

Chapter Six

UFOs and Electrogravity Propulsion

Did Tesla Discover the Secrets of Antigravity?

Nikola Tesla has been credited for the creation of much of the technology that we take for granted today. Without the genius of Tesla we would not have radio, television, AC electricity, Tesla coil, fluorescent lighting, neon lighting, radio control devices, robotics, x-rays, radar, microwaves and dozens of other amazing inventions.

Because of this, it is no surprise that Tesla also delved into the world of flight and possibly, antigravity. In fact, his last patent in 1928 ([#1,655,114](#)), was for a flying machine that resembled both a helicopter and an airplane. Before he died, Tesla reportedly devised plans for the engine of a spaceship. He called it the *anti-electromagnetic field drive* or Space Drive.

William R. Lyne writes in [Occult Ether Physics](#), that a lecture Tesla prepared for the Institute of Immigrant Welfare (May. 12, 1938), dealt with his Dynamic Theory of Gravity. Tesla said in his lecture that this was:

"One of two far reaching discoveries, which I worked out in all details in the years 1893 and 1894."

While researching Tesla's statements, Lyne discovered that more complete statements concerning these discoveries could only be gleaned from scattered and sparse sources, because Tesla's papers are concealed in government vaults for national security reasons.

When Lyne specifically asked for these papers at the *National Security Research Center* (now the *Robert J. Oppenheimer Research Center*) in 1979, he was denied access because they were still classified. In his 1938 lecture, Tesla said he was progressing with the work, and hoped to give the theory to the world very soon.

The two great discoveries to which **Tesla** referred, were:

1. The Dynamic Theory of Gravity - which assumed a field of force which accounts for the motions of bodies in space; assumption of this field of force dispenses with the concept of space curvature (ala Einstein); the ether has an indispensable function in the phenomena (of universal gravity, inertia, momentum, and movement of heavenly bodies, as well as all atomic and molecular matter).
2. Environmental Energy - the Discovery of a new physical Truth: there is no energy in matter other than that received from the environment. (Which goes against Einstein's $E=mc^2$). The usual Tesla birthday announcement -on his 79th birthday (1935) -Tesla made a brief reference to the theory saying it applies to molecules and atoms as well as to the largest heavenly bodies, and to "... all matter in the universe in any phase of its existence from its very formation to its ultimate disintegration."

In an article, *Man's Greatest Achievement* (below insert), **Tesla** outlined his *Dynamic Theory of Gravity* by saying that the luminiferous ether fills all space.

Man's Greatest Achievement

by **Nikola Tesla**

New York American — July 6, 1930

from [Rastko'sNetwork](#) Website

When a child is born its sense-organs are brought in contact with the outer world.

The waves of sound, heat, and light beat upon its feeble body, its sensitive nerve-fibres quiver, the muscles contract and relax in obedience: a gasp, a breath, and in this act a marvelous little engine, of inconceivable delicacy and complexity of construction, unlike any on earth, is hitched to the wheel-work of the Universe.

The little engine labors and grows, performs more and more involved operations, becomes sensitive to ever subtler influences and now there manifests itself in the fully developed being - Man - a desire mysterious, inscrutable and irresistible: to imitate nature, to create, to work himself the wonders he perceives.

Inspired in this task he searches, discovers and invents, designs and constructs, and enriches with monuments of beauty, grandeur and awe, the star of his birth.

He descends into the bowels of the globe to bring forth its hidden treasures and to unlock its immense imprisoned energies for its use.

He invades the dark depths of the ocean and the azure regions of the sky.

He peers into the innermost nooks and recesses of molecular structure and lays bare to his gaze worlds infinitely remote. He subdues and puts to his service the fierce, devastating spark of Prometheus, the titanic forces of the waterfall, the wind and the tide.

He tames the thundering bolt of Jove and annihilates time and space. He makes the great Sun itself his obedient toiling slave. Such is the power and might that the heavens reverberate and the whole earth trembles by the mere sound of his voice.

What has the future in store for this strange being, born of a breath, of perishable tissue, yet immortal, with his powers fearful and divine? What magic will be wrought by him in the end? What is to be his greatest deed, his crowning achievement?

Long ago he recognized that all perceptible matter comes from a primary substance, of a tenuity beyond conception and filling all space - the Akasha or luminiferous ether - which is acted upon by the life-giving Prana or creative force, calling into existence, in never ending cycles, all things and phenomena.

The primary substance, thrown into infinitesimal whirls of prodigious velocity, becomes gross matter; the force subsiding, the motion ceases and matter disappears, reverting to the primary substance.

Can Man control this grandest, most awe-inspiring of all processes in nature? Can he harness her inexhaustible energies to perform all their functions at his bidding, more still - can he so refine his means of control as to put them in operation simply by the force of his will?

If he could do this he would have powers almost unlimited and supernatural. At his command, with but a slight effort on his part, old worlds would disappear and new ones of his planning would spring into being.

He could fix, solidify and preserve the ethereal shapes of his imagining, the fleeting visions of his dreams. He could express all the creations of his mind, on any scale, in forms concrete and imperishable.

He could alter the size of this planet, control its seasons, guide it along any path he might choose through the depths of the Universe.

He could make planets collide and produce his suns and stars, his heat and light. He could originate and develop life in all its infinite forms.

To create and annihilate material substance, cause it to aggregate in forms according to his desire, would be the supreme manifestation of the power of Man's mind, his most complete triumph over the physical world, his crowning achievement which would place him beside his Creator and fulfill his ultimate destiny.

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The ether is acted upon by the life-giving creative force and is thrown into "infinitesimal whirls" ("micro helices") at near the speed of light, becoming ponderable matter. When the force subsides and motion ceases, matter reverts to the ether (a form of "atomic decay").

Man can harness these processes to:

- Precipitate matter from the ether.

- Create whatever he wants with the matter and energy derived.
- Alter the earth's size.
- Control earth's seasons (weather control).
- Guide earth's path through the Universe, like a spaceship.
- Cause the collisions of planets to produce new suns and stars, heat, and light.
- Originate and develop life in infinite forms.

