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IUFO Mailing List

Townsend Brown and his Anti-Gravity Discs

From: David Hasslehoff
 Subject: IUFO: Townsend Brown and his Anti-Gravity Discs
 Date: Sat, 08 Apr 2000 07:02:04 -0700

-> IUFO Mailing List

This is a multi-part message in MIME format.

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Townsend Brown and his Anti-Gravity Discs
 by Gaston Burrige=20
 Thomas Townsend Brown has been flying strange metal saucer-like discs of =
 his own secret design and make for more than 30 years - some big ones =
 too, up to 30 inches in diameter!=20

Mostly, Brown has flown his discs in good old common air. The discs are =
 tethered to a mast or pole and the thin, double-saucer-like things fly a =
 circle around and around the mast in free flight.=20

Only a slight hum is audible as they fly. In the dark they glow with an =
 eerie lavender light, revealing their motive power which is a kind of =
 electricity.=20

Many scientists and engineers have watched these discs fly. Under their =
 breath, and sometimes out loud, most of them have said the force which =
 makes Brown's discoids spin is one which every high- school physics =
 student knows about - "Electric Wind" - and not a new principle Brown =
 has discovered at all!=20

One engineer told me, "The whole thing is so screwball I don't want to =
 even talk about it!" Another said, "The device is only about one-tenth =
 of one percent efficient." Both these statements have since been proved =
 incorrect! Most other engineers object to the lack of mathematical =
 substantiation presented by Brown. To engineers and scientists one =
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When these were not forthcoming, from a technical point of view, it = appeared Brown was walking on straw legs.=20

Then recently Brown went to France. Under what was virtually a French = Government sponsored program of research, Air-France successfully flew = some of the Brown discs in a HIGH VACUUM!=20

And that took all the "electric wind" out of the previously dissenting = sails! These tests were of a highly secret nature and, because of this, = and, because they were made in a foreign nation, their results REMAIN = CLASSIFIED.=20

One by one, U.S. engineering and scientific heads are beginning to show = above the storm cellars. It is now quietly admitted that perhaps Brown = may have something after all!=20

One thing he DOES have which he has not had before is a sponsor! Perhaps = that is the reason for the heads showing from the cellars. There is = nothing quite like having financial backing.=20

What do Brown's inventions mean? Another kind, type, or arrangement of = high-speed flight, both within our own atmosphere and in the space = beyond it!=20

How will it compare as a motive force with the rocket motors and the jet = engines of today? Of course, we cannot say yet but there is nothing to = indicate Brown's method will not compete most favorably with them. = Brown's method has definite "anti-gravitic potentials" which their = rockets or jets do not have. Because of present patent situations many = details of the Brown system must be by-passed here, but it seems they = represent no small item in the total picture of space flight.=20

Since 1923 Brown and his family have spent nearly \$250,000 of their own = funds on experiments and research into the mysteries of that strangest = of strange electrical phenomenon, the "Biefeld-Brown Effect". Electrical = literature contains few writings on this subject, mostly because Brown = has maintained a tight grip on the information and has not seen fit to = write on the matter scientifically or otherwise. No one else has seemed = inclined to research the matter. What is more American scientific = journals are open to few ideas that DO NOT ORIGINATE with men CONNECTED = WITH LARGE UNIVERSITY or COMMERCIAL RESEARCH LABORATORIES!=20

I first heard of Townsend Brown and his Biefeld-Brown Effect from Mr. = Arlin C. Hauser. Hauser is a designer and builder of fine technical = instruments in Pasadena who doesn't hold an idea at arms- length because = it is "new". Hauser furnished me a copy of a monograph titled, "A = SIMPLIFIED EXPLANATION OF THE APPLICATION OF THE BIEFELD-BROWN EFFECT TO = THE SOLUTION OF THE PROBLEMS OF SPACE NAVIGATION". This monograph was = published by Dr. Mason Rose, president of the University for Social = Research, Los Angeles, but was actually written, I learned later, by Mr. = Bradford Shank, a nuclear scientist, formally of Los Alamos, now engaged = in engineering work for a Los Angeles aircraft valve manufacturer.=20

Some of the information set forth in this monograph rang a bell way back = in my memory.=20

Between 1919 and 1925 I was "errand boy" in a laboratory conducting = experiments with high potential, high frequency alternating currents. We = were playing with a million volts at 750,000 cycles per second! A new = type of electrical condenser had been built and was to be tested. It was = hooked into the circuit but was not "bolted down" - it was heavy.=20

The director stood at the switchboard; the rest of us at a respectful = distance away. The switch was thrown. There was a hum, a bursting flash = of green and purple light, a loud bang, a violent lurch and twist of the =

new condenser and that piece of apparatus lay a smoking ruin! The =
director said, "Gentlemen, our baby has grown up!"=20

