

Antigravity engines

(Functional description)

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The most exciting field of esotericism is Ufology. So many people are involved in it that it has become a discipline in its own right. The name comes from the acronym Unidentified Flying Object. UFOs are the official name for extraterrestrial spacecraft, but colloquially they are just called flying saucers. So far, all we know about these spacecraft is that they have anti-gravity propulsion. But we could know more. Extraterrestrial civilisations have given us the ideas and even the blueprints of nearly half a dozen anti-gravity engines, but nobody wants them. Yet these ideas could be done for a few thousand dollars. But we don't want them. We'd rather keep making our single-use rockets that cost hundreds of millions of dollars. We don't believe that getting into space can be done simply and cheaply. Our scientists are not even willing to test these ideas. They are not interested in neutralising gravity, in levitating at any speed. Even if the energy is free and, unlike chemical propulsion, it does not pollute the air in the slightest.

For more than a hundred years, both our planes and our helicopters have been powered by Bernoulli's buoyancy. This means that they cannot fly without air and are useless as spacecraft. We still use smoke rockets for cosmic travel. Although we have suspected for decades that there is a more modern way of flying in space, by defying gravity, no one is willing to develop an anti-gravity engine. And yet we already know quite a few types, inspired by extraterrestrial ones. (We have blueprints for one of them.) The complexity of these engines is nowhere near the complexity of propeller and jet aircraft.¹ They would be much easier and much cheaper to manufacture, and they would also consume no fuel. Nevertheless, it is not taken into consideration because all the claims of the esotericists are 'quackery and fraud'.

The tragedy of the space shuttle Columbia is also due to the blinkered, arrogant attitude of our scientists, who have no regard for the results of frontier science. Seven highly skilled, distinguished scientists died because the leaders of aerodynamics research refused to deal with antigravity engines. Six decades after the launch of space exploration, we are still launching our astronauts into space like cannonballs, and they are returning as shooting stars trapped in free-fall. The fired rocket then either reaches escape velocity or it doesn't. If it doesn't, it bounces back to earth or burns up in the atmosphere. No wonder they explode from the flammable charge used to launch them, like the Challenger spacecraft of the time, with its crew of seven. Or they burn up in space due to the irrepressible speed of gravity, as the crew of the Space Shuttle Columbia did recently. Antigravity engines could float our craft out into space at any speed, and we could return at any speed. We would no longer be at risk from chemical engine explosions or frictional heat burns.

Not to mention that this propulsion mode would make space travel orders of magnitude cheaper. In our old rockets, it takes 5180 kg of fuel to put every kilogram of payload into space. This is mainly due to the poor efficiency of chemical propulsion. Not only is the fuel expensive, but the efficiency of converting it into energy is extremely poor. In these circumstances, it costs 250 million dollars to put a satellite into orbit. And we only launch them 100 km up. Space travel is an order of magnitude more expensive. To get 1 kilogram of payload to Mars with this technology costs

¹ The difference between them is at least as great as between an electric car and a car with a petrol engine. A pure electric car has far fewer parts and can be made much faster and cheaper than an explosive engine. At the moment, it costs so much because the forced battery doubles its price. Its wide range is also hampered by the battery's short range.

100,000 dollars. And we will never get to our planetary neighbour under current conditions, because human space travel to Mars would cost 100 billion dollars. Even the United States cannot spend that much money on a single trip.

It adds no small amount to the cost of space travel to throw away our rockets after use. Our spacecraft are like cartridges. When they run out, you have to throw them away. It's not just the tank, the body, that's destroyed, but also the complex and expensive guidance system. The space shuttle used by the Americans is no exception, because it too is sent into space by rocket. So far, more than 4,000 spacecraft have been launched into the cosmos using this outdated method. But they have never gone further than the solar system. With our current spacecraft, it would take twice the Earth's total energy production to reach the nearest star.

Our rocket designers are aware of this situation, yet they are not willing to take the new path. Their attachment to stone-age technology has led to the production of mockery poems about the US space agency on the Internet. One of them reads, "What's NASA short for? Need Another Seven Astronauts!"² It would be nice if spaceflight managers could finally decide what the goal is. Do they want to get out into the cosmos, or do they want to be completely discarded? They haven't even started down the former path yet, but on the latter they are moving forward at seven-mile pace. Meanwhile, headstones line their path. Not of the inevitable victims, but of those destroyed by stupidity and narrow-mindedness. We refuse to believe that the universe is full of energy. We are still thinking in terms of fossil and hydrocarbon energy, and calculating how much of it we need to take with us on a long journey. We are unable to get rid of centuries-old habits.

Only extraterrestrial civilisations could pull us out of this pit. But no intelligent civilisation wants to assist us in our ridiculous games with our smoking rockets. According to the information from the third type of encounters, they often look down on our space stations and smile at our little games, our fussing around our ridiculous rockets.

Few people know that Tesla is credited with inventing the anti-gravity engine. He was the first to produce this device, unwittingly. In 1890, in his laboratory in New York, he turned on his mechanical oscillator and tried to increase the frequency to reach the resonant frequency of the building. Fortunately, he failed, or the whole building would have collapsed on top of him. The crackling sound of the building didn't deter him from continuing the experiment, but the large amount of Yang energy emitted by the mechanical oscillator leaked into the laboratory equipment, causing the heavy machinery to lift. This startled Tesla so much that he smashed the equipment with a hammer. The experiment also caused chaos outside the building. There was so much commotion on the street that the police and ambulance were called. Tesla and his colleagues could not explain the strange phenomenon, because they themselves did not know what was going on, so they told the police that it must have been an earthquake.

The antigravity generator, which Tesla had unwittingly invented, was due to the soliton effect. As we know, in a soliton excitation, the energy accumulates. Above a certain value, it becomes so strong that it radiates out of the generator. Once the concentrated etheric radiation had produced an antigravitational effect, the generator and the laboratory equipment rose and began to float. Since these objects were not balanced, their lift was accompanied by a tipping. This caused significant damage to their surroundings. No wonder that Tesla was frightened by this unusual chaos and instead of turning off his generator, he smashed it with a hammer. The soliton effect is therefore very useful in producing the antigravity effect, but it cannot by itself produce the force needed to lift a multi-ton vehicle. More efficient engines are needed. Soliton waves can already be used to excite them, because this increases their efficiency.



The concentrated aetheric radiation that produces antigravity can be generated in several ways. We will start with the most commonly used mechanism, which is based on the principle of counter-

² níd enádö(r) szevn esztronótsz

rotating magnetic excitation.³ This process, which is still unknown to our physicists, is very easy to induce. Everybody knows the principle of the synchronous generator from their secondary school studies. When a direct current is passed through the coils of a rotor, the free electrons that are excited create electromagnetic lines of force perpendicular to their direction of travel. These lines of force are induced into the stator coils. This causes the electrons to flow into the coils and the generator produces current. This, of course, requires spinning the rotor, which is done by a turbine in a hydroelectric or nuclear power plant. (Since the aim here is not to generate electricity, an asynchronous motor is more appropriate. Since a short-circuited, squirrel-cage asynchronous motor has no slip ring, it requires no maintenance at all.) The advantage of an alternator over a dynamo is that the induced current can be conducted directly to the stator without a commutator. This eliminates the need for maintenance of moving and friction parts (cleaning of commutator plates, replacement of worn carbon brushes.)

Now apply three-phase alternating current to the generator stator and remove the asynchronous motor from its shaft. The alternator is then converted into a synchronous motor. However, we do not need either a generator or an electric motor to produce electricity. So we keep experimenting. Reverse the excitation current of the rotor and continue to excite the stator windings. The rotor is then paralysed. Now the poles of the stator, which are periodically magnetised, cannot push the poles of the rotor away because they are magnetised in opposite directions. The north pole meets the south pole and the south pole meets the north pole. As they attract each other, the motor stops. The excitation of the stator and the rotor is still present, the electromagnetic lines of force have not disappeared, only the motor is paralysed and cannot move. (It cannot be excluded that in the case of a three-phase motor this phenomenon only occurs if the rotor also contains a three-phase winding. In this case the rotor must be fed with an offset phase sine wave. The amount of offset shall be adjusted so that the maximum of the stator sine waves offset by 120° from each other meets the minimum of the rotor sine waves.)

Now mount the asynchronous motor back on the generator shaft and start it in the opposite direction with reversed polarity. In this arrangement, the oppositely magnetized poles are induced into each other. This would cause even more electrons to be stripped from the copper atoms of the coils, which would further paralyse the rotor. But that doesn't happen now, because the asynchronous motor is rotating it. Instead, a strange phenomenon occurs. As the number of electrons detached from the atoms increases, the gap in the copper conductor becomes larger. Since the universe cannot tolerate space, it tries to fill it with ether. Therefore, very large amounts of ether particles flow into the copper coil. So much of it gets in that it radiates out. The concentrated emitted aether ions interact with gravitons to produce an antigravitational effect.

This repulsive force also occurs in space, but in a different way. Here, Newton's law of conservation of momentum applies, and its most spectacular manifestation is seen in jet aircraft and rockets. The progress of these vehicles is made possible by the fact that the gas or hot air escaping at high speed from the engine collides with subatomic energy particles of the aether, and this dense medium acts as a spring to push the object away from itself, which is propelled by gas molecules. The momentum gained in this way is greater the greater the density of the matter straining against the aether energy wall. Almost limitless momentum can be achieved by colliding not matter but subatomic energy particles with this ubiquitous energy wall. Because the density of the concentrated etheric radiation is orders of magnitude greater than that of gases, the collision in this way gives the vehicle incomparably more momentum than the chemical propulsion systems we use. This is why UFOs with anti-gravity propulsion can reach speeds of up to 72 000 km/h in space.

The main propulsion in the cosmos would therefore be provided by the anti-gravity engine, and manoeuvrability would be ensured by low-power jet cannons mounted on the sides or on top, using the principle of conservation of momentum. (Extraterrestrials use a simpler solution. Either the main engine is tilted, forcing the vehicle to change direction, or the side of the vehicle opposite the road is excited more strongly. The disadvantage of this simple manoeuvre is that the spacecraft can

³ A detailed description can be found in Volume II of my book **Ezoteric Panorama**. (Chapter VII, Technical Basics of Esoteric.)

only move sideways at right angles, and out in space it cannot descend or jump backwards, which is not a very advantageous feature in a space war. (The only way to fly backwards is to turn around.) However, this disadvantage does not apply near the ground, because all you have to do when moving downwards is to turn off the engine. Gravity then pulls the vehicle down.

Counter-rotation of the rotor probably requires a powerful asynchronous motor, but its power consumption is not a problem for long journeys in the cosmos. There is no need for a large battery because a Tesla converter can supply enough power for an unlimited period of time. At the end of the experiment, don't forget the soliton excitation. The stator should be excited with a bidirectional soliton wave (positive and negative half-period). This will further increase the efficiency of the antigravity drive. It should also be investigated whether the rotor can be fed with the same soliton wave. If so, it should also be excited in this way. In this case, a further efficiency increase is obtained, since the ether particles in the rotor also contribute to the free-electron separation, which intensifies the antigravity emission of the engine. For maximum efficiency of the soliton wave, its frequency must be tuned to the resonant frequency of the excited coils. In addition to the polarity of the stator current and the excitation current, the direction of rotation of the antigravity drive must be considered. When the rotor is driven in the opposite direction, the two magnetic fields do not reinforce each other, but rather excite each other. The rotor must therefore be moved in such a direction that the two magnetic fields reinforce each other.

The repulsive effect of the gravitational waves and the vril⁴ on each other creates antigravity. The combination of the resonance frequency and the charge accumulation created by the soliton waves causes the vril to become so strong that it ionises the air molecules, creating a plasma loop around the engine. Its colour follows the colours of the rainbow, i.e. red at first, then orange, yellow, green, blue, and finally violet at the most intense energy release. The plasma shell around the spacecraft remains out in space, but there it is a blinding white colour. You can only tell it from a star if it moves.)

The force field, or lifting capacity, is most effectively increased by increasing the speed. However, this requires a three-phase asynchronous motor, because the speed of a single-phase asynchronous motor is difficult to vary within narrow limits. While the speed of DC motors can be reduced simply by lowering the supply voltage, this is not feasible for AC motors. When the supply voltage is reduced, they easily fall out of sync and stop. They then overheat and burn out. However, by varying the excitation frequency, their speed can be varied over a wide range. The frequency converter is an electronic circuit with a triac for frequency control. The three-phase supply also makes the use of a starting capacitor unnecessary. (Single-phase asynchronous motors do not start by themselves. They need an auxiliary phase that lasts a few seconds. This is created by the high capacitance starting capacitor.)



The next promising antigravity drive is the mercury circulation motor. In the ancient Indian epics, there are also references to the fact that one of the vehicles of the gods who visited them, the "vimana", was also powered by mercury. To quote from the Mahabharata: "Through the power in the mercury that set the propulsive whirlwind in motion, the vimana could travel vast distances in the sky." Translated into the language of physics, the "force in the mercury" can be nothing other than the sum of the magnetic lines of force in the propulsion system, mediated by the mercury as a liquid rotor. However, this type of electric motor was not used for mechanical propulsion, but for subatomic energy generation. Therefore, the 'driving whirlwind' emanating from it probably refers to the positive magnetic radiation it generated, which lifted the vehicle upwards, neutralising the force of gravity. This assumption is supported by the statement that "the force in the mercury triggers the carrier beam, and the chariot suddenly becomes a jewel in the sky."

This type of propulsion must have been very efficient. According to the Book of the Vedas, among the 113 different types of vimana, there was one that "flew at the speed of thought". (This remark suggests that travel through the etheric body at hyperspace speeds was already known at the

⁴ Extraterrestrial civilizations call the beam formed by concentrated ether ions "vril".

time.) The vimana could travel not only in the air but also in the sea; and it was often flown out into space to visit one of the space cities orbiting the Earth. The credibility of this ancient technical description is greatly enhanced by the precise recording of minute details. One of these is that when the vimana 'rose into the air, a celestial sound was heard'. In modern times, it is clear that this mysterious sky-boom was nothing more than the explosion that occurs when the speed of sound is exceeded. This phenomenon is also confirmed by the precisely recorded data showing that the speed of the vimana was 5760 km/h in today's terms, well above the speed of sound.

Unfortunately, these vehicles were taken with them by extraterrestrials who have since passed on, but the Indians have created an exact replica of them in stone. The stupas in Buddhist temples in India symbolise the vehicles their 'gods' used to visit them. This is why India has no problem believing in the existence of extraterrestrial civilisations. You see evidence of this everywhere. The records and legends of generations thousands of years ago are almost exclusively about this, something they absorbed from childhood. In India, everyone takes for granted that there are millions of inhabited worlds in the universe outside our own.