When **Tesla** was 82, instead of speaking at a dinner party, he issued a written statement. Although this was soon after he had been struck by a car, his mind was obviously still capable of mounting an attack on Einstein's theory of relativity:

"I have worked out a dynamic theory of gravity in all details and hope to give this to the world very soon. It explains the causes of this force and the motions of heavenly bodies under its influence so satisfactorily that it will put an end to idle speculations and false conceptions, as that of curved space. According to the relativists, space has a tendency to curvature owing to an inherent property or presence of celestial bodies.

"Granting a semblance of reality to this fantastic idea, it is still very self-contradictory. Every action is accompanied by an equivalent reaction and the effects of the latter are directly opposite to those of the former. Supposing that the bodies act upon the surrounding space causing curvature of the same, it appears to my simple mind that the curved spaces must react on the bodies and, producing the opposite effects, straighten out the curves.

"Since action and reaction are coexistent, it follows that the supposed curvature of space is entirely impossible -However, even if it existed it would not explain the motions of the bodies as observed. Only the existence of a field of force can account for them and its assumption dispenses with space curvature. All literature on this subject is futile and destined to oblivion."

It is a great pity that Tesla never published his dynamic theory of gravity. Modern thinking about gravity suggests that when a heavy object moves it emits gravitational waves that radiate at the speed of light. These gravity waves behave in similar ways to many other types of waves.

Tesla's greatest inventions were all based on the *study of waves*. He always considered sound, light, heat, X-rays and radio waves to be related phenomena that could be studied using the same sort of maths. His differences with Einstein suggest that he had extended this thinking to gravity.

In the 1980s he was proved to be right. A study of energy loss in a double neutron star pulsar called PSR 1913 + 16 proved that gravity waves exist. Tesla's idea that gravity is a field effect is now taken more seriously than Einstein took it.

Unfortunately, Tesla never revealed what had led him to this conclusion. He never explained his theory of gravitation to the world. The attack he made on Einstein's work was considered outrageous by the scientific establishment of the time, and only now do we have enough understanding of gravity to realize that he was right.

How to Build a Flying Saucer

Tesla had discovered that the electrostatic emission from the surface of a conductor will always concentrate where the surface curves or even presents an edge. The sharper the curve or edge, the greater the concentration of electron emission. Tesla also observed that an electrostatic charge will flow over the surface of a conductor rather than penetrate it. This is called the *Faraday* or *Skin Effect*, discovered by Michael Faraday many years ago.

This also explains the principles of the *Faraday Cage* which is used in high voltage research labs to

protect humans and electrosensitive equipment from harm. According to eyewitness reports of interiors of UFOs, there is a circular column or channel through the center of the vehicle.

This reportedly serves as a superstructure for the rest of the saucer shaped vehicle, and also carries a high voltage, high frequency coil. It is believed to be a resonant transformer which gives the electrostatic and electromagnetic charge to the craft and establishes polarity.

This coil is relative to what is known as a [Tesla coil](#). The Tesla Coil of course, was invented by Tesla in 1891. This column or channel is approximately two feet in diameter and is hollow. On some vehicles this hollow area has a turbine generator in it.

When the vacuum is created on one hemisphere of the craft, the atmospheric pressure is allowed to rush through the tube to drive a sort of turbine electrical generator. Some reports say the extraterrestrials use this system as stationary power plants for electrical energy on their planets as well.

The eyes of the craft are arranged by electro-optic lenses placed at quadrants or wherever they wish to see from. The screen-like monitors are placed on a console where the navigator can observe all areas around and about the vehicle at the same time. This includes the magnification lenses which are used without changing positions.

There are also windows about elbow level and about one foot through or thick. This distance would have to be in view of the four or more walls or plates of the capacitor hulls making up the major portion of the craft. The windows have an iris type of shutter so that when it is closed, it allows electrostatic charge to flow evenly.

Dr T. Townsend Brown and Electrogravitics

The idea of using high voltage electricity as a means of propulsion is not new. Tesla laid the groundwork in the late 19th century which was then continued by such notables as **Thomas Townsend Brown**, who discovered in 1923 what was later called the *Biefeld -Brown Effect*.

Thomas Townsend Brown, was a physics student of Dr. **Paul Alfred Biefeld** at the California Institute for Advanced Studies. Brown noticed that when he had two plates carrying high voltages of direct current separated by a dielectric, the negative electrode moved by itself in the direction of the positive plate. In other words, Townsend Brown discovered that it is possible to create an artificial gravity field by charging an electrical capacitor to a high-voltage.

He built a special capacitor which utilized a heavy, high charge-accumulating (high K-factor) dielectric material between its plates and found that when charges with between 70,000 to 300,000 volts, it would move in the direction of its positive pole. When oriented with its positive side up, it would proceed to lose about one percent of it's weight.

He attributed this motion to an electrostatically-induced gravity field acting between the capacitor's oppositely charged plates. By 1958, he had succeeded in developing a 15 inch diameter model saucer that could lift over 110% of its weight. Brown's experiments had launched a new field of investigation which came to be known as Electrogravitics, the technology of controlling gravity through the use of high-voltage electric charge.

As early as 1952, an Air Force major general witnessed a demonstration in which Brown flew a pair of 18 inch disc airfoils suspended from opposite ends of a rota-table arm. When electrified with 50,000 volts, they circuted at a speed of 12 miles per hour.

About a year later, he flew a set of 3 foot diameter saucers for some Air Force officials and representatives from a number of major aircraft companies. When energized with 150,000 volts, the

discs sped around the 50 foot diameter course so fast that the subject was immediately classified.

Interavia magazine later reported that the discs could attain speeds of several hundred miles per hour when charged with several hundred thousand volts. Brown's discs were charged with a high positive voltage, on a wire, running along their leading edge and a high negative voltage, on a wire, running along their trailing edge.