It is this movement manifest in an electrical condenser which is the =
essence of the Biefeld-Brown Effect. This movement makes the Effect =
highly interesting as an anti-gravitic force!=20

The Biefeld-Brown Effect says an electrical condenser, when charged, =
will MOVE TOWARD its positive pole and remain so positioned UNTIL =
DISCHARGED, if free to do so, regardless of WHICH POLE or WHICH SIDE of =
the dielectric is made positive.=20

This movement does not disregard the time-honored "law" which indicates =
every action carries within it an equal reaction. The reaction, as in =
gravitation, is present BUT NOT OBVIOUS. The reaction is a finite but =
vanishingly small movement of all the other matter in the Universe. But =
the nearest masses are affected first and most!=20

The Effect was first observed when the condenser plates were charged =
with a DIRECT CURRENT. But the experience noted above, which was =
observed subsequently during other experiments, indicates something of =
the same phenomenon is present when condensers are charged with =
ALTERNATING current also - but probably not as effectively or as =
lastingly.=20

While these alternating current condenser MOVEMENTS were noted at the =
time, especially when the condensers were initially charged after a long =
and complete discharge, those directing the research then believed the =
movements were due to resonances set up within the apparatus by the =
60-cycle feed currents. Thus, this phenomenon, though noted, was never =
investigated by the group to which I was attached.=20

This electrical condenser movement is believed to have been first =
perceived and examined by Dr. Paul Alfred Biefeld, professor of physics =
and astronomy, Denison University, Granville, Ohio, sometime before =
1923.=20

However, search of the Denison University's own published scientific =
records does not indicate Dr. Biefeld wrote anything regarding this =
discovery while there. Dr. Lawrence Biefeld, a son of Dr. Paul Alfred =
Biefeld, writes me that he does not recall his father ever having =
mentioned discovering such an effect! However, Mr. Bradford Shank who =
has been intimately associated with several phases of the Townsend Brown =
Foundation and its work for several years relates that Dr. Biefeld did =
originate the initial research into the Effect itself and also directed =
Townsend Brown, then a student at Denison University, in Brown's early =
interest in the matter.=20

Although the Effect may have been recognized first by Dr. Biefeld, a =
greater part of the development research and ALL the practical =
application of it has been carried on by Brown - mostly at his own =
expense, over a period of more than 30 years.=20

Apparently the Effect was named by someone else writing a report on the =
subject. But had it not been for Townsend Brown's long interest and =
research this Effect might remain unrecorded and unexploited still!=20

Evidence indicates the entire Universe, from the greatest systems of =
stars and their planets down to the smallest atom and its parts - =
hydrogen - operates on only three basic forces - electricity, magnetism =
and gravitation. These three forces may be entirely separate and =
different or they may be only different phases of the same force, a =
Universal force we have not yet distinguished as such. Regardless of =
this, we know the relationship between electricity and magnetism and we =
know this relationship is brought about and maintained by the very =

simple COIL OF WIRE!=20

It is quite possible, through the Biefeld-Brown Effect, we have come upon the relationship between electricity and gravitation, a relationship being brought about and maintained through the very simple electrical condenser!=20

If each of these three forces is considered separately, we find little of practical value in any of them! It is only through combinations of two, and perhaps more, that we begin to use them.=20

Aside from the researches into the Biefeld-Brown Effect carried on by Mr. Brown science has done practically nothing toward developing the relationship between electricity and gravitation.=20

Most scientists today will admit a weak **COUPLING EFFECT DOES EXIST BETWEEN GRAVITATION AND ELECTRICITY** but any practical use of this coupling effect they deny!=20

Standing almost alone in this belief Mr. Brown has maintained his position regarding the matter stubbornly, faithfully, and devotedly.=20

If a simple, two-plate electrical condenser (FIGURE 1) is suspended by a cord in such a way as to allow it complete freedom to move in any direction, except downward of course, and this condenser is charged with the proper amount and pressure of direct electric current the instrument will swing TOWARD the side holding the POSITIVE CHARGE.=20

If this same condenser is discharged, the positive and negative wires switched and connected oppositely, when recharged the condenser will swing in the OPPOSITE DIRECTION.=20

If the condenser is placed upon one side of a balanced beam (FIGURE 2) with enough weight opposite it to continue the balance and if the positive pole is pointed up, when the condenser is charged the weight on the opposite side of the beam will fall and the entire condenser WILL RISE!=20

This shows that some of the "weight" of the condenser has been relieved. If the positive pole now is reversed, when the condenser is again charged the weight on the opposite end of the beam WILL BE LIFTED! This illustrates gravitic affect.=20