In another volume of the Book of Vedas, Samarangana Sutradhara, we read 230 pages on the construction of modern aircraft, their construction, operation and maintenance in detail. Even the composition of the various fuels is given. The problem is that the meaning of these words has been lost over the millennia. Experts have only been able to translate the name of one substance, mercury, clearly. What adds to the credibility of these records is the fact that they are not even translators' translations, since the first English translation of these descriptions was made in 1875, when our world had neither spaceships nor aeroplanes. Thus, linguists could only rely on what was written in the text. The applicability of mercury in this context is supported by the recent news that in 1979 some strangely dressed aliens gave an electrician called Berezin information about a mercury circulation engine. These sketches were carefully studied in many research institutes in the former Soviet Union, and the possibility of this unknown motor was not ruled out.

We are one step closer to understanding how the mercury circulation engine works from the testimony of an American rocket scientist engineer, Dan Fry. During his interrogation, he also learned from the aliens who crash-landed the rocket that the mercury is not excited electrically. "Mercury flowing in tubes becomes magnetic in a way that makes it flow as fast as light, or as fast as electrons." When the engineer expressed his disbelief that this was impossible inside a tube, he was told, "It is not. As soon as the liquid leaves the tube, it re-enters at the other end. This makes the relative velocity that can be achieved infinitely large."

If this is true, then the excitation, the free-electron generation, is in all likelihood done by the aether. The atoms of mercury, packed into a bonded lattice structure, collide with the aether particles, which separate free electrons from their outermost electron shells. Since mercury has a very high specific gravity, i.e. many atoms per unit volume, the free electron emission is also quite intense. Accordingly, the influx of ether at the other pole of the magnet will be strong. If these positive sub-atomic energy particles are concentrated in the reactor at the centre of the UFO, there is no obstacle to neutralising (zeroing) gravity and lifting the craft. Now we just need to find out how and by what means the mercury can be moved to achieve this relatively high speed.

The only technically feasible solution is the tunnel effect. When the mercury enters the reactor at the end of the tube, it is dematerialised by the concentrated subatomic energy particles. The remaining ether gas then travels at a speed 12 orders of magnitude faster than the speed of light. At the beginning of the tube, it re-materialises as it exits the reactor chamber and, due to the huge difference in velocity, it slams into the mercury snake flowing in the tube with tremendous force. The almost infinite speed, followed by the sudden deceleration, causes such a resistance in the aether that it is as if a section of the circulating fluid had hit a concrete wall, causing a huge amount of electrons to be stripped from its atoms. These are sucked away by the opposite Yin pole, and in their place a huge number of ether particles flow in. This is probably how the mercury circulation engine passed on to Berezin works.

To determine this, the mercury circulation engine would have to be fabricated according to the documentation. This is not easy, however, because the development of this engine is thousands of years beyond our technological level. The researchers studying the document have no idea how to build such a device. Fortunately, the mercury-circulation engine is so widespread in the universe that simpler versions can be found. Nature has also produced such a version. It is nothing more than a snake, used in ancient times for flight. The snake did not contain mercury, of course, but some kind of magnetisable body fluid. The liquid in the coiled snake was excited by the aether. There was also a small coil in the head of the snake, which was in close contact with the large coil, the body of the snake. Unfortunately, we do not know how this small coil was connected to the large coil and what effect it had on it. According to the legend, if the small coil in the snake's head was shielded by a piece of iron, it would become inoperative, stopping the concentrated etheric radiation from the large coil, the body of the snake. This suggests that this small coil-like formation must have been an antenna of some kind.

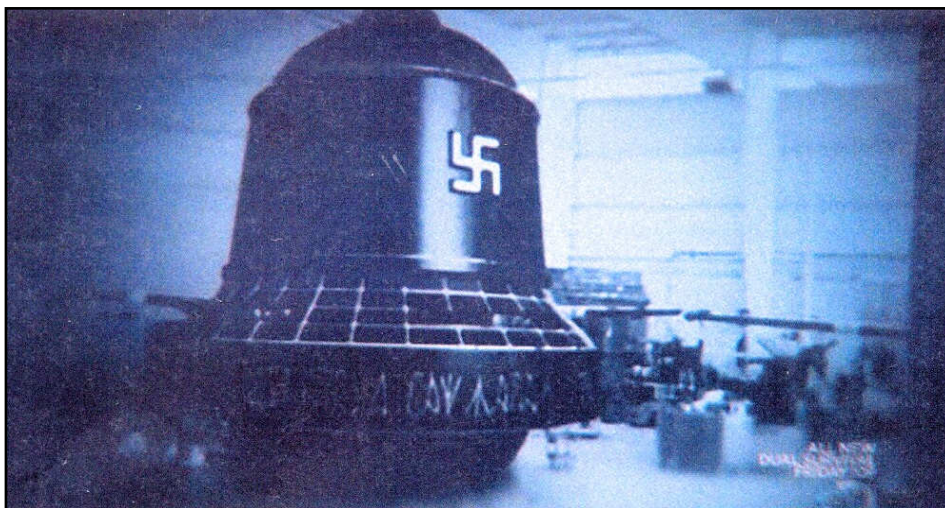
Sadly, dragons, flying snakes, centaurs and other hybrid creatures are now extinct, so we can't study them. For example, the study of the 'dragon fire' coming out of the mouths of the dragons of legend would surprise us. It would soon turn out that it has nothing to do with ordinary fire.) Nevertheless, creating a snake engine is not an impossible task. In order for this engine to be able to lift several tonnes of weight, we again invoke the principle of counter-magnetic excitation. Here, no current flows in the mercury. The reverse excitation is electromagnetic.

First, coil a long plastic tube into a snake shape by folding it in two and starting the coiling in the middle. (Don't break it, because then the mercury can't flow freely, but form a small loop in the middle.) Wind the two tubes parallel to each other, tightly together, until you get to the end. Insert the circulating pump between the two ends and fill the system with mercury. Before doing so, pull a toroidal electromagnet over the tube. In this arrangement, the flow direction of the mercury in the loop in the middle of the spiral line is reversed, allowing for counter-rotating magnetic excitation. However, this requires excitation of the metallic conductor, currently the mercury. Since mercury is a good conductor of current, many free electrons can be separated from its atoms. The necessary electromagnetic lines of force are provided by the toroidal coil. To maximise efficiency, it is fed by a soliton wave. (For this purpose, the signal generator recommended for the Tesla converter is used.) To maximise the efficiency of the soliton wave, its frequency must be tuned to the resonant frequency of the excited coils. In this case, however, only a small section of the mercury coil is magnetised. To magnetise the entire length of the mercury, the circulating pump must be started.

Now there are a lot of free electrons in the whole tube, so a large number of ether ions flow into it. But this is still not enough to lift the load. You need to make more space for the aether by orders of magnitude. This wall task is now also performed by counter-magnetic excitation. In the centre of the pipe snake, the flow direction of the mercury is reversed, and the electromagnetic force fields of the opposing metallic fluid are forced into each other. This releases a huge number of electrons along the entire length of the tube, giving way to a mass influx of aether ions. The mercury snake is actually saturated with the ether that emanates from it. This force, in collision with the force of gravity, can lift a vehicle weighing several tonnes. But here too, the polarity of the excitation current must be taken into account. In addition, the direction of the mercury flow must be taken into account. If this is not correct, the pump should be dismantled and mounted upside down so that the mercury flows in the opposite direction. The force field, or lifting capacity, can be increased by increasing the excitation current. A great advantage of the serpentine drive is that it contains no moving parts other than the circulating pump. It therefore requires no maintenance and almost never breaks down. In addition, it is cheap to build.

The serpentine engine is an excellent way of demonstrating the principle of counter-magnetic excitation, which is a good way of studying this principle. However, it is not powerful enough to be used for intergalactic travel. For this, a mercury circulation engine is needed. We had access to this earlier, not only in the form of documentation but also in the form of a prototype. Researchers in Nazi Germany received a UFO with such an engine from aliens from the Aldebaran star system. To increase efficiency, the mercury charge of the bell-shaped vehicle 'Glocke' contained thorium and

beryllium peroxide. The antigravity vehicle, filled with Xerum 525 (mercury antimony oxide), could not be destroyed by the Germans at the end of the war. The US occupation forces transported it safely and tested it near the small town of Kecksburg, Pennsylvania. Unable to control it, it crashed in the woods near the town. According to an account from a local resident, the vehicle was 3-4 metres high and 2.5-3 metres in diameter. On its gold or bronze-coloured hull were cuneiform Sumerian inscriptions and a Nazi swastika. After that, no news was received. Like all paranormal devices, it was classified.



The simplest and cheapest antigravity engine to produce is the Hamel-type⁵ imploding cone engine. Its operation is also based on the principle of counter-magnetic excitation. Its control, however, is unusual. It is not powered by electricity, but mechanically. More precisely, it is actuated by a form radiation (idom radiation), which is well known from esotericism. The energy supplied by permanent magnets placed in a circle is collected by geometrical nodes (in this case cones made of 0.25 mm thick aluminium sheet) and transmitted by concentrated radiation. The structure shown in Figure 2 is a highly ingenious and efficient multiplication of the counter-directional magnetic excitation. It is an ingenious way of multiplying free energy in a simple and cheap way.

The story of the discovery of the cascaded excitation engine is a very adventurous one. The initiation into the mystery began on 21 October 1975, when David Hamel, a war veteran living in Ontario, Canada, was hosted by alien-looking people who looked just like us. He was taken up on a flying saucer where he was shown in detail the vehicle's engine. The reactor consisted of two superimposed cones and a bullet. The cones vibrated rapidly, air flowed between them at high speed, and the ball moved in a circle on a circular plate connected to the upper cone. The cones were supported from the bottom and sides by repelling magnets and granite balls, allowing them to vibrate. The UFO's hull had ventilation holes at many points. These allowed air to flow in and out of the cones, moving rapidly between them. By opening and closing the openings, the vehicle could be controlled. The aliens explained in detail how the engine worked and gave a lot of useful in-

⁵ Pronunciation: hamel

David Hamel was born in 1924. According to his profession, he was a carpenter, but he mostly worked in inventions. He lived in Canada with his wife Nora. The extraterrestrials contacted him in 1975. They're from a planet called Kladen. An alien man and a woman taught him at length how to use ethereal energy, and finally they showed him the engine of their UFO. They took it into space and explained its mechanism of action on the fly. They have come to help us get rid of old and polluting energy systems (fossil fuels, hydrocarbons). They also said that this knowledge is humanity's only hope of escaping a very close cataclysm. After that, Hamel devoted all his time and energy to building the generator presented. He also made a working specimen by moving to a remote farm. However, he was unable to patent his invention because his announcements to the Montreal Invention Office had "disappeared" without a trace in the post.

He then vowed never to patent any of his ideas, but to go public. After publishing his findings in a book, he was joined by thousands of volunteer helpers from around the world. He posted suggestions and comments from them on his website. When the developer's camp swelled to over 10,000, Hamel's website closed overnight. Along with him, all the worthwhile suggestions and comments disappeared. Given Hamel's professional awareness and commitment, it is almost certain that he did not self-delete all information about the generator. Other people did that. Knowing the manipulations of the secret services and background powers, as well as the "Man in Black" accounts, he acted under the influence of life-threatening threats. What exactly happened, unfortunately, we won't know because David Hamel passed away in 2007.

formation about its manufacture. In the process, they travelled great distances, demonstrating the power and usefulness of the engine. Hamel had several visions in the following months. During these, the aliens supplemented the earlier training.

Following the instructions, Hamel set to work and built the device. After several small scale models, he built the prototype into a 200 litre iron barrel. For excitation he used 3 aluminium cones. The rims of the cones were made from used bicycle wheels. To these he riveted the cones, bent from thin aluminium sheet. He also built a wooden frame into the barrel, to which he attached three iron rings placed one under the other. He attached permanent magnets with insulating tape to the iron rings and the rims made of bicycle tyres. The repulsion of the magnets caused the cones to float freely. At rest, their tips did not touch the cone below. The heart of the engine, the energy-emitting base oscillator, was placed at the bottom of the structure. This consisted of three granite balls sandwiched between two sheets of fibreboard and two magnetic rings. The top of the top cone was sealed, and a magnetic ring was also built onto the cover plate. Opposite this he placed a magnet ring of the same type, which he attached to a threaded rod through a hole drilled in the top of the barrel.

These permanent magnets were used to activate the reactor and start the excitation. The upper destabilising magnet, which was lowered by rotating the threaded rod, had a repulsive effect on the first cone carrying the lower magnetic ring, which set the other cones in motion. Looking through the ventilation holes, he saw that the movement of the cones was not intense, but only a low-amplitude vibration. After nothing unusual happened, he left the equipment and went to bed to continue his experiments in the morning. But in the night he woke up to a loud bang. Rushing into the workshop, he saw that the equipment had been torn to pieces and its wreckage scattered everywhere. It must have been that the reactor had become excited and had crashed weightlessly into the ceiling. He then took care not to leave the reactor unattended when it was activated. A year later he was able to build a flying machine that could be controlled. He tested it not in the workshop, but on a scaffold erected outside. After activation, a strong plasma build-up appeared around the device, first reddish, then greenish and finally bluish-white. The device then lifted off the tripod and flew away. Hamel filmed the event. Some of his frames have been published in a book written about him. The experiments soon became famous and Hamel became the best-known man in the area.