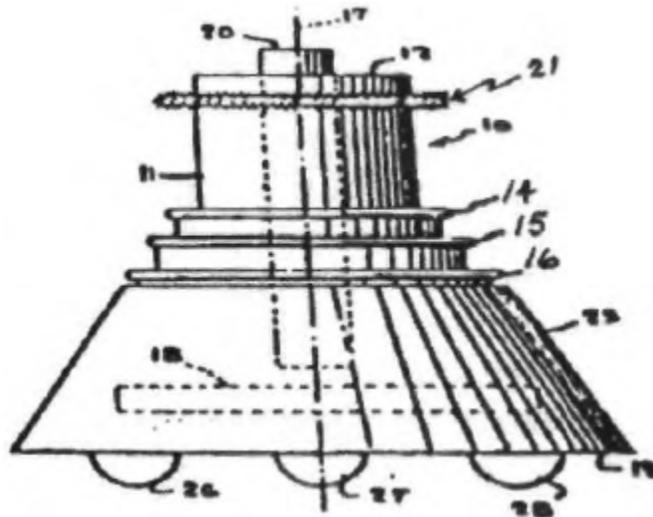
As the wires ionized the air around them, a dense cloud of positive ions would form ahead of the craft and corresponding cloud of negative ions would form behind the craft. Brown's research indicated that, like the charged plates of his capacitors, these ion clouds induced a gravitational force directed in the minus to plus direction.

As the disc moved forward in the response to its self generated gravity field, it would carry with it its positive and negative ion clouds and their associated electrogravity gradient. Consequently, the discs would ride their advancing gravity wave much like surfers ride an ocean wave.

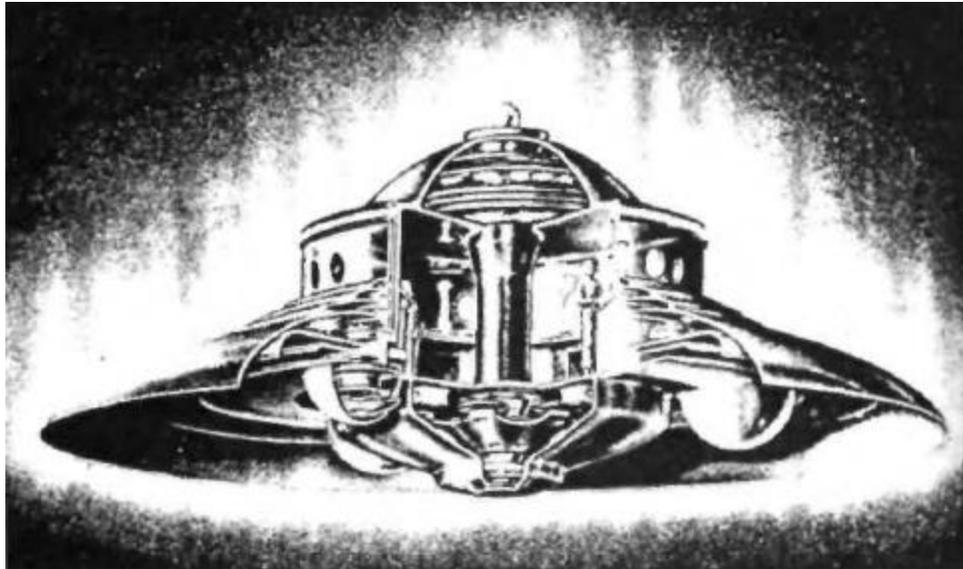
Dr. **Mason Rose**, one of Townsend's colleagues, described the discs principle of operation as follows:
"The saucers made by Brown have no propellers, no jets, no moving parts at all. They create a modification of the gravitational field around themselves, which is analogous to putting them on the incline of a hill.

[Patent #3,322,374 \(5-30-67\)](#)

MAGNETOHYDRODYNAMIC
PROPULSION DEVICE



ABOVE: J. Frank King, a colleague of T. Townsend Brown, patented a magnetohydrodynamic propulsion device. Note the similarities in design to the Adamski flying saucer.



They act like a surfboard on a wave... the electrogravitational saucer creates its own hill, which is a local distortion of the gravitational field, then it takes this hill with it in any chosen direction and at any rate.

"The occupants of one of [Brown's] saucers would feel no stress at all no matter how sharp the turn or how great the acceleration. This is because the ship and its occupants and the load are all responding equally to the wave-like distortion of the local gravitation field."

Although skeptics at first thought that the discs were propelled by more mundane effects such as the pressure of negative ions striking the positive electrode. Brown later carried out vacuum chamber tests which proved that a force was present even in the absence of such ion thrust.

He did not offer a theory to explain this unconventional electrogravitic phenomenon; except to say that it was predicted neither by general relativity nor by modern theories of electromagnetism. However, recent advances in theoretical physics provide a rather straightforward explanation of the principle.

According to the novel physics of *subquantum kinetics*, gravity potential can adopt two polarities, instead of one. Not only can a gravity field exist in the form of a matter-attracting gravity potential well, as standard physics teaches, but it can also exist in the form of a matter repelling gravity potential hill.

Moreover, it predicts that these gravity polarities should be directly matched with electrical polarity; positively charged particles such as protons generating gravity wells and negatively charged particles such as electrons generating gravity hills.

Thus contrary to conventional theory, the electron produces a matter-repelling gravity field. Electrical neutral matter remains gravitationally attractive because of the proton's G-well marginally dominates the electron's G-hill. Consequently, *subquantum kinetics* predicts that the negative ion cloud behind Brown's disc should form a matter repelling gravity hill while the positive ion cloud ahead of the disc should form a matter attracting gravity well.

As increasing voltage is applied to the disc, the gravity potential hill and well become increasing prominent and the gravity potential gradient between them increasing steep. In Rose's terminology, the craft would find itself on the incline of a gravitational hill. Since gravity force is known to increase in accordance with the steepness of such a gravity potential slope, increased voltage would induce an increasingly strong gravity force on the disc and would act in the direction of the positive ion cloud. The

disc would behave as if it was being tugged by a very strong gravitational field emanating from an invisible planet sized mass positioned beyond its positive pole.

Early in 1952 **Brown** had put together a proposal, code named *Project Winterhaven*, which suggested that the military developed an antigravity combat saucer with Mach-3 capability. The 1956 intelligence study entitled [Electrogravitics Systems - An Explanation of Electrostatic Motion, Dynamic Counterbary and Barycentric Control](#), prepared by the private aviation intelligence firm, *Aviation Studies International Ltd.*, indicates that as early as November 1954 the Air Force had begun plans to fund research that would accomplish Project Winterhaven's objectives.

