

Gravitic Drive

In the summer of 1971, I was living in Cambridge, MA and working with some people with interests in religion, politics and science, all of the decidedly alternative variety. One of the others was a trained Buddhist monk, as well as speaking about 6 languages and being in possession of several College degrees. He and I were sitting out on our back porch, looking up at the stars and talking, when the subject of UFOs came up. At one point I said, "I wonder how those craft propel themselves?"

My friend, never one to back down from controversial subjects, calmly pulled out pencil and paper and proceeded to draw a diagram of the inside of a flying saucer. He showed the shell of the craft, the actual drive mechanism and explained its rudimentary working. He didn't plug in all the numbers, but he offered enough information that I'm sure a group of the right scientists could put together a working model. He said with \$50,000 (of 1971 money), a good lab and competent scientists, they could have a prototype built in six months. He even described its operation, as well as some of the principles of how it beats Einstein's claim that it is impossible.

My initial reaction was "Yeah-right!" But I knew I wasn't talking with a nutcase. And his arguments also covered every base as far as evidence around sightings on the record, things like markings on the ground and electronic interference. I filed it all away for future reference and moved on.

Over the next few years, I developed friendships with a number of people at MIT and Harvard. Talking with physicists, I explained the theories of operation of the craft. They told me that the device looked like it was sound science. It interacted with one of the four basic forces of the universe, the one called the "Weak Force", and could theoretically do what it claimed—EXCEPT that it didn't have anywhere near enough power.

So, in 1973, the idea pretty much got shelved.

Fast forward to 1985. I was waiting at a doctors office and reading a copy of (I think it was) Omni Magazine. There was an article about the new discoveries being made in the field of Superconductors, which would provide the capability of making electromagnets thousands of times as powerful as the ones in use. Then it suddenly hit me—the drive in that craft used massive electromagnets as part of its mechanism. Would superconductors make it possible?

About a month after reading the article, I had the opportunity to meet and talk with a physicist at Harvard who was a department head. I ran down the basic idea to him and, as expected, he gave me the same answer—sound science, but nowhere near enough power.

Then I asked him, “What if you used superconductors in those electromagnets?” He looked down at the diagram I had drawn and pondered the question for a few seconds, then his face lit up and he said, “Sure—then there’d be plenty enough power!”

It worked.

Over the next several years, I made inquiries at a number of companies, many of them household names, including Raytheon and GTE/Sylvania. GE was amused—they were a major operator around Jet Engines, but the tech was so different it might as well have been a washing machine. No one was equipped, because no one had done it before.

Actually, someone HAD, on a smaller scale. The theme was levitating frogs. The device they used was less than a foot across and lacked some of the sophistication mine had. I wrote them an email telling them that they were lucky their device hadn’t been tuned, or that frog might have been shot thru their ceiling.

Regardless of all that, the odds are the government already has the principles anyway. There’s plenty of evidence to read thru that there were several alien craft captured and their contents back-engineered. Some say we’ve not only got craft like that but have already done some clandestine exploring.

Enough on the coverups. You want to know how this thing works.

Imagine a flattened ring. About an inch thick, 12 or so inches from the inner to the outer edge, overall diameter about 30 feet.

Make two of them.

They need faces on them made of some non-ferrous metal. Brass was used as an example, but other metals will work. There might well be a plastic framework with just a microscopic thin layer of the metal on its surface.

You position the two rings so that these flat metallic surfaces face each other, with a gap of a quarter inch or less. The closer the better, so long as they do NOT touch. Now, the rings are to be mounted in such a way that they can be made to rotate in opposite directions while maintaining that all important gap between them. The speed of rotation may vary a bit in operation, but 1 or 2 RPM might be typical. The rotation has nothing to do with tuning or navigation, but rather in maximizing the strength of the static field produced.

The rotating rings are housed in a toroidal cavity filled with any gas which would enhance the creation of a static field between the rings. Wound around the rings are electromagnets, set up to be able to generate a pulsating rotating electromagnetic field.

The cavity is made of a ceramic material that would be transparent to the fields created. The superconducting electromagnets would be in a separate chamber surrounding the rings and cooled down as necessary.

Around the edges of the craft are an additional set of electromagnets, shaped like a row of pancakes bent around the edge of the craft. These are turned on or off as needed to provide for directional control in the craft's movements.

The theory of operation states that any astronomical body with a gravitational field has a number of other fields, including electromagnetic and electrostatic, as examples. I am not sure which of these fields the craft interacts with, but I do know that each and every body has a unique frequency defined by its size. By tuning the frequency the craft is putting out to be just slightly off of the body's frequency, you can get the craft to either push against the field or pull towards it. By adding more power, you can push harder.

One interesting effect of this drive is that it produces its own artificial gravity within the craft. This has a very interesting effect when it comes to G-Forces.

Think of a traditional rocket. When its engines fire, they push the craft forward. The craft pushes the back of your seat, which in turn pushes against YOU. So, when the craft pulls 8 G's on takeoff, you're gonna feel every one of them.

This craft's fields distribute the push to the entire craft and all of its contents. You could be standing freely holding a drink in your hand as the craft did a 40-G turn—and you wouldn't even see a ripple in the glass. Even the craft's frame wouldn't be stressed, since the force is evenly distributed thruout the craft.

Let us say you wanted to travel to Alpha Centauri.

You'd start out by putting in Earth's numbers and set up to push gently off the surface. You'd add some lateral movement as you climb thru the atmosphere, then accelerate more strongly as you whip past the moon a few minutes later. You'd set your course for Alpha Centauri, and as your distance from the Earth grew, you'd tune to the stronger fields of the sun to accelerate even faster.

Funny thing about this system. It doesn't push against matter. It pushes against the lines of force of electromagnetic fields. So we're not dealing with a matter action/reaction drive. And as it travels, it puts out a surrounding field that may as well be called a force field, shielding the craft from other matter.

What Einstein said was $E=MC^2$. Energy equals Mass times the speed of light squared. And mass is a product of two things—matter and RELATIVE movement.

Lay down on the floor. Take a baseball, and hold it in your teeth. Doesn't hurt—because its not moving. Have a friend drop it onto your face from about three feet up, odds are you'll break a tooth or at least cut your lip. That is because the motion the baseball picks up as it drops adds MASS to its physical weight. And when it hits you in the teeth, you will say "Ouch".

Throwing that baseball changes its velocity, just as hitting you in the teeth does. The first increases, the second decreases. Same thing either way. The faster you want to throw that ball, the harder you have to throw it.

If matter travels at the speed of light, it gets infinite mass. To get it going that fast means you have to add infinite energy to the matter to get it going that fast. And it is impossible to get it to go faster.

This craft cheats. It does not push against matter—it pushes against lines of force, WITH its own lines of force. And its "Force Field" isolates it from any other matter while it is in motion. But rest assured, if you lost power in the craft long enough for it to drop its fields even for a microsecond while traveling at light speed, the first free proton it touched would have infinite mass and would annihilate the craft on contact.

SO—you get your craft up to light speed and far beyond. You can do the math—at light speed, its a 4 year trip to Alpha Centauri. 48x light speed would get you there in a month. We have no data on top speeds.

When you pass the half-way point of your trip, you can tune out the sun and tune in Alpha Centauri and start to pull towards it. When you reach the system, you then select the planet in the system you want to get to and land in the same way.

It is certainly romantic to think of the drive used for space travel. But it could be applied equally well to land travel. How much fuel could we save by hauling freight with this kind of thing?

If anyone builds it, let me know.

I want to make a trip to Cydonia.

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