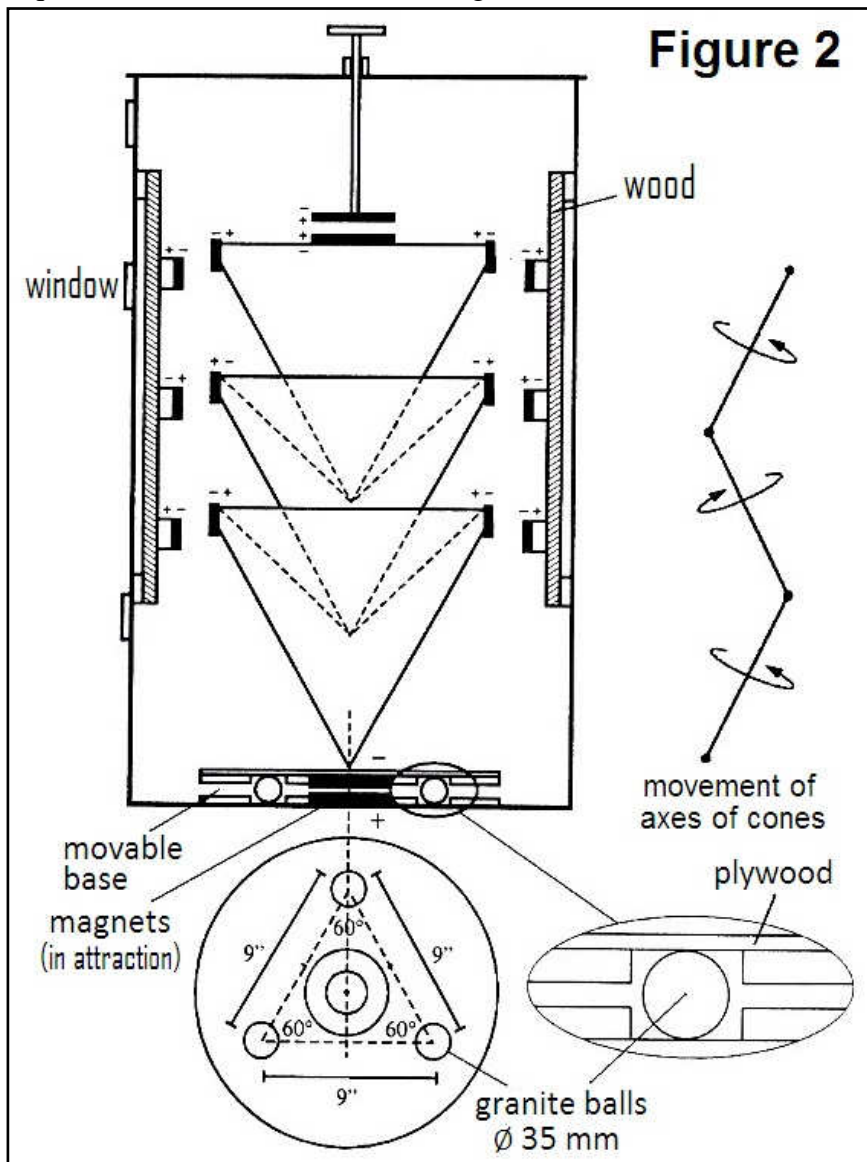
But his work was not universally acclaimed. His neighbours were rather hostile to his work, as his contraption was very disturbing to radio and television reception. So in 1980, he decided to move to the remote farm that the aliens had shown him from above. On the way, he went to the Montreal Invention Office, and the incident there was a turning point in the course of events. For years he had been sending various descriptions of his device to the invention office for patenting. However, the office said that they had not received any material from him, only the fee for the novelty test, but as there was nothing to patent, they would reimburse him immediately. Hamel then went into a rage and almost got into a fight with the officials. He was eventually removed from the building by security guards. He then vowed never to attempt to patent anything. He would not keep his invention from the public or make it an industrial secret. He will show it to anyone who is interested, and give them all the information they need to build it. He still sticks to his decision today. Those who visit him unanimously say that he is genuinely happy to show them his equipment and its detailed drawings. He has nothing to hide.

In doing so, Hamel has done science an invaluable service. In fact, the information that was released led to research and development throughout the world on the reform of aviation. Since the 1990s, the results have been posted on the World Wide Web, further increasing the number of people involved in research. In view of the large number of experimenters, a mailing list was set up in early 2000 to facilitate the exchange of information on "Hamel technology", which can be found at the following URL: <http://www.egroups.com/group/hameltech> Anyone wishing to become involved in developments is advised to visit this site. By studying the testimonials here, you can avoid the mistakes and pitfalls made by others and avoid having to start from scratch. However, you should be aware that the material is quite large. The number of letters posted in 2001 alone exceeds 4400. It is typical of the growing interest that by August 2002 the number of letters had reached

7500. Reading these advisories is also useful from a security point of view. Amongst other things, they draw attention to the fact that touching activated equipment is strictly forbidden and that it is not advisable to go near it.

Unfortunately, the mechanism of the device has been obscured from the outset, which is a disadvantage, particularly because it hinders targeted development and deployment. Since we have not received any information on this from aliens, it is up to us to find out. On the basis of what we have achieved so far in esotericism, it is almost certain that we are dealing here with a special implementation of counter-magnetic excitation. The excitation is performed by shaped radiators made of rotating bodies and cascaded. The cone-shaped form radiators collect energy not from space, but from the inward radiating magnetic lines of force of permanent magnets mounted on their sides. Hence, the top cone is saturated with Yang energy, the middle one with Yin and the bottom one with Yang energy.

However, this arrangement alone is not functional. Energy multiplication by counter-excitation requires that at least one of the magnets must be in continuous motion in the opposite direction.



Fortunately, this is achieved by itself. Due to the floating, frictionless suspension of the cones, the magnetic waves flowing through them set them in motion. The subatomic energy waves do not propagate in a straight line, but in a spiral-like vortex. Yang radiation has a counter-clockwise, i.e. positive, vortical motion, while Yin radiation has a clockwise, i.e. clockwise, vortical motion. Thus, the two spiral motions are driven into each other's magnetic field. The result of this process is that they reinforce each other. The upper cone saturated with Yang energy becomes more positive, while the one below it becomes more negative. This increased energy radiation is transferred to the lower cone, also saturated with Yang energy, where it is further amplified. Finally, an intense Yang energy radiation hits the Yin surface of the upper disc of the base oscillator. Due to the circular motion of the lower cone, the two conditions of reverse excitation, opposite polarity and continuous motion,

are also fulfilled here. This results in a very strong Yin energy in the upper magnetic ring of the base oscillator, which is still not radiated out but is transmitted to the lower magnetic ring of the base oscillator. Since the lower magnetic ring is positioned in such a way that it is in attraction with the upper one, the opposite polarity is ensured for the last energy multiplication. The second condition, continuous motion, is achieved by allowing the upper magnetic ring to move freely. Rolling on the three granite balls, it makes a circular movement over the lower fixed magnetic ring.

Like most free energy generating devices, it can only produce high energy output at resonant frequency. The speed and frequency of the destabilising motion must therefore match the resonant frequency of the cones. Another condition for efficient operation is that the energy swirling in each cone is induced to the maximum extent into the energy field of the cone below. This requirement is met when the two energy waves cross. Only if the cones in the cascade are tilted in opposite directions as they rotate, can the swirling waves cross each other at a certain angle. This requirement is apparently difficult to achieve because, in the case of two interlocked cones, if the upper cone tilts to the left, the lower cone also tilts to the left. However, a clever idea, the "cone in a cone" design, has solved this problem. The idea is that the extraterrestrials built an inner cone into the lower cone. This has a much larger opening angle than the outer cones, which changes the angle of inclination. When the upper cone tilts to the left, the one below it tilts to the right. The angle of the inner cone is also important. If it is small, the mechanism will not tilt over the dead centre and its tilt direction will not change in the opposite direction. If it is too large, the angle of inclination of the lower cone will be larger than the upper cone, which will also reduce the symmetry of the magnetic vortex rotation and thus the efficiency of the energy extraction. Our patrons even gave us the ideal value of the aperture angle in their subsequent teachings. This is 53° for the outer cone and 90° for the inner cone.

The optimum setting, and the five-stage energy multiplication, results in a strong magnetic radiation inside the structure that ionises the surrounding air and triggers plasma formation. Since the whole mechanism is designed with a Yang-like pole at the bottom, the structure ultimately emits antigravitational energy. This is why it rises into the air, becoming weightless. But not only does it make itself weightless, it can also lift a considerable load, which means that it can be used as a space shuttle engine. A big advantage of this engine is that it also allows you to change direction. There is no need for a lateral subatomic energy burst, which, based on the principle of conservation of momentum, turns the vehicle into a rocket. This is achieved by opening and closing the air vents. Once a strong airflow occurs inside the engine, opening the side windows also changes the wind direction, which is likely to tilt the cones. This causes the base oscillator to be excited asymmetrically rather than in concentric circles. The excitation is shifted sideways. Thus, if the excitation occurs on the left side of the sectional drawing relative to the axis of symmetry, more energy flows out on the left side of the base oscillator. This also affects the direction of travel of the vehicle. An increase in thrust on the left side tilts the vehicle to the right, causing a change in direction. To take advantage of this phenomenon, all you have to do is attach a mechanism to the stick steering the vehicle that opens one of the engine's air vents on the opposite side to the desired turn.

Since experiments so far have clearly demonstrated that this type of propulsion works, aerodynamic flight will soon be replaced by subatomic jet propulsion combined with antigravity levitation. This new type of impulse propulsion will result in cruising speeds orders of magnitude higher than today. At the same time, it requires no fuel, which will radically reduce the cost of travel. In addition to reducing travel time and cost, the noise associated with aerodynamic flight will be eliminated. This presupposes that the entire vehicle will be surrounded by a plasma envelope, the engineering of which is unlikely to be particularly difficult once the phenomenon of subatomic energy generation is understood and mastered. This effect is already known to physicists and rocket design engineers, since it is also present in the ion engine. Micro-discharges are created along the vehicle's envelope, and the 'plasma envelope' formed by the ions produced has a drag-reducing effect. (This may not be necessary, since we have seen in trials of other types of anti-gravity devices that this plasma envelope is self-generating. The concentrated aether radiation emitted from the engine envelops the entire vehicle like a cloak.) Another not insignificant advantage of the subatomic magnetic beam engine is that it is cheap. It allows two or three of them to be installed in aircraft. This way, if one of them fails, it is possible to switch to the spare engine.

Since the vortical lines of force also feed back into the mechanism that creates them, the cones and the upper magnetic ring of the base oscillator do not need to be rotated. They are themselves set in motion by inertial forces. For this reason, the Steve Thompson motor drive, where the upper cone is held in rotation by a cross shaft attached to an electric motor, is completely superfluous. However, an

interesting solution is to use the planetary cone reactor as an energy source. Chris Felton placed a loop of wire near the base oscillator and used it to expel the strong magnetic radiation emitted by the oscillator, converting it into electricity. He used the electricity to power an incandescent lamp and an iron. C. Felton published several photographs of the device he had created. A detailed drawing of the 45GD type device can be found on J. Szymanek's website: <http://members.nbci.com/XMCM/undergsci>. Incidentally, to increase efficiency, a horseshoe-shaped electromagnet should be used instead of a loop. In this case, the energy radiated from both sides of the base oscillator could be harnessed. An even better solution is to use a ring-shaped electromagnet, which can convert the radiated magnetic energy into current in a circular manner. It would also be useful to rotate the magnetic poles of the reactor. In this arrangement, there would be no danger of the structure rising and the structure would be increasingly close to the ground.

The development of the prototype, which is also suitable for space flight, seems to be progressing well, as the reports about it disappeared overnight. The device certainly attracted the attention of the secret services and Hamel disappeared. He was probably taken to an underground laboratory. He met the same fate as many esoteric researchers in the United States. At the same time, all information about him was erased. They took down his website, and with it all his posts and ideas. Perhaps they even removed his name from the civil register as if he had never existed. They have done a good job, because if you type David Hamel's name or the term 'wobbly cone engine' into a Google search now, you will not get a single meaningful result. His work has been erased from the Internet without trace. Presumably his book has also been made inaccessible. But they cannot destroy the comments and ideas that appeared in print. Foreign publications are not available to the US authorities. In the Hungarian literature, Dr. György Egely was the most detailed on the Hamel engine and its various variants. In his book *Introduction to Space Technology, Volume III*, he described in detail the operating principles and construction methods of these variants (pages 178-184).

We should not be discouraged by the US authorities' obsession with encryption, because the Hungarian secret service certainly has no need for this or any other esoteric device. In our country, esotericism is officially classified as a fraud, and nobody cares. We can safely experiment with this device. Based on the information given above, it is easy to build this engine. We will start the experimentation with a single cone. Unfortunately Hamel did not say what type of magnets he used to levitate the aluminium cones. Therefore, we will experiment with several types.

The magnet must be strong enough to prevent the cone from falling into the barrel. It should not be too strong either, because then its movement will be paralysed and it will become insensitive and sluggish. Start with the weakest ferrite magnet, continue with an AlNiCo magnet, and if necessary use a neodymium super magnet. We also need to determine the optimum material for the ring-shaped magnet of the base oscillator. Since for high frequency oscillation it is essential that the object to be vibrated is as light as possible, it is probably necessary to use low specific gravity ferrite magnets in both cases. To reduce the weight even further, it is advisable to use ring-shaped magnets rather than disc-shaped ones. (It is also worth trying strong metal alloy magnets.)

This drive could also be of great use to us in power generation. Because of its intense magnetic radiation, it could probably produce several kilowatts of electricity when used as a generator. All that would be needed is to place a toroidal electromagnet under or around the lower magnetic rings.⁶ The magnetic waves that flow out of them are induced into the coil of the electromagnet, which generates a pulsating direct current from which an inverter produces a regular 230 volt sine wave current. However, this is not necessary to supply a heat fireplace, kitchen stove or bathroom boiler, as the heating elements can be operated with direct current. To avoid possible excitation, it is sufficient to connect a high-capacity smoothing capacitor to the output. With the Hamel generator, entire industrial plants could be supplied with free electricity. A few generators could be installed at

⁶ In order for the generator not to fly away, the magnetic rings must be reversed. That way, Yin energy flows out of the bottom of the generator, which taps the device to the ground. If this does not work, the device must be fixed to a reinforced concrete base locked in a steel box.

the edge of the factory, away from the buildings, and the energy they produce could be fed into the buildings via an inverter. As this equipment is even cheaper to produce than a Tesla inverter, it could play a major role in eliminating polluting power generation in power stations.



This is not the end of our discussion of antigravity propulsion. We must also mention the most intense radiation emitting crystalline engine. The most efficient way to generate excess energy is to modify the atomic structure of the element 115, which we have only experimentally produced. (The element 115, which we have produced in the laboratories, was created by bombarding the target americium-243 with calcium-48 isotopes. Its name is ununpentium.⁷ Its boiling point is 3530 °C. Decay time is 0.001 s.) It cannot yet be produced in a stable state. This situation will not change for a long time, because the production of transuranic elements with high atomic weights is very complicated and expensive. Despite the huge costs, we can only produce a few milligrams of them. Even those decay quickly.