The study, originally classified *Confidential*, mentions the name of more than ten major aircraft companies which were actively involved in the electrogravitics research in an attempt to duplicate or extend Brown's seminal work. Additional information is to be found in another aviation intelligence report entitled: The Gravitics Situation.

Unfortunately, due to the militaries TOP SECRET classification, Townsend Brown's work has not appeared in any physics or science publications that can be accessed.

Article Reveals Government Research

Because of the influence of such pioneers as Tesla and T. Townsend Brown, the research and development of antigravity devices has been ongoing for a number of years. The June 1957 issue of *Mechanic's Illustrated* featured an article by **G. Harry Stine** entitled: [Conquest of Space](#). Stine, the Chief of Navy Range Operations at White Sands Proving Grounds, makes it perfectly clear that the military was extremely interested in antigravity research.

There is a good chance that the rocket will be obsolete for space travel within 50 years. Some of us have been concentrating on the development of the rocket as the possible power plant for outer space propulsion. We've fired a lot of rockets and we've proved that they will work well in outer space. We've also learned a lot about what's out there by using rockets. And probably we will take the first few faltering steps into space with rocket power plants.

But recent discoveries indicate that the spaceship of the future may be powered by anti-gravity devices. These, instead of using brute force to overcome gravity, will use the force of gravity itself much as an airplane uses the air to make it fly.

Sir **William Crookes**, the English scientist who developed the cathode-ray tube we now use for television, made extensive investigations of levitation phenomena - a field that once belonged to vaudeville magicians. Scientists, reasoning that if they believed his reports of weird green glows in vacuum tubes they should also

look into Crookes' levitation studies, have been making slow but steady progress. Others have been investigating the fields of gravitic isotopes, jet electron streams, and the mechanics of the electron shells of atoms.

Townsend T. Brown, an American investigator, has gone even further than that. There are rumors that Brown has developed a real antigravity machine. There are many firms working on the problems of antigravity - the Glenn L. Martin Co., Bell Aircraft, General Electric, Sperry-Rand Corp. and others.

Rumors have been circulating that scientists have built disc airfoils two feet in diameter incorporating a variation of the simple two-plate electrical condenser (capacitor), which charged to a potential of 50,000 volts, has achieved a speed of seventeen feet per second with a total energy input of fifty watts.

A three-foot diameter disc airfoil charged to 150 Kilovolts turned out such an amazing performance that

the whole thing was immediately classified. Flame-jet generators, making use of the electrostatic charge discovered in rocket exhausts, have been developed which will supply charges up to 15 million volts.

Several important things have been discovered with regard to gravity propulsion. For one, the propulsive force doesn't act on only one part of the ship it is pushing; it acts on all parts within the gravity field created by the gravitic drive. It probably is not limited to the speed of light.

Gravity-powered vehicles have apparently changed direction, accelerated rapidly at very high g's and stopped abruptly without any heavy stresses being experienced by the measuring devices aboard the vehicle and within the gravity-propulsion field. This control is done by changing the direction, intensity and polarity of the charge on the condenser plates of the drive unit, a fairly simple task for scientists.

Sounds incredible, doesn't it?

But the information comes from reliable sources. We are licking the problems of gravity. Indications are that we are on the verge of tapping a brand new group of electrical waves which link electricity and gravity. Electronic engineers have taken the electrical coil and used it as a link between electricity and electro-magnetism, thus giving us a science of electromagnetic's which in turn has given us such things as radio, television, radar and the like.

Now, gravity researchers seem to think that the condenser will open up the science of electrogravitics. Soon we may be able to eliminate gravity as a structural, dynamic and medical problem.

Although we will probably use rocket power to make our first explorations into space, the chances are now pretty good that this will not always be the case. In 50 years we may travel to the moon, the planets or even the stars propelled by the harnessed forces of gravity.

If this seems fantastic, remember that the rocket and the idea of a trip to the moon was fantastic twenty years ago. Fifty years ago the idea of commercial air travel was utter nonsense.

With gravitic spaceships, we may travel to the moon in less than an hour, to the planets in less than a day or to the stars themselves in a matter of months. We may be able to do it in absolute comfort without the problems of zero-gravity or high accelerations.

The idea of the rocket becoming obsolete is not a happy idea, particularly when so much work has been done on rockets. If a better method comes along, why shed tears? After all, our basic goal is to travel and explore in space and it doesn't make much difference how we do it.

Is Antigravity Already in Use?

Recently an article appeared in *Jane's Aviation Weekly* that stated the B-2 Stealth Nuclear-Strike Bomber is in fact, currently using an electrogravitic propulsion system. [Paul A. LaViolette](#) has done considerable study on the use of electrogravitic technology by the U.S. Air Force, which has conducted secret Black Project research on the matter since late 1954.

LaViolette contends that electrogravitics may have been put to practical use in the B-2 Advanced Technology Bomber to provide an exotic auxiliary mode of propulsion. This conclusion is based on the recent disclosure that the B-2 charges both its wing leading edge and jet exhaust stream to a high voltage.

Positive ions emitted from its wing leading edge would produce a positively charged parabolic ion sheath ahead of the craft while negative ions injected into its exhaust stream would set up a trailing negative space charge with a potential difference in excess of 15 million volts.

According to electrogravitic research carried out by Tesla and T. Townsend Brown, such a differential space charge would set up an artificial gravity field that would induce a reactionless force on the aircraft in the direction of the positive pole.

An electrogravitic drive of this sort could allow the B-2 to function with over-unity propulsion efficiency when cruising at supersonic velocities. On March 9, 1992, *Aviation Week And Space Technology* magazine made a surprising disclosure that the B-2 electrostatically charges its exhaust stream and the leading edges of its wing-like body.

Those familiar with the research of Tesla in the early 20th century will quickly realize that this is tantamount to stating that the B-2 is able to function as an antigravity aircraft. *Aviation Week* obtained their information about the B-2 from a small group of renegade west coast scientists and engineers who were formerly associated with black research projects.

In making these disclosures, these scientists broke a code of silence that rivals the Mafia's. They took the risk because they felt that it was important for economic reasons that efforts be made to declassify certain black technologies for commercial use.

