Lifters and Other Propulsion Devices

Revealed by the producer of *American AntiGravity* !

Tim Ventura

Antigravity devices use non-aerodynamic methods of propulsion to create thrust – typically a directional or upward thrust from systems usually based on *electromagnetism*. There are hundreds of proposed methods to create Antigravity Effects, but they typically fall into a few broad categories of device. This lecture will highlight all of the major types of approaches being investigated for Antigravity effects, with a focus on Lifter technology due to its ease of demonstration and inexpensive means to replicate.

The amount of thrust depends on the technology and means of creating an Antigravity Effect. Lifters typically lift anywhere from 1 gram to a pound in payload – other devices have been claimed to lift tons of payload, but are more difficult to verify and replicate. Podkletnov, for instance, is claiming to generate hundreds of pounds of force – Ning Li is claiming 11 kilowatts of output-force, Prof Fran De Aquino is claiming 220 lbs of force, while Hollingshead and Searl have claimed to generate tons of force.

Science does NOT understand gravity well enough to engineer Antigravity devices. Research in this area requires deep knowledge across a diverse number of other specialized sciences, as well as the ability to work with incomplete information. Most contemporary Antigravity devices are based on guesswork and untested physics theories, similar to the intuitive approach used by the Wright Brothers. In this case, theory presumably follows experimental evidence.

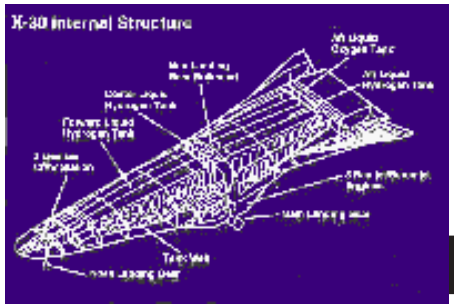
Replicating the Work of T Townsend Brown

Reproduction of electrogravitic thrust produced in asymmetrical capacitor

Larry Deavenport

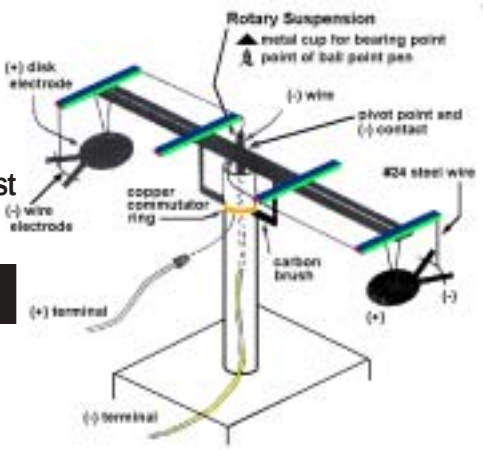
In the middle of the 1920's, T. Townsend Brown and Paul Biefield discovered a forward thrust produced in an asymmetrical capacitor that has become known as the Biefield-Brown Effect. This apparent "anti-gravity" effect is produced when a high voltage source is connected to a charged condensor at 50 KV, as the negative electrode passes through a dielectric medium to the positive electrode.

Brown would later build large airfoils and test this new type of propulsion on a 50 foot course in the mid 1950s. This led to his now famous US Patents #2,949,550 and #3,022,430 (now used as a pattern for satellite ion propulsion systems).



Governments have long expressed keen interest in the developments in antigravity field effects and propulsion. Electrogravitics, for example, has recently been given a boost from a favorable government research lab report. The Mitre Corporation, a military thinktank, recently held a conference on gravity waves in the DC area and just this year, the European Space Agency issued a report on antigravity.

Over 10 years ago, Northrop Grumman delivered the first operational B-2 stealth bomber. Many events have transpired in the past decade to vindicate the electrogravitics discovery by T. T. Brown that it may be helpful to review some of them to bring attendees up to date.



Larry Deavenport built and successfully replicated some of T. Townsend Brown's electrogravitic experiments based on his US Patent #2,949,550. With just a few minor changes to Brown's original electrokinetic apparatus, Larry was able to obtain speeds of about 6 feet per second using 1 5/8 inch diameter discs attached to a rotating device. This was performed using a power supply at 30 KV (Brown used a 50 KV power supply). During the conference, Larry will demonstrate his latest electrogravitic research.

Antigravity and Advanced Energy Concepts

A Briefing by the President of *Integrity Research Institute* !

Thomas Valone, PhD, PE

Electrogravitic research is spinning off benefits in many directions. The use of high voltage on the leading edge of the wing now has wider industrial support for its dramatic aerodynamic ability to reduce air turbulence and drag. Festo AG sponsored its first subsonic separation flow control experiments in 1999 with on and off photos to prove its ability to restore laminar flow. Such ion flow and air drag reduction effects could lead to drastically reduced fuel consumption for airlines!

Advances in electrogravitics will be accelerated if matched by advances in alternative energy devices like the self-running magnetic motor generator. This lecture includes the findings of a magnetic motor reproduction and test results.