The property of this orange-coloured, very heavy material is that when bombarded with protons it transforms into a 116 element, releasing huge amounts of positive subatomic energy particles. If this element is mixed into a crystalline material and placed in a glass resonator in the shape of a hemisphere, it can be used to make a very efficient antigravity force machine by external excitation. The most advanced extraterrestrial civilisations already use crystalline reactors to power their atmospheric vehicles, although this has its dangers. This powerful system can easily run out of power, releasing all the energy at once and causing a terrifying explosion. The scale of the devastation is such that a tiny piece of this element can produce hundreds of megatons of explosive force. It can therefore only be used safely by high-technology civilisations where the possibility of technical failure is almost non-existent.

It is claimed that experts at the US government's Center for Alien Technologies have already experienced the dangers of this system first hand. According to leaked reports, aliens from the Zeta Reticuli star system have made a number of UFOs available to a research base underground in the Nevada desert to study and test-fly. Because of the strict secrecy, these experimental flights are mostly carried out at night and the vehicles are only used in Earth's atmosphere. So this technology is not without its dangers for us (one of the vehicles' engines exploded during an experiment, killing all the researchers on board), but we have presumably been given the latest model so that we cannot copy it.

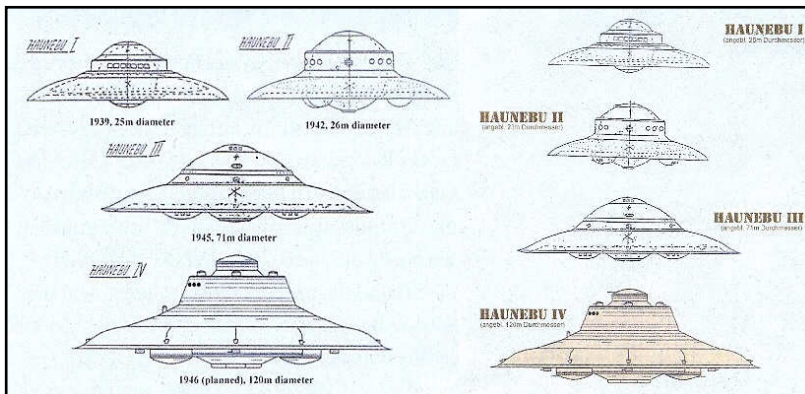
Since, according to the aliens, 225 grams of this element are needed for a small UFO engine, we are not yet threatened by the dangers of the explosive release of subatomic energy encased in crystal. Our level of development is closest to an electrically powered anti-gravity reactor, which means that in the coming centuries we will have to develop anti-gravity spacecraft of the type currently used by the civilisations of Atlantis, Mukula and Venus. The experience of flying a crystal-powered UFO will ensure that by the time we have our own vehicle, test flights and further refinement will not be an insurmountable task, holding back our progress.



There are other types of anti-gravity propulsion (e.g. the ring reactor) but we have so little information about them that we cannot start developing them. The development of the four engines

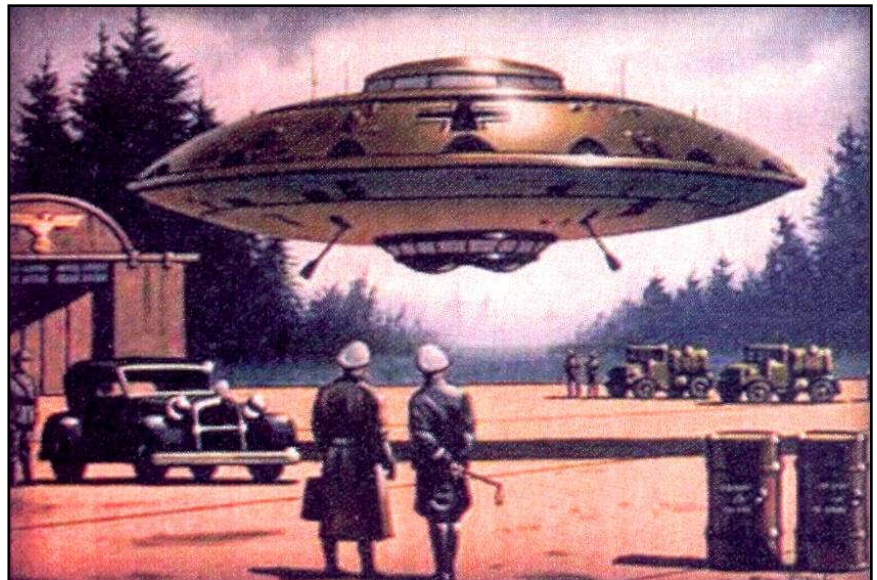
⁷ It's a temporary name. A term composed of latin and Greek words. Stands for 1 - 1 - 5, or 115th in a row. It's the same with most transuran elements. In this way, element 112 was given the names ununbium, 113 ununtrium, 114 ununquadium, 116 ununhexium, and 117 ununseptium. Element 109 has been given a final name: meitnerium (Mt). Element 110 is called darmstadtium (Ds), X-rayium (Rg) 111 and copernicium (Cn) 112. In 2016, additional transuran elements were given a definitive name. The international organisation of chemists has christened element 113 nihonium (Nh). Element 115 was named moscovium (Mc), element 117 was called tennessine (Ts), and element 118 was named oganesson (Og). According to an earlier IUPAC decision, element 114 is called flerovium (Fl) and element 116 is called livermorium (Lv). However, the "christening" did not solve the problem that these elements can only be produced artificially in a laboratory. Because of this, they are very unstable, they exist only for a few seconds. They then decompose into lighter elements on their own. (For more information about transuran elements, see Wikipedia.)

described above will also face many obstacles. The main obstacle is disbelief and secrecy. Many people do not believe in the feasibility of surplus energy generating devices and equipment, so they do not bother. And those who have achieved significant results are unwilling to cooperate with each other. The secret services and the various backing powers are at the forefront of secrecy. Their leaders, drunk with power and importance, are unable to see that our civilisation is in danger of collapse and that only international cooperation can get us out of this pit. The results achieved should not be kept in a vault, but should be made public, so that all professionals who are capable of doing so can be involved in their development and their rapid implementation. If we do not save nature in a few years' time, global warming will become irreversible and climate collapse will be inevitable. And if nature is destroyed, so are we, along with our secrets.



Things have never been this bad before. During the Second World War, our technological development was so advanced that there was not much to keep us from becoming a cosmic race. Recent research into the history of technology has shown that the modern means of achieving antigravity propulsion are not as uncharted a path

as we now think. For a long time it was just talk, but nowadays it turns out that Nazi Germany had its own UFOs 70 years ago. It all started in Vienna, before the First World War. It was in the Austrian capital that the esoteric cults that later became the basis of the ideology of the Third Reich matured, and with these ideas came the possibility of a radically new technology. The Knights Templar, the Rosicrucians and the secret doctrines of the Freemasons were often to be found in the bookshops of the old quarter of the city. It was here that Adolf Schicklgruber, a young man living in an asylum, first encountered these ideas. He soon put his initial knowledge into practice, for he went into a trance and saw himself as the ruler of the world. At the outbreak of the First World War, he enlisted as a soldier and shortly before the surrender his unit was attacked by mustard gas. As a result, he lost his sight for days. He then had a deeper and longer spiritual 'enlightenment' than ever before. During this time, the Thule Group, and later the Vril Society, was formed in a café in Vienna under the leadership of some of the best known occultists of the time. Its meaning has become quite distorted today due to misinterpretation and mistranslations. Originally, it was probably used to refer to the emission of positive subatomic energy particles, i.e. energy radiation of opposite sign to gravity.)



The key character in our story had in the meantime regained his sight, and in 1919 he turned up as a reserve corporal in Munich, where he was engaged in espionage work. There he met Dietrich Eckart, whom he long respected as his teacher. In 1920, the members of the Thule Group and the Vril Society met in an old forester's lodge near Berchtesgaden. It was at this ceremony that Dr Leo Schuman, whose special field of expertise is now known as alternative energy research, first ap-

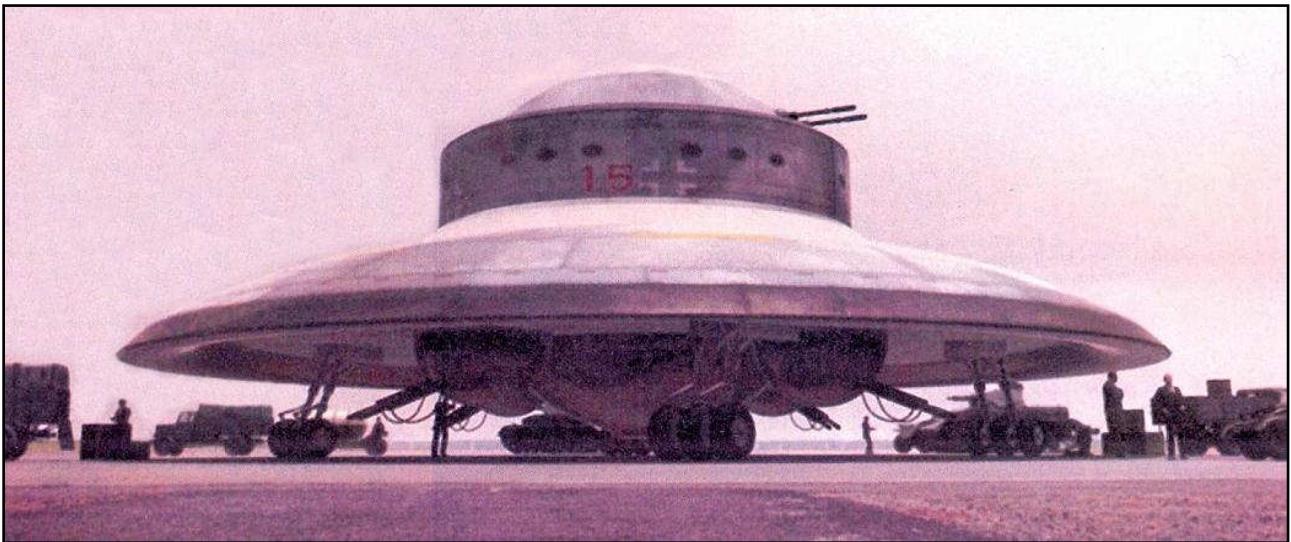
peared. Also present were two mediums whose task it was to decipher the "divine messages" written in the cipher of the Knights Templar.⁸ These texts, originally written in Sumerian, contained instructions on how to implement a technique that could 'help us on our way to the stars'. The ancient explanation seems to have proved useful, because it was on the basis of this theory that the Vril Company began to develop its future aeroplane. For nearly two years they experimented with the levitation engine, and in 1924 they presented a working model.⁹

In the meantime, the Austrian inventor Viktor Schauberger, mentioned above, had joined the project. The electro-gravitational method he had developed contributed significantly to the scientific finding that the core of the new technology had been found - a cheap and clean energy source for the future, independent of fuel. This was the reason why Schauberger, now Chancellor of the Reich and known as Adolf Hitler, summoned Schauberger to report on his findings in 1934. After this meeting, the occult orders disappeared from the scene and the members of the Vril Society were now only concerned with technical matters. However, they still managed to find out together that



Maria Orschitsch / Maria Orsitsch / Marija Oršić

the messages on the Sumerian royal tablets were not from the gods, but had been bequeathed to us by a higher extraterrestrial civilisation. The Sumerians are said to have been colonised from the solar system of Aldebaran in the constellation Taurus, and it is possible that their disappearance without a trace was the work of these aliens (they claim that there are two inhabited planets orbiting the sun of Aldebaran, 68 light years away, which together form the Sumerian Empire). It is home to

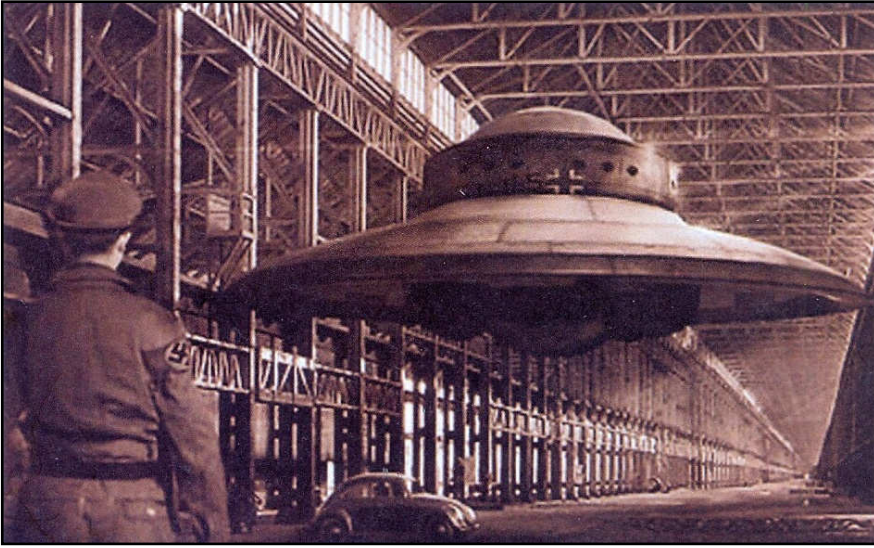


the Aryans, the ancestors of the Earth's Germanic peoples. They were the people Hitler sought out so obsessively to support his race theory.

⁸ The group, called Vrilerinnen, was made up of four mediums. Their leader was Maria Orschitsch / Maria Orsitsch / Marija Oršić / Мария Ориия, born in Vienna. That's probably a code name. These girls came from the Aldebaran star system and disappeared without a trace after Hitler's fall. They've been taken back to their planet. (A detailed description of their activities can be found in the July-September 2017 special issue of **Hihetetlen** magazine. Title: **Magic and Occult Secrets of the 3rd Reich**.)

⁹ The ancient documents alone would not have been sufficient to develop UFOs on Earth. This required the direct assistance of the Aryan species in the Aldebaran star system. When the leader of the Nazi missile program, Herman Obert, was asked how they had achieved this level of development in space technology, the answer was: "We did not make the greatest improvements, they helped us." To the question, Oberth replied, "People from other worlds."

With the backing of the National Socialists, Vril members soon built the first circular antigravity aircraft, the RFZ-1.¹⁰ (The levitation engine proved so effective that it tore through the ceiling of the



assembly hall during one test.) This was followed in 1934 by the RFZ-2, which used magnetic impulse control. It was only 5 m in diameter, but it flew like a real UFO, surrounded by a plasma shell that changed colour as it gained speed. At the same time, the SS, which had become part of the Thule group, started to develop its own anti-gravity propulsion system. Based on Captain Hans Kohler's Tachion converter, also mentioned above,

and using the knowledge gained from the Vril system, the RFZ-4 was completed in 1938. The research was greatly aided by the fact that Nazi Germany had obtained a crashed UFO in 1937, which was studied in detail. In 1939, the SSE-4 group used the experience gained to create the RFZ-5, the first real space plane with a diameter of more than 20 m. The vehicle was christened Haunebu and was a rather complex structure, but it worked as expected. As its engine was located at the bottom, it had a fairly large cargo hold.