Two of these individuals said that their civil rights had been blatantly abused (in the name of security) either to keep them quiet or to prevent them from leaving the tightly controlled black research and development community. Although the scientists mentioned nothing about electrogravitics in their *Aviation Week* disclosure about the B-2, they did admit to the existence of very dramatic, classified technologies applicable to aircraft control and propulsion.

They were especially hesitant to discuss these projects, noting that they are very secret. One of them commented:

"Besides, it would take about 20 hours to explain the principles, and very few people would understand them anyway."

Apparently what he meant is that this aircraft control and propulsion technology is based on principles that go beyond what is currently known and understood by most academic physicists. That is with the exception of two geniuses who developed the original ideas for high voltage electric drives decades ago.

It must be also considered that the B-2 is now no longer the only aircraft to use such technologies. Since that time an entire generation of black budget secret aircraft may have been developed with electrogravitic systems.

Art Bells Mysterious Metal -The Key to Antigravity

The suggestion that UFOs could be manmade flying machines using exotic technologies is not new to the study of unidentified flying objects. In the 1950's several researchers in Europe claimed that **Tesla** and **Marconi** had secretly built and tested operational antigravity aircraft. Using electrogravitic drives, these experimental aircraft were eventually based out of a secret location in South America.

Allegedly, Nazi Germany got a hold of this technology and produced several antigravity flying saucers of their own. Fortunately, by the time Hitler decided to dedicate more time and funds to the Nazi flying saucer project, the war was almost over for the Germans. Of course by that time Tesla had passed away, but it is almost certain that he would have been horrified by the use of his invention by the Germans.

Early evidence for these anecdotal tales was scant and consisted almost entirely of discovered research papers and a few photos of similarly shaped UFOs. As has been already noted in this book, early UFO contactees such as George Adamski and Howard Menger witnessed and even photographed UFOs that bore a striking resemblance to the small discs built by T. Townsend Brown.

Could these UFOs actually be manmade machines flown by humans? Or were extraterrestrials flying around in spacecraft utilizing similar technology as that discovered by Tesla and Brown?

In 1996, late night radio host Art Bell received a package containing bits of metal that the sender claimed was taken from the crashed UFO found near Roswell, New Mexico in 1947. Could these unassuming pieces of metal be the evidence that proved the reality of UFOs and their use of electrogravitic technology? The pieces of metal seemed almost too good to be true and Bell was at first skeptical because of similar past hoaxes involving alleged parts from UFOs.

Bell sent a few samples to Linda Moulton Howe, who promptly had the metal analyzed. Using *Wave Dispersive Spectroscopy*, it was discovered that the metal was made up of a magnesium zinc alloy with pure bismuth layers. There was a range from 97 to about 97 -1/2 % magnesium and 3% to 2 -1/2 % zinc in each of those 100 to 200micron layers of the magnesium zinc, so the metal was almost entirely magnesium with about 3% zinc.

The pure bismuth layers were one to four microns thick in a slightly wavy pattern and nothing else but bismuth was found. No oxygen was found, no zirconium, no other elements -just these three.

High energy experiments conducted on the unusual metal indicated a tendency for lateral movement. Unfortunately, this research has not resulted in any solid conclusions at this time.

After this information was broadcast on Art's show, Howe received a fax from a listener named Dan who indicated he had professional knowledge that would relate the material to antigravity. He had worked from 1973 to 1980 for an organization called *Aeronautical Systems Division* at Edwards Air Force Base in California with some assignments at Wright Patterson in Ohio.

Dan received bachelors degrees in physics, aerospace engineering and computer science from California Polytechnic State University, a masters degrees in computer science and aerospace engineering from the University of California at Berkley and then received his Ph.D. in physics in 1974 after he had already begun work as a civilian scientist for the Air Force.

Dan told Howe that he had been involved in aeronautical engineering and evaluations when he first saw metal similar to what was sent to Art bell. The metal supposedly was used in a electrogravitic capacity.

In the case of bismuth, its basically a diamagnetic material which means it tends to repel a magnetic field.

"There were very strange things that were bound with bismuth as basically positive charges were added to it, you know, putting a field, a positive electron field into the bismuth," Dan said to Howe.

"As a matter of fact they were very dramatic, some of the things that they found. A lot of this goes all the way back to 1917 with Nikola Tesla and his discoveries of electrical fields and gravity."

Howe wanted to know what was the most dramatic thing that would happen as the positive flow was increased into bismuth. Dan's answer was that basically there would be a mass reduction to the point where it could come to zero and actually rise into the air, creating a lifting body.

A now defunct UFO group in England claimed that one of their members had conducted experiments with dissimilar metals in the 1970's. He used two disks of the same dimension and thickness but of two different materials, copper and zinc. The disks were kept very close together and rotated in opposite directions. The claim was they levitated when spun, though the comment did not specify the requirement for high voltage as in the case of [the Biefeld/Brown effect](#).

It was simply rotation of mass which is more consistent with Otis T. Carr, Bruce DePalma and Dr. Harold

Aspden, with their claims of anomalous inertial or gravitic effects associated with rotating mass.

An interesting story was told at the recent *Low Level Energy Conference* by **Michael Roberts**, President of the *Association for Push Gravity Research*. One day a few years ago, he got a phone call at his home in Waco. It was from a fellow who had stopped in Waco and wanted to meet Michael at a local mall.

Michael drove out to the mall and the man was parked, in his late model Jeep in a remote section of the parking lot. They shook hands and talked a bit. The man said he would like to show Michael what he had been working on.

The Jeep engine was off, the vehicle was put in neutral and was not braked in anyway. Michael was asked to push the vehicle. He did so with both hands, meeting an expected amount of resistance before he got it moving.

The man got in and braked the vehicle. He then showed Michael four mystery boxes (each about 12" x 6" x 4"), mounted in the top of each wheel well of the Jeep. Each box had an electrical cable that led under the hood. Michael was not allowed to see under the hood.

Immediately after the push test, the man got in the Jeep and flicked a toggle switch which had been installed under the dashboard. Michael was then asked to push the Jeep again, this time it moved with the light touch of one hand. The man would say nothing about how this miracle was accomplished, he just wanted to show Michael that it was possible to achieve an antigravity effect using electricity.

