "new knowledge." Its application will lead to major breakthroughs in transportation technologies both earthside and in outer space. The implications are that we have the potential for human exploration of our solar system and beyond, if we have the will, within our lifetimes. It also means that the majority of 20th century space technology will be obsolete and in fact may already be so.

The zero point or vacuum state energy source is seen as a totally non-polluting energy source, which has the potential to replace all the fossil fuels on this planet. It also will provide the energy needed for long range space flights. This means that fuel cells and solar cells in common use today for space flight energy applications will only be needed until we transition to these new energy technologies.

Based on an analysis of trends in antigravity research over the last half-century and the information provided by numerous witnesses, it appears that there is both good and bad news. The good news is that it appears that we (at least covert projects) have already developed the theories of antigravity, and additionally have developed working spacecraft based on these principles. The bad news is that these technologies have been developed for at least several decades, at the public's expense and that human kind has been deprived of these technologies, while continuing to waste energy using less efficient and pollution enhancing technologies.

Supporting this contention is the following quote from Ben Rich, former head of the Lockheed Skunkworks. Just prior to his death, he stated to a small group after a lecture [33] that: "We already have the means to travel among the stars, but these technologies are locked up in black projects and it would take an act of God to ever get them out to benefit humanity…" He further went on to say that, 'anything you can imagine we already know how to do.' Strong words from a knowledgeable deep insider and words that support what a number of the witnesses stated as well.

As the reality of this knowledge begins to be understood, there will be an outcry among space scientists not on the inside for release of these technologies to allow all of us to explore space. There will be major changes in the way that NASA does its business, though predicting these changes is difficult.

Not only has space exploration in the public sector suffered, but our planet's environment has suffered as well. Thus as this knowledge begins to sink in there will be an outcry among all concerned citizens on this planet for release of these technologies to allow all of us to reduce and ultimately eliminate global warming and environmental pollution that so threatens our way of life. These technologies will not only affect space travel technologies, but will also have a profound effect on transportation and energy production on the earth's surface.

In conclusion, we might consider the observation made by Halton Arp [34]: "We are certainly not at the end of science. Most probably we are just at the beginning!"

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