A by-product of antigravity research, as evidenced by numerous recollections, is the mysterious foo fighter¹¹, which caused so much annoyance to Allied bombers. As Schauburger's levitation engine was initially not powerful enough to move a piloted combat vehicle, it was used to make small discs, flying devices about 10 cm in diameter, similar to the spy probes of extraterrestrial civilisations. These were not capable of attacking enemy aircraft, but could be controlled remotely. This was done from reconnaissance planes flying at high altitudes, using radar waves. They therefore appeared almost out of nowhere to enemy pilots. But this was not the cause of the confusion. When they got close to the Allied planes, their subatomic energy radiation stopped their engines from firing and paralysed their radio communications. This caused many fighters to crash.

The deterrent effect was heightened by the plasma cloud surrounding the flying objects. As no country at the time used this principle of flight, British and American pilots believed they were being attacked by extraterrestrial objects. Their belief was fuelled by the fact that they could not destroy them. The shells of the on-board machine guns bounced off the impenetrable energy shell of subatomic energy particles, so the flying fireballs returned to their base intact after each mission. The deployability of the foo fighters was severely limited, however, by the fact that Schauburger's electromagnetic engine required water as fuel. As the small size of the flying machines meant that they could carry only a small amount of water, they had to be ordered back for refuelling after about half an hour. The hysteria surrounding the foo fighters was heightened by the occasional sightings of extraterrestrial UFOs around the allied aircraft. These had huge plasma cores and were already in the habit of following ground aircraft for hours. Their curiosity is understandable, since this was the first time our civilisation had used a completely new technique. But they never intervened in air battles. But they unwittingly played a major role in psychological disturbances.

Despite the obvious successes, the German military leadership, like the atomic bomb, did not believe in new ways of generating energy, and so did not put sufficient emphasis on the further development and production of these devices. Their deployment was also hampered by the fact that, due to their rudimentary guidance, they could only be used to change direction at angles of 22.5, 45 and 90 degrees, which made them vulnerable. Virgil Armstrong, a former CIA agent, described their

¹⁰ Abbreviation for Rundflugzeug (cruise plane)

¹¹ This term is a slang version of the English word "fool fighter".

flight: "They took off and landed vertically, but could only fly at right angles." While Hitler found esoteric research interesting, he did not believe that these inventions could decide the outcome of the coming war. Instead, he pushed for the production of V1 and V2 rockets, which initially caused much suffering and damage to Londoners. Later, however, British pilots found a way to deflect the wing bombs from their orbits and destroyed 1,900 of them. It is interesting that Hitler did not realise the strategic importance of the jet aircraft, even though in 1938 the German command already had three production-ready types.

When he realised his mistake, he could no longer deploy the miracle weapons, because, according to spy reports, the Allies systematically bombed both the secret research base in Peenemünde



and the factories in the occupied countries. Unfortunately, the prototypes were destroyed, as well as many important documents, which made the reconstruction of the first UFO on Earth after the war quite difficult. The surviving researchers were taken away by the Americans and Russians, but both powers relied on chemical propulsion to continue the rocket programme. Initially, anti-gravity propulsion

was tried, but the problems encountered could not be overcome due to a lack of theoretical knowledge. The experiments were therefore abandoned and subatomic propulsion was dropped from the agenda for half a century. Only today, after the research conducted in Nazi Germany has been uncovered and the surviving documentation studied, is the world beginning to realise how close we are to exploiting this future-oriented technology. It is a pity that these discoveries were made under the rule of a power that did not seek to serve the world, but to dominate it, and that this regime's inevitable downfall has buried the positive results.

Unfortunately, not many of Hitler's saucers remain. At the end of the war, as we know, both the Allies and the Russians collected all the documents that could be found, the scientists who had survived the bombings, and continued their research. They profited greatly from this. We now know that everything from the way the atom was made to the infrared night-vision device to the radar-wave-absorbing paint used in stealth aircraft, all the major achievements were German inventions. The designs of our ultra-modern fighter jets are also repeated in photos from Nazi Germany 80 years ago. Even Soviet camera production was based on designs taken from Germany. Only the name changed, the construction remained the same down to the last screw. But Russian-made cameras were only popular and sold abroad until the model change. The new models, made by Soviet design engineers, had already had many problems, and the consequences of professional inexperience were becoming apparent.¹²

¹² The extensive copying activities of Russians are reported in the attached document entitled "Country of copying". The Russians, however, are not alone in this all-population activity. Other countries have chosen this path of development. After the loss of World War II, the Japanese realized that the centuries-old policy of shut-off from the world could not continue. From the hole where they're in, only rapid development can lead them out. Yes, but how? Extensive development costs a lot of money. In a country that used to spend all its money on armaments, its capital was destroyed and two of its cities destroyed by an atomic bomb attack, this is not a viable option. Therefore, in the 1950s, thousands of tourists inspected cities in developed Western countries and photographed everything, all the data recorded. Locals laughed at them to see what was the point of photographing objects that were insignificant to them. They'd be better off interested in tourist attractions. However, the Japanese were more interested in industrial facilities and industrial products. The information collected was then taken home and subjected to systematic analysis. They filtered out the experience

But their biggest catch was the acquisition of cutting-edge technology. In the rapid advance of the Red Army, the designs of the N-1 and N-2 series of cruise aircraft were not completely destroyed. A special unit set up for this purpose acquired much of the documentation. At the same time, several Nazi scientists and rocket engineers were captured. Among them was Klaus Habermohl, head of the Prague group and designer of the N-2 type. As these models were already based on Viktor Schauberger's Feuerball, they were equipped with anti-gravity engines. Thus, with Habermohl's help, the Russians developed the Gyiskoplan-1 cruise aircraft in the late 1940s. A test flight of the saucer-shaped aircraft took place in 1950. Its appearance was eerily similar to the foo fighter. They did not have to build the large reactor needed for this because they had access to Schauberger's improved anti-gravity engine in occupied Breslau (Wrocław). However, the Austrian scientist could not be captured because he fled to America in time. The practical application of the engine was therefore problematic. There were problems with stability, which could not have been avoided without knowing the mechanism of the engine. Without this, the necessary modifications could not be made. It was this lack of expertise that caused the crash of the Gyiskoplan-2, which was tested in 1962.

The tragedy interrupted the Russian saucer programme. It was only during the Gorbachev era that earlier designs were revisited and a new two-tonne model was developed, called Epik. However, Schauberger's antigravity engine was no longer used for the aircraft tested in the early 1990s. The new vehicle was lifted into the air by conventional gas turbine aircraft engines. In the meantime, a futuristic-looking version of the Tarjelka (Tányér), measuring 36 × 25 m and capable of carrying 400 people, had been built. Then the Soviet Union collapsed and economic difficulties followed. So there was no one to cover the \$70 million cost of putting it into production. Western investors did not see the fantasy in a retooled version of conventional technology. Therefore, the monstrosity, which was promised for the summer of 1999, would fly at 12,000 metres and cover 7,000 kilometres on a single refuelling, was never built. With the replacement of the engine, the Russian saucer programme was on the wrong track. Extraterrestrial help, the mercury circulation engine delivered

and started producing products of a western standard. These were then exported. After being sold at extremely low cost, western residents did not shy away from buying them. They didn't do much with it, because they quickly realized they'd been given a bad quality junk. Therefore, the quality of contemporary Japanese products became the subject of ridicule. They joked about it like we do now about the quality of Chinese goods.

But they didn't laugh at Japanese products for long. Their quality has improved rapidly, while the goods have not increased. In the 1970s, the quality of Japanese products caught up with and even outstook the West. And in news technology, it destroyed radio and TV production in Europe and the United States. Pocket radio, for example, is not manufactured by anyone other than the Japanese because they cannot produce it in the same quality and cheaply as they do. They also took a leading role in walkman and mp3 production. And the quality of Sony color TVs has become legendary. Their HIFI equipment, as well as their cameras and video cameras, have also become a selling item. Then came the Japanese automakers, which shed millions of their advanced and cheap vehicles into the Western market. Western countries have only been able to defend themselves against this with a protective line. The Japanese's efforts led them to become the third most advanced industrial country in the world.

That's the way South Korea went. They no longer needed an army of tourists. It was enough to order the tools and devices to be copied and subjected to careful study. The use of their experience has led to two of their largest electronics factories, Samsung and LG, produce high-end products that can be sold well in every country in the world. That's the way china is on the road. As far as their clothing products are concerned, their quality is still rather low, but the quality of their electronic products is rapidly improving. This was done by buying licenses. The manufacturing documentation of their laptop, Lenovo, e.g. They bought it from IBM. Since then, they have their own computers, which are no worse than the original IBM version. Later, there was no need to buy a licence, because western European and American companies had to move their factories to China in order to take advantage of cheap and large numbers of Chinese labour. Together with him, the entire production documentation was handed over to the Chinese specialists. Now all they had to do was copy the blueprints and make their own products. That was quick. With this method, the greatest progress has been made in the production of smartphones. A decade ago, everyone was licking their asses that the plastic casings of Chinese mobile phones were crackling and their processors were quite weak. After the turn of the millennium, however, the world market for high-quality Chinese smartphones was one after the other. Nowadays, for the same money, you can buy a mobile phone that is much more advanced and know more than the West. Western companies have not thought about cutting the wood under their own with this greedy, profit-making effort. Free high-tech technology has been donated to China, which will result in China becoming the world's leading industrial country in a few years' time. If this leadership in the economy spreads to politics, then the West can start to worry.

to the Russian Berezin, and the wreckage of several crashed UFOs were in vain. Even these could not reverse the wrong direction of the search.

French saucer research has followed a similar path. The L' AERO 135-HP cruise aircraft only resembled UFOs in appearance. Designed by René Couzinet¹³, it also had a turboprop engine. In the early 1950s, the British were also developing saucer-shaped vehicles. For lack of a suitable engine, their Sky Ship model did not progress beyond the level of a pusher aircraft. Initially, the US-Canadian saucer research was at the same dead end, although they had in time acquired Richard Miethe, co-designer of the Nazi N-3, and Rudolf Schriever, designer of the N-2. Seeing the Avrocar and Omega models fail, the Canadians also gave up the search. The official reason given for withdrawing from the programme was that it was too expensive. For those interested in more details, read Andrew C. Stone and Richard Skyman's book, *Hitler's Saucers*.

The failures identified in the literature are due to the wrong approach. Designers in various countries have not realised that the discus shape of extraterrestrial vehicles is not due to their stability. The gyroplane is no better than the conventional delta-wing design. Its only advantage is its ability to manoeuvre in all directions. Extraterrestrials use this model because they fly reconnaissance missions. The most suitable for this purpose is the disco shape. It can take off in any direction in an instant, it can escape. Its arched training allows it to dive deep under the sea. It is not crushed by the pressure of the water column. But its flight characteristics are extremely poor. In the air, it can only move forward safely if it is fitted with control surfaces (side and upper wings). Without this, it becomes unstable, the slightest air shock will throw it off balance, rotate its vertical axis and crash.

The only way to stay aloft in the air is to apply Bernoulli's law, which has strict rules. If the object assumes a position in which the suction effect of the vacuum at the top of the wing surface cannot prevail, there is nothing to keep the plane aloft. All it takes is a slight pitch and the upward propulsion effect that overcomes gravity is no longer in effect. UFOs from outside the Earth do not crash because they are not flying in air, but in a vacuum. The subatomic energy particles emitted from the engine create a plasma bubble around the craft, which displaces the air molecules. This air-displacement envelope travels with the UFO, making their vehicle as stable near the ground as it is in space. In a vacuum, it makes no difference what shape the flying object is. It can be cubic. When weightless, it will fly. If it's in a vacuum, it won't be slowed by drag.

Nor do our designers take into account that the main function of an antigravity engine is not to fly, but to keep it in the air. The vast majority of the aircraft's fuel consumption is not consumed in propulsion, but in keeping the heavy vehicle in the air, attaining and maintaining the speed necessary to satisfy Bernoulli's law. The flight itself, overcoming drag, requires much less energy. A load hanging from a wire rope can be pushed away with a finger, but a lot of force is needed to keep it in the air. This large force is made unnecessary by the antigravity force field. The difference is most striking in the case of UFOs. Here, flight does not require energy. Only acceleration and braking, and overcoming the gravitational pull near the ground, require propulsion. For acceleration and braking, the vehicle flies itself after overcoming the drag of the aether. The aether stabilises its speed. No propulsion is needed to move the stars or rotate the planets. The levitation reactor is therefore essential for modern flight. The energy needed is also free, since it is released from matter in the form of subatomic energy particles. In our polluted world, another not insignificant advantage of this reactor is that it is environmentally friendly, not polluting the air in the slightest. Moving and propelling hundreds of tonnes of vehicles into the air does not consume much energy. The steering and propulsion can be done with side jets (miniature engines).

If the vehicle is intended for passenger transport, the most suitable form is a wedge or arrowhead. This is the best way to achieve maximum speed. It is also used by extraterrestrials for passenger transport. Flying "triangles" are safe to fly even if the plasma envelope fails due to a technical fault. They then fly in the normal way, making a loud noise. They make a lot of noise, but they don't crash like circular vehicles. We also use the delta wing design for our aircraft that travel faster than the

¹³ rőné kuzinyé

speed of sound. Nature also favours the V-shape because it uses the least energy. Birds also fly in a V-shape because they are subjected to the lift generated by the wing of the bird in front of them. This can reduce the energy they use in flight by up to 20% and allow them to fly longer distances. The favourable flight characteristics of the V-shape also apply to man-made objects. It is no coincidence that UFOs that appear from the troops also use this flight mode. For cargo transport, the cigar-shaped cylindrical body, i.e. with a conical nose, is the most suitable. It can carry the most cargo and its interior space is the most economical. It is the least wobbly. The flattened cylinder is itself a stable shape. Just think of the Zeppelin airships of the past, how quiet they were. Apart from the flammable fuel, there was nothing wrong with them. They even had restaurants with lavishly laid tables. Not a glass was out of place during the flight.