One possible explanation may be that the four boxes acted to provide a stabilized buoyancy type field, like pontoons on a boat. The use of only one would deflect the incoming gravity in one localized area, thus creating an imbalance. Whereas one unit over each wheel would equally distribute the deflection around the center of mass of the Jeep.

The book [Occult Ether Physics: Testa's Hidden Space Propulsion System And The Conspiracy To Conceal It](#), concentrates on the 19th century Aether science leading up to Tesla's discovery of electro-propulsion. Tesla's holy grail was to build his electric flying machine, and to draw some of the environmental energy out of the cosmos.

This plan involved a theory of radioactivity under development by Tesla in the 1890s, which entirely presaged and conflicted with currently accepted Relativism, quantum mechanics, and nuclear energy theories. To Tesla, so-called atomic energy was in fact the result of environmental energy emanating from the cosmos, and made known to us via radioactive matter. This matter, Tesla said, had the peculiar property of resonating and reacting with ubiquitous cosmic radiation.

The cosmic radiation of which Tesla spoke was of much higher frequency than what we call radioactive emanations. Tesla believed that these were the result of a step-down process, in which certain peculiar matter reacts to and converts ubiquitous, omnidirectional cosmic radiation.

Today, we call this *zero point radiation (ZPR)*, from higher frequencies, to lower, more useful and appropriate frequencies, such as gamma, x-ray, ultraviolet, visible, infrared radiation, as well as magnetism and even electrical current. These step-down frequencies are much easier to detect and measure than the ZPR.

The existence of the ZPR was well known to Tesla in the 1890s, but it was not until recently that it became scientifically accepted as a proven fact. This radiation is of such high frequency that it normally passes through space, the earth, and our bodies without harm or incident, in constant equilibrium, because its short wavelengths do not normally react or resonate with the atoms of most matter.

It is radioactive matter, according to Tesla, which has a peculiar atomic structure which reacts with this radiation to produce radioactivity. Atomic energy, to Tesla, comes from the ZPR, not atoms. If a lump of

radium could be shielded from the effects of the ZPR, said Tesla, it would show no radioactivity.

Most naturally radioactive elements are dense and unstable, that is, they are said by the Relativists to decay as radiation is emitted, to elements of lower atomic numbers. The Relativists, with whom Tesla vehemently disagreed, believe that naturally radioactive elements spontaneously lose mass in the process of such decay, so that the energy released as radioactivity, is equivalent to the lost mass according to Einstein's equation, $E=mc^2$.

If non-radioactive elements are converted into radioactive elements by the forces of nature, what are these processes? In a New York Times article of July 11, 1937 (pg.13, col.2), in one of Tesla's famous birthday announcements, Tesla stated that he had developed a process for the manufacture of radium (transmutation from other elements), which was so efficient that it could be sold for \$1.00 per pound.

He also announced that he had absolutely developed a system for the interstellar transmission of energy. He said he had been working in several laboratories, but refused to disclose their locations.

His working model, he said,

"...employs more than three dozen of my inventions. It is a complex apparatus, an agglomeration of parts. It could convey several thousand units of horsepower to other planets, regardless of the distance. Traveling through a channel of less than one-half of one-millionth of a centimeter."

Further, he said,

"This is not an experiment. I have built, demonstrated and used it. Only a little time will pass before I can give it to the world."

These facts demonstrate that even in his 80s, Tesla was involved in secret research at several undisclosed laboratories, on technology which even today remains highly classified. Technology that is only now being fully understood and secretly utilized.

The Tesla Flying Saucer

Bill Jones, writing for *The UFO Enigma*, the newsletter for the *UFO Study Group of greater St. Louis*, comments that Tesla did the basic research for constructing electromagnetic field lift-and-drive aircraft/spacecraft. From 1891 to 1893, he gave a set of lectures and demonstrations to groups of electrical engineers.

As part of each show, Tesla stood in the middle of the stage, using his 6' 6" height, with an assistant on either side, each seven feet away. All three men wore thick cork or rubber shoe soles to avoid being electrically grounded. Each assistant held a wire, part of a high voltage, low current circuit.

When Tesla raised his arms to each side, violet colored electricity jumped harmlessly across the gaps between the men. At high voltage and frequency in this arrangement, electricity flows over a surface, even the skin, rather than into it. This is a basic circuit which could be used by aircraft/spacecraft.

The hull is best made double, of thin, machinable, slightly flexible ceramic. This becomes a good electrical insulator, has no fire danger, resists any damaging effects of severe heat and cold, and has the hardness of armor, besides being easy for magnetic fields to pass through.

The inner hull is covered on it's outside by wedge shaped thin metal sheets of copper or aluminum, bonded to the ceramic. Each sheet is three to four feet wide at the horizontal rim of the hull and tapers to a few inches wide at the top of the hull for the top set of metal sheets, or at the bottom for the bottom set of sheets. Each sheet is separated on either side from the next sheet by 1 or 2 inches of uncovered ceramic hull.