So there was no point in pushing the cruise planes. We obsessively insist on this design because most of the UFOs we have seen are of this configuration. So we believe that this is the ideal shape, it is the way to get the highest speed. Then we wonder why, in test flights, one after another crashes. We can't surround it with a plasma shell that creates a vacuum. Especially not if we install a conventional gas turbine. It's suicide to sit in a vehicle of this design. Later on, when we are going to mass-produce high-power antigravity engines, it is not advisable to force the discos form. Cruise planes should only be made for fighter pilots and reconnaissance flights. However, a small three- or four-seater is also suitable for this purpose.

Returning to the original subject, the American researchers who were left to their own devices probably recognised the need for antigravity propulsion in the course of time. The recovered wreckage of a relatively large number of UFOs that had crashed in their area had awakened them to this fact. They also had the advantage of being the landing site for alien craft that crashed in allied countries. So they had a lot to study. Therefore, they may be heading in the right direction. But there is no news on this. This programme has been moved underground to a top secret base in the Nevada desert. Even access to it is impossible, it is so heavily guarded.

With the use of the anti-gravity engine, road transport will be completely shifted to air transport. By eliminating fuel costs, air transport will become extremely cheap and safe. Air transport already has only 1 fatality for every 2.5 million kilometres travelled. This compares with 800 people killed in road accidents on surface roads in Germany alone and 1.3 million people killed in road accidents worldwide. Air journeys are therefore orders of magnitude safer, not because of the greater operational safety of aircraft, but because of three-dimensional transport. The safety of motor vehicles is now also very high. Only a tiny fraction of fatal accidents are caused by vehicle failure. The vast majority of accidents are caused by speeding, overtaking, drink-driving or driver inattention. When driving in the air, however, there is no need to pay attention to the road. An order of magnitude increase in the degree of freedom in the direction of travel almost rules out a collision between two aircraft. On surface roads, a wrong hand movement is enough to move the vehicle into the opposite lane, where it collides head-on with the oncoming car. The two speeds combine, and fatal injury is almost inevitable.

In the air, a wrong turn of the steering wheel merely causes a change of direction, which is easily corrected. On the roads, a reckless overtake can cause tragedy, while in the air it is almost unthinkable. No one has ever heard of a passenger aircraft trying to overtake another. Why? A small change of direction or flying over or under can easily avoid it. Then it goes on at the speed it can. Why fly the same route as the other when you can fly a thousand other routes in the air and not have to worry about oncoming traffic. Sport aircraft may have this kind of turbulence, but here the pilot can overtake in any direction, not just to the left, but at a 360° angle. The number of airways is almost infinite, and they don't require any development like a highway.

The development is made more difficult by the fact that the very mention of Nazi Germany is a 'red post' in today's democratic societies, so that no politician dares to refer seriously to their achievements. Yet it is in our own interest to learn to separate fascist politics from the technical progress they achieved. Hitler and the leaders of the National Socialist Party he founded were indeed fascist mass murderers, but the scientific achievements they forced upon us should not be stigmatised for

that. Otherwise we will end up like the British military leadership with the high technology of 70 years ago. As you know, British intelligence had access to German military industrial developments as early as 1938, but the jet fighter, radar, the radio-controlled wing bomb, the ballistic missile, the night-vision device, the ejection seat and many other inventions blew the fuses off the arrogant military analysts. The 'Oslo report' was therefore declared a fever dream of a dictator with a mad mind. Even the impact of V1 and V2 missiles on London did not sober the British military leadership.

Today these devices are commonplace tools of warfare and defence. But it was 80 years in coming. If the British and American military experts had then taken German military developments seriously and applied them, we would now be much further ahead. It is the same with Hitler's UFOs. Our scientists fear him like the devil fears incense smoke. They think that a mad dictator has released the genie from the bottle, so they are doing their best to keep it back. Instead of believing in it, they continue their half-finished research. In that case, we could count on the help of extra-terrestrial civilisations. Today, many people resent the fact that after the initial activity, extraterrestrials have turned their backs on us. There are fewer and fewer UFO sightings, the third type of encounter. But we are to blame for this. How can they help us if we do nothing? Our world is a world of stagnation, of misery, of helplessness. We only know how to do one thing, to whine, to complain, to be helpless. No one dares to decide or act. Meanwhile, our world is falling apart, we are sinking deeper and deeper into our own filth.

The current situation is not likely to bring any positive change in this respect. The Germans are busy with other things. With the terrorist acts on the agenda, they are slowly becoming afraid to go out on the streets. They could be stabbed in the back or pushed in front of a train at any moment. The whole world is baffled by the irrational decisions of German politicians. Even Arab politicians are saying that Germany has committed suicide by letting in 2 million illegal immigrants, including 5 000 terrorists. Hundreds of thousands of IT specialists, doctors and other highly skilled professionals were expected. Instead they were given illiterate, uneducated people who brought with them only their violent tendencies and fanaticism. Their maintenance costs a horrific sum. In Germany last year, the equivalent of 7 500 billion forints was spent on caring for 2 million immigrants.¹⁴

Some argue that this decision, which defies common sense, is the result of some subconscious impulse. It is their way of atoning for their crimes in World War II. Others believe that this situation is due to the impulses of the demonic world. If this is true, then Satan has done a good job. He has succeeded in eliminating the most powerful country from the development process. In this situation, all we can do is torture what the Germans could have shaken out of their little fingers. Moreover, they could once again have counted on the help of their Aryan ancestors in the Aldebaran star system.¹⁵



After successful development, the long-awaited production can begin. Our antigravity-powered aircraft and spacecraft should be built from magnesium. This is mainly because magnesium is extremely strong when used with the right alloying materials. Yet it is 30% lighter than aluminium and is not affected by corrosion. Contrary to popular belief, magnesium is not a rare metal. It is the eighth most abundant element on Earth and is found in high abundance on our planet. (This is a very good proportion, since iron, which is used in high quantities everywhere in the world, is only the fifth most abundant.) Magnesium makes up 2.5% of the Earth's crust. Sea water also contains 0.13% magnesium in the form of dissolved chloride. (This causes its bitter taste.) The only drawback to its widespread use is that it reacts easily with other elements. It therefore occurs naturally only in compounds, which makes it expensive to extract. Magnesium is also good for the environment. It is easily recycled. Recently, car manufacturers have also started to discover it. Its beautiful metallic shine and silvery white colour make surface treatment unnecessary. No painting, no rusting.

¹⁴ Other host countries fared no better. In Finland, for example, it costs 200 million forints to integrate an immigrant.

¹⁵ You can read about the help of the Aryamians during World War II in Volume I of my book **Esoteric fulfilment** in the Interesting news section.

Less advanced extraterrestrial civilisations also build their spacecraft from this metal because it is lighter than aluminium and stronger than steel. Because it is highly magnetizable, it can also be used as a substitute for the much heavier soft iron. This is of great importance in the manufacture of electromagnetic propulsion systems and in the production of plasma sheaths around spacecraft.

However, moulding it requires sophisticated technology. Its rigid hexagonal crystal structure causes problems in moulding, pressing and machining. However, with the right alloys, this disadvantage can be overcome. There is also no safety risk. Although it burns with a blinding white light, it can only be ignited by grinding it into powder. (Incidentally, magnesium powder or tape was once used as a precursor to electric flash. It is time to put magnesium to more sensible uses. It makes a difference how much a spacecraft weighs. An engine that can lift a 5-tonne steel structure 4.6 times its size can be built from magnesium. So, using magnesium, we can make a vehicle almost five times as big as a steel vehicle, or almost five times faster. By the way, the aliens (little grey men) also use this metal as a material for their spacecraft. According to analysis by wave dispersive spectroscopy, 97% of the UFO that crashed at Roswell was made of magnesium and 3% of zinc¹⁶ alloy, coated with a layer of 1 to 4 microns of bismuth.¹⁷ According to other sources, the Little Greys coat their vehicles with an alloy of silver and copper to increase electrical and hence magnetic conductivity.

Its use would not be hugely expensive. While aluminium is three times more expensive than steel, magnesium bodywork costs only five times as much. This is still cheaper than using carbon fibre reinforced plastic¹⁸ of similar strength, which is twenty times more expensive than steel. Another promising metal is titanium. Also a common element on Earth. It makes up 0.44% of the earth's crust. It is a silver-grey metal with a shiny surface. It weighs twice as much as aluminium but is 40% lighter than steel. It is therefore also considered a light metal. It is easily machinable, twice as strong as aluminium, and has a strength comparable to steel. (Its surface hardness can be increased fivefold by ion planting. It is no coincidence that objects made in this way are very similar to corrosion-resistant steel.) It is also no coincidence that it is currently used in large quantities in the aerospace industry. However, its electrical and thermal conductivity is very low. It is a paramagnetic material, only slightly magnetizable. As a substitute for a suitable material, it might be worth looking at a new type of steel recently developed by South Korean researchers. By adding aluminium, they have created a steel alloy that is lighter than steel, does not corrode and is stronger than titanium.

Budapest, 28.01.2018.



Antigravity engines are likely to generate a lot of interest in the engineering community. There is no chance of building a crystalline engine yet. The development of the snake engine and the Hamel engine is not a problem for a small entrepreneur because the ingredients are cheap. The development of an engine based on the counter-magnetic excitation of electromagnets could be a problem. The three-phase version is expensive and complicated to build. It is also not certain that it will work in the arrangement described above. It is therefore advisable to test the principle first. This single-phase model does not cost much to build and can be used to clearly demonstrate its operability.

All that is needed is to spin two electromagnets excited at resonant frequencies in opposite directions. One is fixed to an insulating sheet (e.g. a thick textile baking sheet), the other is fixed to the shaft of an electric motor and placed over the fixed coil so that it does not touch it. (This requi-

¹⁶ Zinc increases the elasticity, corrosion resistance and melting point of magnesium, making it easier to pour and weld.

¹⁷ We are not yet aware of the role of bismuth. Because bismuth is highly diamagnetic, it appears to impair the electrical conductivity and magnetism of magnesium. In a strong magnetic field, however, bismuth becomes magnetic and is involved in the formation of plasma around the vehicle. The strong magnetic field around the vehicle is generated by antigravity radiation e out of the engine. Because of the repulsive effect of bismuth due to magnetic radiation, it may also make navigation easier. Its exact role will be determined by future research.

¹⁸ Carbon fibers are formed from nanotubes made of carbonates with an internal diameter of 100,000 millimetres.

res a slip-ring feed.) Then excite both coils with an alternating current tuned to their resonant frequency so that the two sine waves are 180° out of phase with each other. The magnetic field of the two coils then attracts each other, and it is not possible to move the upper coil away from the lower one by hand. Then the electric motor is switched on, which rotates the upper coil against the magnetic field.

This causes the two opposing magnetic fields to push into each other to such an extent that large amounts of ether particles flow into the coils. The inflowing aether ions are emitted from the coils, which interact with the gravitons emitted from the Earth to produce an antigravitational effect. The efficiency can be greatly enhanced by using a soliton wave (a bisected sine wave) instead of a sine wave. The combination of the resonance frequency and the charge accumulation created by the soliton waves causes the vril to become so strong that it ionizes the air molecules, creating a plasma loop around the engine. (The soliton wave experiment must be conducted in free space because if the structure is released, it will break through the ceiling.)



Protective clothing is also required. Strong magnetic radiation can drain or overload the meridians in your body, leading to serious illnesses. (Leukaemia is the most common consequence.) Unfortunately, protection against magnetic radiation is almost impossible because these tiny particles can pass through any material without hindrance. Just think of gravity. Wherever we hide, gravitons act on us, with nothing to block the gravitational pull. Fortunately, the gravitational radiation from the globe is not so great that it makes us sick, and is counterbalanced by the etheric particle radiation that flows in through our chakras. Without them, we would not be able to live for more than 5 minutes.) However, strong magnetic radiation upsets the balance of their meridians, which sooner or later leads to serious illness. In this case, the thick lead walls used for radioactive radiation do not help. There is only one thing you can do against magnetic radiation: scatter it. The best way to do this is with wool hair. The fine, twisted fibres of sheep's wool act like tiny mirrors, deflecting the magnetic rays falling on them in different directions. This means that only a small proportion of the radiation reaches your body. The chakras can compensate for the meridian drainage or overload caused by the radiation.

In ancient times, when the gods were still among us, people used irhabunda (suba)¹⁹ to protect themselves against the subatomic energy emanating from them. (This method of eye and health protection was suggested to us by Zeus.) Sheepskin, or sheep's wool, is the only material we have that effectively reflects magnetic energy. According to mythology, Zeus also protected his son from strong radiation by using animal skins covered with thick fur. When Heracles insisted that his father appear before him in all his divine glory, he raised the skin of a goat in front of him, which shielded the blindingly powerful bio-energy emanating from his body. Barley bran is also suitable for this purpose, but coating our bodies with thick bran would be rather complicated. (In ancient times, the Jews stored the samir, which cut all materials, even diamonds, like butter, in clay jars filled with barley bran.)

In addition to husk and grain baskets, it might be worth investigating the subatomic energy shielding properties of mica shale. In front of the Pyramid of the Sun at Theotihuacan is an underground chamber covered with several layers of mica sheeting. Mica is known to be a good insulator of heat and electricity. It is also resistant to organic acids. I wonder what kind of activity was going on in this sandwich-like insulated underground chamber to require such a heavy insulation? Was it a matter of concentrated sub-atomic energy beams transforming materials to create extremely solid metals? A layer of rock and soil several metres thick is a serious insulator in itself. Mica plates are not needed to melt metals underground. Since the concentrated subatomic energy radiation absorbed

¹⁹ The suba is a sheep's coat turned outwards with its hair, covering the whole body from the foot to the neck. In the rain, the Transylvanian sheep herds laid this on themselves. On the way out, the sheep's coat also protects against the heat. (According to its manufacturers, woolen bed linen warms in winter and cools in summer.) We're going to need another sheepskin pus and a glove. Ordinary skin gloves are not a good solution, because sheep's hair should be outside, not inside.

by the cavity wall can be detected thousands of years later, it would be useful to measure the magnetic field strength on site. This would shed light on the mystery. If the shielding effect of the mica shale against etheric radiation could be demonstrated, it would allow the construction of a protective wall.

Budapest, 04.02.2018.



Unfortunately, nothing has been done in the past year to develop anti-gravity engines and harness the energy of matter, two areas where we can do the most to advance our technological progress and stop global warming. The development of the Hamel engine offers solutions to both of these problems. This engine, which is easy, quick and extremely cheap to produce, could lift space exploration out of the mire in which it has been floundering for more than 70 years. Our rocket designers still use the smoke rockets developed by the Germans in 1943. No progress has been made in this area in nearly a century. It is because of this antiquated chemical propulsion system that it costs NASA more than \$400 million to produce a rocket and takes years to build. The SpaceX rocket also costs \$54 million to produce. However, this spacecraft, produced by Elon Musk's company, is reusable, but still costs \$83 million per launch.

By contrast, the Hamel rocket would cost no more than \$100 to produce. At most, that's the cost of three funnels made of paper-thin aluminium sheets, the iron tank and four magnet rings, and three stone balls. Of course, a body would also have to be built around the engine, but that would cost no more than it would to build a car. No special materials would have to be used to prevent fuel leaks. There is no need for a heat shield, because this spacecraft does not need to be launched as a cannonball. It can be floated into space at low speed. Since its "fuel" is available in infinite quantities in the universe, there is no need to hurry to get it out of Earth's gravitational pull. Therefore, it does not fall back. And its re-entry is not affected by gravitational forces. It can therefore be floated down at low speeds. It does not burn up from friction from air molecules. And with a plasma bubble created around the vehicle, its cruising speed is orders of magnitude higher than that of a chemical rocket (it can fly beyond the stratosphere at speeds of up to 72 000 km/h).

Yet no one is willing to develop it. The lack of a theoretical basis is a major obstacle. Because they do not know the principles of its operation, aeronautical engineers are not involved. The principle of operation of this engine is simpler than that of electromagnetic engines. There, not only is counter-magnetic excitation required, but also soliton excitation. Here, however, there is no electrical excitation. The antigravity field is created by resonance. With this gear, nothing more needs to be done than to oscillate the upper magnetic ring of the base oscillator at the resonance frequency. Then the metal atoms in the lower magnetic ring start a crazy dance, during which they lose their electrons circulating in the outer orbit. But the universe cannot tolerate the void, so it tries to fill it with ether. This is why very large amounts of aether particles flow into the magnetic disk. There, the atoms dance and collide with the nucleus, which increases their vibrations. They then lose more electrons.

Eventually, the influx of aether ions becomes so large that the air around the magnetic disk is ionised, forming a plasma shell around it. However, concentrated magnetic radiation is required for ionization and zeroing of gravity. This is also done by the metal atoms. The greater the amount of aether particles that flow into the magnetic disk, the greater the probability that they will collide with the detached electrons and the atomic nucleus. Since they repel each other, the repulsion leads to the fact that the etheric particles are condensed and become concentrated magnetic radiation. After a while, they no longer fit in metal, so the magnetic disc pushes out the condensed ether. Anti-gravity radiation starts.

This is only the visible consequence of the enrichment of aether ions. For us, the more important development is that they are coupled to the gravitons that flow out of the Earth. As positive particles (aether ions) and negative particles (gravitons) repel each other in the world of subatomic energy, an

anti-gravitational effect is created. The globe kicks away the antigravity engine and everything built around it, i.e. the spacecraft.

Do not confuse this effect with magnetism. Waves emitted from magnets at rest originate from spins, or magnetic domains, in ferromagnetic materials. This type of magnetism does not induce an antigravitational effect. Even the world's most powerful magnet, the 25 Tesla induction electromagnet, does not bounce on the table when the excitation current is switched on. But it could, because the electromagnet at the National High Magnetic Field Laboratory at the University of Florida requires 160 000 A of current to excite. Since this current already anneals the coil, it requires a cooling system containing 13,000 litres of water to cool it. Even when switching on an electromagnet with a magnetic induction of 41.4 Tesla, made at Florida State University in 2017, no such phenomenon was observed.²⁰ (Neodymium and samarium cobalt super magnets, which are considered very strong, have inductions of less than 2 Tesla.)

The different behaviour is also due to the fact that permanent magnets and electromagnets are attracted by opposite poles and repelled by the same poles. That is, they behave in the opposite way to subatomic energy particles. But they do behave in the same way in one respect, both magnetisms are capable of exciting electric currents. But not to the same extent. Subatomic energy particles are much more efficient in this respect. That is why it would be desirable to exploit this ability. They would not only provide us with free electricity, but also with electricity efficiently. They could generate much more electricity in a much smaller size than any other device.

The biggest obstacle to their development is that we do not know how they work. The same is true of antigravity engines. If we were aware of what creates the antigravity effect and how it is created, development would be more focused. Once the goal is in sight, the path to it can be found. It may take some detours, but we will get there sooner or later. In the development of the Hamel engine, many people run into a dead end because they do not take into account that the antigravity effect is not created by the wanderings of the aluminium cones, but by their vibration. The wobbling motion is necessary for the propulsion system and the controllability of the spacecraft. When a door is opened on the side, the cones tilt back and forth and to the right and left as the wind direction changes. The base oscillator is then excited asymmetrically rather than in concentric circles. The excitation is shifted sideways, which results in more energy flowing out of the drive on that side. This causes the vehicle to change direction. However, this planetary motion alone does not cause the lower magnetic ring to emit large amounts of subatomic energy particles.

For this to happen, the aluminium cones have to vibrate. At the resonant frequency of the magnetic discs. This frequency can be several kilohertz. That is, it is so fast that the vibrating motion of the cones is not visible to the naked eye. This is where previous developers made the biggest mistake. As you can see in the attached pictures²¹, by gluing on thick magnetic discs, they created iron, heavy aluminium cones that are unable to vibrate at high frequencies. The sluggish motion of these drab cones could only be used to stir jam. To reduce the weight of the aluminium cones, small ferrite rings should be used. It would be worth trying to see whether a magnetic strip in the door of a refrigerator could be used for this purpose. It is much easier to stick this on both the cones and the metal barrel. If the cone falls in, the experiment should not be abandoned. You should order the magnetic strip magnetised with a higher field strength. Then it should be observed whether the continuous circular magnetic field does not prevent the cones from wobbling. The less force required to unbalance the cones, the more likely they are to be capable of oscillating.

It is all a matter of experimentation. If the actuator works, then it's a matter of patience, refining the drive mechanism, increasing efficiency. The antigravity drive can be verified by removing the base oscillator, the unit containing the two magnetic discs. Then we artificially set them to oscillate. In this configuration, the upper magnet disc is not vibrated by the aluminium cones but by an

²⁰ Developing this electromagnet cost \$35 million.

²¹ The movement of cones can also be studied in these English-language videos:

<https://www.youtube.com/watch?v=MP4Y6nzaPRg>

<https://www.youtube.com/watch?v=sXDkSNRnjfg>

<https://www.youtube.com/watch?v=Hf55OPeJx7k>

electric motor that oscillates. The motor of a vibratory grinding machine seems to be the most suitable for this purpose. Remove the adapter for mounting the abrasive cloth from the vibratory sander, mount the motor on a stand, then lower it onto the base oscillator so that the motor shaft vibrates the upper magnetic disc. If the frequency of the oscillation is not high enough, you can also try the motor of an electric shaver with an oscillating knife (e.g. Braun, Remington). If this is not high enough either, use a frequency converter to increase the frequency of the sinusoidal current.

The use of a Hamel motor would also be advantageous from a safety point of view. It cannot be shot down or paralysed with a ray gun. Since it contains no electrical components, electricity has no role even in its control, and beam weapons cannot paralyse the electron flow. (In every case of UFO abductions from a car, the people involved have said that as soon as the spacecraft came overhead, their car stopped, the engine stopped firing, and even the lights went out.) This cannot happen with the Hamel engine, which could be a major advantage in a future space war.

For those who still doubt the ability of aether to flow into matter and its anti-gravity effect, watch this video: <https://www.youtube.com/watch?v=GeyDf4ooPdo> In the Anti-Gravity Wheel? video, a young man demonstrates how a heavy steel disc used for weightlifting can be made almost weightless. The steel disc, which is difficult to lift with two hands, was spun at high speed for several minutes by his partner using a pistol drill. The young man then lifted it easily and swung it over his head. The reason for the loss of weight is that during spinning, centrifugal force causes a large number of ethereal particles to be trapped in the steel disc. This is not enough to ionise the surrounding air molecules. However, the Earth's gravitational radiation also has a repulsive effect on the large number of aether ions, which causes the steel disc to lose weight. This experiment is likely to convince scientists with stupefied brains that aether does exist. If not, what is stuck in the target disc? Air? Bussy scientists are talking about the gyroscopic force when they see this video. But they can't say what creates the gyroscopic force.²²

Budapest, 14.02.2019.



So the biggest obstacle to the paradigm shift, to the ascent to cosmic societies, is that we don't know the principle by which these devices work. And if one does not know what principle a machine works on, one is not able to implement it. Even if they are given a sample. He turns it, looks at it, then tries to copy it. He copies it in a similar size and design, but it doesn't work. This is the kind of shoddy work currently going on in the underground research laboratories of the secret services and the various backing powers. They do have working UFOs that they test fly, but they did not create them. They are on loan from various extraterrestrial civilisations to study them. They are also not forbidden from copying them and creating their own anti-gravity aircraft. But they can't.

They can't, because they don't understand the mechanism. No wonder, because there are no correct physical insights. We don't understand the physical phenomena that occur in the operation of these devices, these vehicles. The literature is full of various vague formulations. One of these is that 'the antigravity engine bends space towards the aircraft, which then becomes part of it'. Another is that 'the reactor is an incredibly advanced antimatter system that distorts gravity by its operation. Then they add: "If you bend both space and time, the change of position happens in a second." Only a great scientist could come up with more nonsense than that. This is the "wormhole" theory, which comes from Einstein. He coined the hypothesis with fellow scientist Nathan Rosen in 1935. The main promoter of the wormhole theory in the late 20th century was the celebrated British physicist Steven Hawking.

Even a primary school child knows that we cannot even reach the nearest stars with our current spacecraft, which would take millions of years and the energy to consume the Earth's entire energy reserves. But the desire for cosmic travel is great, so science fiction writers have joined forces with

²² This experiment was previously presented by a professional scientist. He didn't think it would be the end of his career. The report on the case can be found at: <https://index.hu/tudomany/giro0619/>

modern scientists to embrace the wormhole theory. Einstein, not entirely convinced of the existence of wormholes, sought a way out. He said that the connection between two distant points was unstable and would close at the slightest disturbance. But today's scientists claim that there are 'traversable' versions of wormholes. These are wormholes. In these, 'a repulsive gravitational force of matter or energy stabilises the inside of the wormhole and keeps it open'. Well, that's all science fiction writers and UFO researchers needed. They immediately latched on to wormholes, and it's now all over the literature.

But the truth is that there are no wormholes. Space cannot be bent.²³ Not even black holes with gigantic gravitational radiation can do that. But there is no need. Cosmic travel does not take place in a physical body. The hyperspace velocity often referred to in the Star Trek film series takes place in an etheric body. They fly their spaceship out into space outside the stratosphere, where they dematerialise their vehicle and make the journey in an etheric body. Since aether particles are 12 orders of magnitude smaller than electrons, their speed is 12 orders of magnitude higher. Thus, it is no coincidence that reports from UFO abductions that they made the journey to their home planet in a flash. In an etheric or astral body, you can go from one edge of the Milky Way to the other in 2 seconds, 100,000 light years across. And the extraterrestrial civilisations that visit and monitor us are mostly a few hundred or thousand light years away. When they come close to their home planet, they re-materialise themselves and their spacecraft and enter their atmosphere in a physical body.

Under the influence of so many delusions, it is no wonder that we cannot move forward. Until we put our heads in order, we cannot expect to succeed in this field. Let us continue by saying that time cannot be bent. Time is the dimension created by the gravitational field, which indicates the rate of change within it. The greater the force of gravity, the slower time passes through its force field. Time exists even where there is apparently no gravitational force. The accumulation of matter in the universe does not leave the world of the gods untouched. According to the Book of the Vedas and the Mahabharata, the time between the Big Bang and the collapse of the universe is 50 billion years, but in the world of the gods this time span shrinks to 200 years. In near-gravity-free space, the passage of time is so accelerated that the current reign of the Almighty lasts only 200 years. Then a new universe is created, and the Almighty starts creation all over again.²⁴ His assistants, the lesser and greater gods who will orchestrate the re-creation, are now closer to the stars and planets with gravitational fields, as they must create them. They are already in direct contact with time, but not bent by it. There is no need to do so. They move back and forth along the timeline.

They can go back any distance into the past, but they can also go forward into the future. Even esotericists know this, which is why they have invented the delusion that the past, present and future exist simultaneously in the universe. This is not true either. Only the past is stable. The present is in flux. And the future is completely uncertain. The future that the gods see moving forward in the timeline is the future of the moment. They see what the consequences of the present situation will be in the future. But the future can be changed at any time in the present. And we take advantage of that possibility. We change our future by our actions in every moment of the present. For good and for bad. Since man is the most unpredictable being in the world, even God himself does not know what our real future will be.²⁵

This is also the reason for the unreliability of predictions. Most fortune tellers are impostors, but there are some who can see into the future of the person asking for a prediction by looking into a crystal ball or a mirror of their mind. But even these predictions often fail. Compelling circumstances or unexpected decisions by the seeker can completely change their future. All it takes is one unorthodox decision to change the course of your future. Changes in our environment can also force changes in our future. Trying to realise our hoped-for future is futile if changed circumstances do not allow it.

²³ Einstein's theory of warp was also heavily criticized by Tesla. He came to logical conclusions: "The hypothetical warp is absolutely impossible. All literature on this is futile and damned to be forgotten."

²⁴ Detailed information about the Book of Vedics and the Mahabharat can be found in my book **Esoteric panorama**, in various places.

²⁵ Tesla called it "the infinite number of possible futures."

Going further down the line of delusion, let us not include antimatter in this process either, because there is no antimatter. If there were, the two substances would merge in an instant, causing the universe to collapse. So the non-existence of antimatter has nothing to do with the formation of an antigravitational force field. Others talk about zero-point energy, but there is also talk of a quantum vacuum. Few people know that all these fancy phrases come from the Nobel Prize-winning Russian physicist Andrei Sakharov. In the 1960s, he theorised that "Gravity is the result of 'friction' caused by atomic and subatomic particles entering and leaving the zero point energy field, or quantum vacuum. He did not elaborate on what he meant by zero point energy and quantum vacuum. This zero-point energy became so common knowledge that all the inventors of perpetual motion, anti-gravity drives and other excess energy generating devices that annoy scientists referred to it.