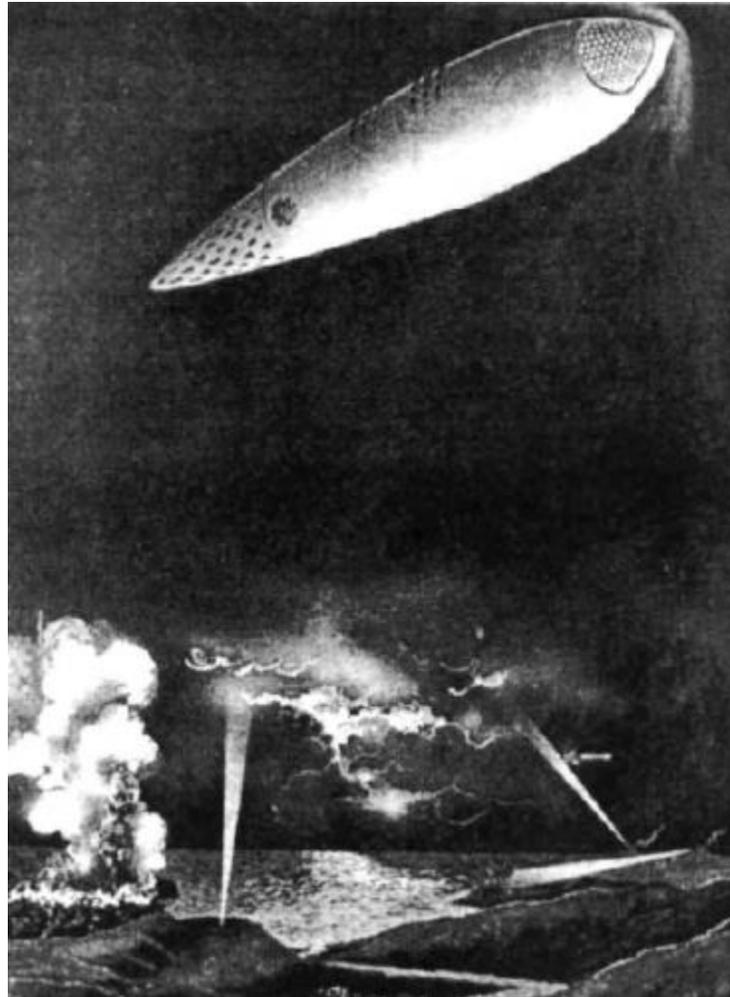
The top set of sheets and bottom set of sheets are separated by about 6 inches of uncovered ceramic hull around the horizontal rim of the hull. The outer hull protects these sheets from being short-circuited by wind blown metal foil (Air Force radar confusing chaff), heavy rain or concentrations of gasoline or kerosene fumes.

If unshielded, fuel fumes could be electrostatically attracted to the hull sheets, burn and form carbon deposits across the insulating gaps between the sheets, causing a short-circuit. The space, the outer hull with a slight negative charge, would absorb hits from micro-meteorites and cosmic rays (protons moving at near the speed of light).

Any danger of this type that doesn't already have a negative electric charge would get a negative charge in hitting the outer hull, and be repelled by the metal sheets before it could hit the inner hull. The hull can be made in a variety of shapes; sphere, football, disc, or streamlined rectangle or triangle, as long as these metal sheets,

"are of considerable area and arranged along ideal enveloping surfaces of very large radii of curvature,"

p. 85. [My Inventions](#), by Nikola Tesla.



Tesla's concept of a *electrogravitic aircraft* originally conceived in 1919.

"I am now planning aerial machines devoid of sustaining planes, ailerons, propellers and other external attachments, which will be capable of immense speeds."

The power plant for this machine can be a nuclear fission or fusion reactor for long range and long-term use to run a steam engine which turns the generators. A short range machine can use a hydrogen

oxygen fuel cell to run a low-voltage motor to turn the generators, occasionally recharging by hovering next to high voltage power lines and using antennas mounted on the outer hull to take in the electricity. The short-range machine can also have electricity beamed to it from a generating plant on a long-range aircraft/spacecraft or on the ground.

One standard for the generators is to have the same number of magnets as field coils. Tesla's preferred design was a thin disc holding 480 magnets with 480 field coils wired in series surrounding it in close tolerance. At 50 revolutions per minute, it produces 19,400 cycles per second.

The electricity is fed into a number of large capacitors, one for each metal sheet. An automatic switch, adjustable in timing by the pilot, closes, and as the electricity jumps across the switch, back and forth, it raises it's own frequency a switch being used for each capacitor.

The electricity goes into a Tesla transformer; again, one transformer for each capacitor. In an oil tank to insulate the windings and for cooling, and supported internally by wood, or plastic, pipe and fittings, each Tesla transformer looks like a short wider pipe that is moved along a longer, narrower pipe by an insulated non-electric cable handle. The short pipe, the primary, is six to ten windings (loops) of wire connected in series to the long pipe. The secondary is 460 to 600 windings, at the low voltage and frequency end.

The insulated non-electric cable handle is used through a set of automatic controls to move the primary coil to various places on the secondary coil. This is the frequency control. The secondary coil has a low frequency and voltage end and a maximum voltage and frequency end. The greater the frequency the electricity, the more it pushes against the earth's electrostatic and electromagnetic fields.

The electricity comes out of the transformer at the high voltage end and goes by wire through the ceramic hull to the wide end of the metal sheet. The electricity jumps out on and flows over the metal sheet, giving off a very strong electromagnetic field, controlled by the transformer. At the narrow end of the metal sheet, most of the high-voltage push having been given off, the electricity goes back by wire through the hull to a circuit breaker box (emergency shut off).

In bright sunlight, the aircraft/spacecraft may seem surrounded by hot air, a slight magnetic distortion of the light. In semi-darkness and night, the metal sheets glow, even through the thin ceramic outer hull, with different colors. The visible light is a by-product of the electricity flowing over the metal sheets, according to the frequencies used.

Descending, landing or just starting to lift from the ground, the transformer primaries are near the secondary weak ends and therefore, the bottom set of sheets glow a misty red. Red may also appear at the front of the machine when it is moving forward fast, lessening resistance up front.

Orange appears for slow speed. Orange-yellow are for airplane-type speeds. Green and blue are for higher speeds. With a capacitor addition, making it oversized for the circuit, the blue becomes bright white, like a searchlight, with possible risk of damaging the metal sheets involved.

The highest visible frequency is violet, like Tesla's stage demonstrations, used for the highest speed along with the bright white. The colors are nearly coherent, of a single frequency, like a laser. A machine built with a set of super conducting magnets would simplify and reduce electricity needs from a vehicle's transformer circuits to the point of flying along efficiently and hovering with very little waste of electricity.

When Tesla was developing arc lights to run on alternating current, there was a bothersome high-pitched whine, whistle, or buzz, due to the electrodes rapidly heating and cooling. Tesla put this noise in the ultrasonic range with the special transformer already mentioned. The aircraft/spacecraft gives off such noises when working at low frequencies.

Timing is important in the operation of this machine. For every three metal sheets, when the middle one

is briefly turned off, the sheet on either side is energized, giving off the magnetic field. The next instant, the middle sheet is energized, while the sheet on either side is briefly turned off.

There is a time delay in the capacitors recharging themselves, so at any time, half of all the metal sheets are energized and the other half are recharging, alternating all around the inner hull. This balances the machine, giving it very good stability. This balance is less when fewer of the circuits are in use.