These inventions were then routinely rejected by the patent offices, which said: 'Inventions that contradict the fundamental laws of physics are not dealt with'. They also take seriously the position of scientists who say: "Structures that produce energy from the brain contradict the law of conservation of energy and the first and second laws of thermodynamics." And on unpowered space flight, they argue that "Antigravity propulsion is not feasible because, according to current physics, such a machine would require an infinite ocean of energy." But the reality is that the model of an antigravity engine is so simple and cheap to build that a primary school child could build it in a week in a polytechnic class, and it wouldn't cost \$100 to make. (The reason to assign this task to a child is that children don't have preconceptions yet. They believe what they are told. If his teachers tell him it can be done, he will do it. The problem with adults is that they no longer believe in anyone or anything. They've been lied to so much in their lives, and they've been disappointed in so many things, that they've become desensitized to any new idea.)

The term zero-point or zero-point energy is close to the truth, because it probably refers to the energy that is released into the universe in the big bang. Our current understanding is that after the collapse of the universe, the universe condensed into a single point or small sphere. It then exploded, and at the beginning of the explosion, i.e. in zero seconds, only energy particles were emitted. This initial energy is called zero point energy, or energy generated at zero time. But this energy is nothing but ether. The constituents of ether are the aether ions. Why not call free energy ether? Of course, this does not solve the problem of the inventors of the energy of matter, because scientists also deny the existence of ether. If they did not, it would soon become clear that all their inventions produce energy by putting ether to work. A more unfortunate term is vacuum energy. Its inventors used it to refer to energy that is also found in a vacuum. However, ether, or etheric particles, are not only present in vacuum, but in all matter. They fill the space between atomic particles.

It would be more appropriate to look at what happens in matter when the aether particles are condensed. The more aether ions flow into matter, the more energy flows out of it. This creates the antigravitational effect. Would it be worth observing what flows out of it? The concentrated energy particles, or the magnetic waves they create? Then it would also be good to know what makes the etheric particles densify. In the process of counter-magnetic excitation, many electrons are torn off the outer electron shells of atoms. When they vibrate at resonant frequencies, even more electrons are torn off. When they vibrate at their own vibrational frequency, the atoms go almost wild. Electrons fall off them like raindrops from a shaken tree after a rainfall. If the oscillation is too strong, they move so much that they overcome the microgravity that holds the atoms together, and the matter falls apart into atoms or molecules. But what happens in matter vibrating at resonant frequencies? We know that a lot of ether ions flow into it. Many orders of magnitude more than in matter at rest. What happens to them there? What makes them concentrate, what makes them condense? Is it that matter squeezes them together as they collide with the wildly dancing atomic particles? This creates a gap in matter, which is filled by more etheric particles. Are they also squeezed together, further increasing the force of the field, the antigravitational radiation?

Apart from a lack of money, the main obstacle to the implementation of an antigravity engine is a lack of faith. People do not believe it is possible. Scientists have drilled into their heads that it is impossible. Everything that the esotericists claim is a hoax, a quackery. That's why you can't get money for this research. Nowadays, the state is pouring money into 'green' investments (solar parks,

wind farms), but it is not supporting the implementation of truly efficient and environmentally friendly energy production ideas. When such a proposal arrives on the desk of politicians and bureaucrats, they immediately panic and try to 'pass the ball'. They ask the Academy of Sciences for its opinion on the feasibility of the project. We already know the answer, and it comes as a surprise to no one. So everyone relaxes and the application is rejected. Then everything goes on its merry way. Air pollution, global warming, continues. The final destination will be climate collapse. If nature is destroyed, humanity will be destroyed. The average person has no idea of the danger that awaits them. Our civilisation is going like a sheep to the slaughter.

Budapest, 10.03.2019.



To stay in space for long periods of time and to work efficiently, a gravitational field is needed in the vehicle. In a state of weightlessness, only limited life activities can be carried out in the spacecraft, and after a while various diseases (e.g. cardiovascular disorders, cardiac cirrhosis, osteoporosis, muscular atrophy, red blood cell decline) occur. Our spacecraft and space bases do not currently provide artificial gravity pull from the floor level. In principle, it could be done now, because we already know that artificial gravity can be created by rotating a large space station (a few hundred metres in diameter) on its axis. However, a spacecraft of this size would be very expensive to build and would require a lot of energy to rotate. And at low rotation speeds, the gravitational attraction produced in this way would be quite small, not even close to the 1 g we need.

It is therefore possible to mechanically create an artificial gravitational field, but we do not know what physical phenomenon causes it. Since we are talking about motion in a circular orbit, centrifugal and centripetal forces are likely to play a role. So before we go any further, let's clarify the nature of these two forces. In the case of centrifugal force, the system rotates around its own axis. Therefore it does not move. Only the matter in the system can be released from it by the centripetal force. This is how the centrifuges in washing machines work. Above a certain rotational speed, the inertial force on the water droplets is such that they fly out of the system (the washing machine's punctured bowl.) Centripetal force causes the whole system to break free. It flies out of orbit. This can only be prevented by a force. For example, you tie a rope to an iron ball and start spinning it over your head. Then the force is provided by the rope. It is a commonly known force that allows the planets to rotate around the sun. In this case the force is provided by the Sun's gravitational pull. When this force and the centripetal force are in equilibrium, the planets are in orbit, i.e. they do not fall into the Sun, but they do not escape from it.

Physicists describe this phenomenon as the centripetal force pointing towards the centre of the orbit and the centrifugal force pointing outwards. Centrifugal and centripetal forces are therefore essentially the same. When we are inside the system, we call this type of inertial force in a circular orbit a centrifugal force, while when we are outside, we call it a centripetal force. The two forces often occur simultaneously, for example in planets. On our Earth, centrifugal and centripetal forces are also experienced simultaneously. Centrifugal force is caused by the rotation of our planet around its axis. However, because of the relatively low rotational speed, this is very small. Therefore, the centripetal force is also small. This is why we do not fly off the Earth's surface as it rotates. So we already know the direction of the two forces, but we have no idea what actually creates the centrifugal and centripetal forces. Physicists don't even mention this. Probably because they have no idea. Even if they did, they wouldn't dare to come up with it, because they deny the existence of the ether.²⁶ Centrifugal and centripetal forces are the result of inertia. Inertia is a special kind of force

²⁶ Our scientists are still on the way to Einstein's doctrine. Einstein said of this phenomenon in 1915: "Gravitational mass somehow curves the hypothetical four-dimensional space-time continuum, and this deformation orbits the planets around the sun. In other words, gravity is not a force that spreads, but presumably a result of masses distorting the web of space-time around them in some miraculous way. Thus, instead of being attracted by the sun, the Earth is likely to follow the closest orbit corresponding to a straight line, which is accessible to it through the curved space-time around

that occurs in a circular orbit. And the inertial force is generated by the ether. When moving in a circular orbit, the ether particles are constantly colliding with matter particles (nuclei, electrons). This collision produces a counterforce, which pushes matter away, forcing it to break away from the system in orbit.

This realisation is only a small step forward, because we still don't know how gravity will come about. In fact, when a large circular body (e.g. a space base) is spun, a gravitational force is generated, but why? Is this also a consequence of the influx of etheric energy particles? We already know that the antigravitational force is created by the large influx of etheric particles into matter, but how does this become a gravitational radiation? If we could figure this out, there would be no obstacle to creating a concentrated gravitational wave generator that we could place under the floor of our spaceships to eliminate weightlessness. But gravity generation and compression is still a long way off. It is probably a very simple process, but we do not yet know how.

It is assumed that the antigravity engine emits concentrated gravitational radiation on the opposite side. If so, we don't need to do anything because this end of the engine faces the inside of the spacecraft, so artificial gravity attraction is achieved by itself. Presumably, the same phenomenon occurs in the spacecraft spinning at high speed. The whole vehicle is then converted into an antigravity engine. It emits antigravitational waves outwards and gravitational waves inwards. Now it is not counter-magnetic excitation, and not excitation at resonance frequency, that creates this effect, but centrifugal force. The orbital motion causes the etheric particles to collide constantly with the atomic particles. This causes free electrons to be stripped from their outer electron shells. These trigger further collisions with the aether ions. The many collisions also cause the atoms to vibrate. This creates a chaos in the matter that prevents the aether ions from leaving the matter. In addition, the many collisions cause the aether ions to press together and become denser. The resulting empty space is filled by new ether particles. The result is an antigravity engine.

The question arises: if the rotating spacecraft is emitting antigravity waves outwards, why doesn't it fly away? Near Earth, the gravitational waves emanating from the Earth should push the vehicle out into space, and out in the cosmos, the antigravity radiation hitting the ether wall should force the vehicle to move. But this does not happen. This is because this radiation is emitted from all sides of the vehicle, so it cannot move anywhere. This causes it to become paralysed and remain stationary. Inwards, however, there is no inward force, the internal gravitational field is summed up and creates the artificial gravitational force. To verify this hypothesis, at least some kind of anti-gravity engine would have to be developed to control the nature of the waves emanating from its poles. The anti-gravity engine also creates a plasma loop around the spacecraft, but this phenomenon also needs to be verified. There are therefore many uncertainties and questions that need to be clarified, which cannot be resolved or resolved theoretically. Clarification requires practical implementation. We should start down this road, but in this superficial world no one considers it important. People are distracted by all the nonsense in the media and the idiocy of celebrities. Nobody is interested in the crucial issues.

Budapest, 12.03.2019.



The flying boards seen in science fiction films have captured the imagination of many. According to ancient writings, the Venusian civilisation that visited us thousands of years ago also used such flying planks. These vehicles were equipped with anti-gravity propulsion. (The Venusian

the sun." That's what they say when someone doesn't understand something, it obfuscates. And the scientists of our time have gone well beyond their master in obfuscation. They're already tossing around string theory: "String theory declares, that all material and force-like particles, and even space and even time, are formed from one-dimensional vibrating strings, which are about one trillionth of a trillionth of a centimeter (10⁻³³ cm) long, but have zero thickness and are present in a ten-dimensional universe, the six additional knees of which are twisted so small that they cannot be detected!" That's a freak.

flying plank was relatively large. Three or four people could fit on it, and there were handrails to protect the passengers from falling.) Desire and need have created this type of vehicle in our civilisation, but not yet in its most modern form.

In 2019, the siege of the Bastille, the beginning of the French Revolution in Paris, was celebrated with a spectacular military parade. Various units of the army marched along the Champs-Élysées to music. For the first time this year, the public was able to see the French Special Forces' newest weapon, the flying soldier. French engineers have developed a device that allows the soldier to fly at speeds of up to 150 kilometres per hour at altitudes of up to 2 kilometres.

The engineering team is led by **Franky Zapata** of France. His invention, **Flyboard Air**, is under continuous development. The next target is to fly across the English Channel. The four 250 hp gas turbine engines are powered by a kerosene tank mounted on the pilot's back. The engine consists of 4 radio-frequency remote-controlled exhaust pipes. The vehicle is steered by the gas flowing out of the exhaust ports and the pilot's body position. (By changing its balance, it also changes the direction of the flying board.) A maximum distance of 2.5 kilometres can be covered on a single charge. A built-in balance sensor ensures that the pilot does not fall off the vehicle. If the pilot changes his or her body position, the balance is corrected to adapt to it. This allows the pilot to dance safely on it. The automatic system ensures balance in all body positions. Mastering this skill requires at least 50 hours of practice.

Videos: <https://www.youtube.com/watch?v=WQzLrvz4DKQ>
<https://www.youtube.com/watch?v=WNhW9LLmn0>
https://indavideo.hu/video/A_legujabb_legdeszka_mukodese?utm_source=kilepes
<https://www.youtube.com/watch?v=i7xGBGdod0A>

As you can see in the videos, the bodywork is already in place and we have pilots who know how to fly it. All we need to do is replace the gas engine with an anti-gravity engine and we could stay in the air indefinitely and fly unlimited distances. Another great advantage of the anti-gravity engine would be that it would create a plasma loop around the vehicle and pilot, which would protect against weather conditions and in some cases provide invisibility. (See Annex **V.S. Gebrennikov – My World.**)

In the meantime, the crossing of the English Channel has taken place. On 25 July, the first attempt failed. Half-way to refuel, he was about to board the waiting ship when he fell into the sea. (The fuel in his rucksack ran out earlier than expected and he did not reach the ship.) Fortunately, he was unhurt and was rescued safely from the water. But the flight had been carefully prepared. The timing was no coincidence. The launch was timed to coincide with the 110th anniversary of the technical flight of the French pilot Blériot. On 4 August, the second attempt was a success. He covered the 36 kilometres between Calais and Dover in 20 minutes. This time there was no problem refuelling halfway. His hoverboard rose to an altitude of 150 metres and he was travelling at 160 kilometres an hour. The improved Flyboard Air's gas turbine engine has been upgraded to 1500 kW. The flight is captured in the videos below:

<https://www.youtube.com/watch?v=lSh43enbLTk>



<https://www.youtube.com/watch?v=XI-DL3hJFZE>

<https://www.youtube.com/watch?v=lwbsrUuz2cQ>

<https://www.youtube.com/watch?v=nyCsDE8TfLg>

Blériot's plane, made of wood and canvas, was still only travelling at 100 kilometres per hour, so it took him half an hour to make the journey. Since then, this day has been considered the beginning of air travel. It was the beginning of the development of aeroplanes, which has continued to this day, and led to the development of space rockets. It is hoped that Franky Zapata's successful flight will open a new chapter in aviation history. The 'flying man', who has attracted worldwide attention, is likely to draw attention to the need for anti-gravity engines. They will no longer require fuel and will open the door to the infinite world of the cosmos.

Budapest, 04.08.2019.



DECLARATION

Anyone is free to use the information provided here. You do not need to ask permission or pay for it. However, you are joining a community of developers, which entails obligations. This obligation is the sharing of information. It is now well known that global warming is threatening climate collapse, leading to the destruction of nature. The eradication of poverty and disease cannot be postponed any longer. The messages from beyond are that knowledge is the key to our salvation. Since official science cannot solve these problems, a paradigm shift is needed. But this huge task can only be achieved through international cooperation and collective action.

Those who take part in this process cannot exclude anyone from using the results they have achieved. The additional information that they add cannot be encrypted and patented. In this way, all the results in this field, which is still unrecognised today and even cursed by scientists, will be made public. We should be compensated for this material loss by the knowledge that a paradigm shift occurs only once in the history of every civilisation. If we take part, we will have a great adventure, and later we will be proud to have taken part in the most exciting struggle of our civilisation. Those who achieve outstanding results in the next few decades will forever write their names in the history of our civilisation. Time is of the essence for us, so let's not waste our energy on making a profit. Our lives are more important than our money. So let us not let our earthbound instincts rule us. Let us work with all those who can make a difference in this field, for the greater good. We can achieve more by working together than by developing in isolation. For our survival, we should not block the free flow of information.

Budapest, 21 January 2022.


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