At a fairly close range, the aircraft/spacecraft produces heating of persons and objects on the ground; but by hovering over an area at low altitude for maybe five or ten minutes, the machine also produces a *column of very cold air* down to the ground. As air molecules get into the strong magnetic fields that the machine is transmitting out, the air molecules become polarized and form lines, or strings, of air molecules.

The normal movement of the air is stopped, and there is suddenly a lot more room for air molecules in this area, so more air pours in. This expansion and the lack of normal air motion make the area intensely cold. This is also the reason that the aircraft/spacecraft can fly at supersonic speeds without making sonic booms.

As air flows over the hull, top and bottom, the air molecules form lines as they go through the magnetic fields of the metal sheet circuits. As the air molecules are left behind, they keep their line arrangements for a short time, long enough to cancel out the sonic boom shock waves.

Outside the earth's magnetic field, another propulsion system must be used, which relies on the first. You may have read of particle accelerators, or cyclotrons, or *atom smashers*. A particle accelerator is a circular loop of pipe that, in cross-section, is oval.

In a physics laboratory, most of the air in it is pumped out. The pipe loop is given a static electric charge, a small amount of hydrogen or other gas is given the same electric charge so the particles won't stick to the pipe. A set of electromagnets all around the pipe loop turn on and off, one after the other, pushing with one magnetic pole and pulling with the next, until those gas particles are racing around the pipe loop at nearly the speed of light.

Centrifugal force makes the particles speed closer to the outside edge of the pipe loop, still within the pipe. The particles break down into electrons, or light and other wavelengths, protons or cosmic rays, and neutrons if more than hydrogen is put in the accelerator.

At least two particle accelerators are used to balance each other and counter each other's tendency to make the craft spin. Otherwise, the machine would tend to want to start spinning, following the direction of the force being applied to the particles. The accelerators push in opposite directions.

The high speed particles go out through straight lengths of pipe, charged like the loops and in speeding out into space, push the machine along. Doors control which pipes the particles leave from. This allows very long range acceleration and later deceleration at normal (earth) gravity. This avoids the severe problems of weightlessness, including lowered physical abilities of the crew. It is possible to use straight-line particle accelerators, even as few as one per machine, but these don't seem as able to get the best machine speed for the least amount of particles pushed out.

Using a constant acceleration of 32.2 feet per second provides earth normal gravity in deep space and only two gravities of stress in leaving the earth's gravity field. It takes, not counting air resistance, 18 minutes, 58.9521636 seconds to reach the 25,000 miles per hour speed to leave the earth's gravity field.

A shortwave radio can be used to find the exact frequencies that an aircraft/spacecraft is using, for each of the colors it may show, a color television can show the same overall color frequency that the nearby, but not extremely close, craft is using. This is limited in its use, as a machine traveling at the speed of a

jet airliner may broadcast in a frequency range usually used for radar sets.

The craft circuits would tend to override lower voltage electric circuits within and near their electromagnetic fields. One source briefly mentioned a 1941 incident, where a shortwave radio was used to override automobile ignition systems, up to three miles away.

How many UFO encounters have been reported in which automobile ignition systems have suddenly stopped?

Tesla's Connection to Project Rainbow

Nikola Tesla has recently been the subject of controversy due to the claims of [Al Bielek](#) and [Preston Nichols](#). These men have reported in a number of books and articles that Tesla was involved in one of the most disputed mysteries of World War II, *The Philadelphia Experiment*.

[The Philadelphia Experiment](#), otherwise known as *Project Rainbow*, was allegedly an attempt by the Navy to create a ship that could not be detected by magnetic mines and or radar. However, its results were said to be far different and much more dangerous than the Navy ever expected.

In the early 1930's, the University of Chicago investigated the possibility of invisibility through the use of electricity. This project was later moved to Princeton's Institute of Advanced Studies where it was named Project Rainbow (project invisibility), and was founded in 1936.

Nikola Tesla was named Director of the project. Tesla was given anything that was required by him for the testing of the project. Tesla required and was given a navy battle ship on which the experiments were to be tested. The first test of invisibility occurred in 1940 and was slated as a full success when a navy ship with no crew on board vanished from this plane of existence.

The basic design, had two large Tesla coils (electromagnets) placed on each hull of the ship. The coils are turned on in a special sequence and their magnetic force is so powerful that they warp gravity itself.

Based in part on Tesla's earlier electrogravitic experiments, Project Rainbow proved to be far more dangerous than was originally conceived.

[Al Bielek](#) claims that Tesla began to have doubts about the safety of the experiment due to *his communications with extraterrestrials*.

"Tesla had a press announcement in 1923 where he stated he was talking with ET's off planet. Now after he retired from RCA he maintained a laboratory in his living quarters at the Hotel New Yorker. Unknown to most people he had a second laboratory which apparently was his main one on top of the Waldorf Astoria on the top floor and both penthouse towers.

"He maintained a transmitter setup on the Waldorf; and his receiving setup, his receiving antennas and receivers which had been built by RCA under his direction, were on the New Yorker. And I know two people who said they were working with Tesla, during that period, that he was using that equipment, he was talking with somebody, virtually every day, and one of them was emphatic: it was someone off planet. In plain language, he was communicating with ET's."

Tesla stated that there would be a serious problem with personnel if anyone were to enter the ship while the gauss coils were turned on and the Electro Magnetic radiation would damage them within this reality. He said in numerous occasions that he was in contact with extraterrestrials and that the ET's had confirmed that there would be a problem with the experiment.

Tesla wanted to clarify the problem before any farther experiments would begin. However the Navy said no, they were fighting a war and wanted immediate results. On the second experiment, Tesla, fearing that there would be people hurt or killed in the experiment, decided to sabotage the 1942 test. He de-tuned the equipment so nothing would work and the test failed.

Tesla resigned in March 1942 and left the project.



In July 1943, the destroyer U.S.S. Eldridge pulled into the Delaware Bay area for a United States Naval experiment that involved the task of making the ship invisible using *Tesla technology*.

The project's official name was *Project Rainbow*, but is more commonly known as the *Philadelphia Experiment*.

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