This is the Biefeld-Brown Effect. As far as is now known it is the only method of affecting the gravitational field electrically! However, apparently there are several other research programs now under way attempting to establish an **electro-gravitic** relationship.=20

One of the mysteries of this Effect is that it APPEARS TO BE AFFECTED BY TIME! Time does not do away with the Effect completely, but it does appear to minimize it temporarily. This was noted first by Brown during experiments located in a closed room.=20

He watched his discs through a telescope from outside the room. Brown observed that after a time the discs did not swing quite so far as initially, in either direction, with the same electric charge. I understood from Mr. Shank that this point was discussed with Albert Einstein but what Mr. Einstein had to say remains unknown to me.=20

The phenomenon might be accounted for by subtle atomic structural breakdowns in the dielectric material, or in the plate material, or both. After a time, following a complete discharge, these breakdowns mend themselves.=20

The intensity with which the Biefeld-Brown Effect may act is determined =

by five factors. Ultimate intensity cannot possibly be obtained by a =
combined use of all five factors - each in their separate ultimates! A =
compromise must be made. This is not as grave a disadvantage as it might =
seem at first, for it will allow an almost endless arrangement of =
factors in any given disc or ship.=20

The best combination of these then may be chosen and applied to a wide =
variety of practical conditions which will surely arise in everyday =
aeronautical or astronautical flight.=20

1) PROXIMITY OF PLATES=20

The first factor regulating the intensity of the Effect is controlled =
by the closeness at which the condenser's plates can be set. If the =
charging pressure - or voltage - is high then the plates will have to be =
farther apart than for lower voltages -using the same dielectric. If it =
is necessary to charge the condenser quickly a higher voltage is needed =
than if more time can be taken. Hence, the closer the condenser plates =
the greater the Effect gained - other circumstances remaining the same.=20

2) DIELECTRIC CONSTANT=20

The second factor is the ability of the material chosen as a =
dielectric to store electrical energy. There are many kinds of =
dielectrics: glass, mica, rubber, paper, bakelite, air, ceramics, and =
many of the plastics. A dielectric is any material which opposes the =
flow of an electric current and at the same time is capable of storing =
the electrical energy as an "elastic stress."=20

The action resembles the squeezing of a soft rubber ball. The muscles =
in your hand represent the electric voltage. They squeeze the ball's =
sides together. The sides remain squeezed until your muscles release =
their pressure, then the sides jump back into their original shape.=20

A dielectric will absorb an electric charge until its capacity has =
been reached. Then it will either hold that charge as long as the =
charging force is present, or it will rupture and the pressure will leak =
away, or if the accumulated pressure becomes greater than the charging =
pressure it will discharge itself back into the charging circuit! This =
last can raise the devil!=20

Some dielectrics are capable of absorbing a great quantity of =
electrical energy if that energy is applied slowly at moderate pressure, =
but they break down if called upon to act quickly.=20

Other dielectrics, like lead-free glass, can be charged and discharged =
thousands of times a second at high pressures. The measure of a =
dielectric's ability is called the "K" of the material. The higher the =
K, the greater is the Biefeld-Brown Effect.=20

3) INTENSITY=20

A third factor in creating intensity of the Effect is the AREA of the =
dielectric's charging plates. The discs are used edgewise, and the =
greater their area, the greater the Effect obtained.=20

4) VOLTAGE=20

A fourth factor has to do with the VOLTAGE, or pressure used to charge =
the condenser's plates. The higher the voltage, the greater the Effect.=20

Also, the higher the voltage the shorter the time required to charge a =
given condenser size. But the voltage must not be so high as to puncture =
the dielectric, the condenser is permanently, or temporarily ruined - =
depending upon its ability to "heal" itself. Solid dielectrics cannot =
heal themselves. Fluids heal themselves almost as soon as punctured. =
(the reason for using OIL filled capacitors...Vangard)=20

5) MASS (SURFACE AREA)=20

The fifth and last factor is the MASS of the dielectric. The greater =
the mass, the larger the Effect.=20

These points all are important. They make it clear that by a not too =

complicated electrical arrangement which allows the changing of many =
positive pole positions at will an astronomical vehicle could be =
controlled.=20

Since a circle contains the greatest number of square units of surface =
for a given dimension (a torus has even greater surface area...Vanguard), =
it seems obvious that a shallow, disc-shaped vehicle could use this type =
of energy field to greatest advantage. It would be charged differently =
than the models because it could carry its own charging equipment on =
board.=20

The input energy of some models tested in California quite some time ago =
(they do not represent present experimental attainments) was about 50 =
watts, or the requirements of a small light bulb.=20

The weight of these units was about 1200 grams, or around 42 ounces, or =
near two and 6/10 pounds. The efficiency of propulsion was 2%.=20

Unless scientific findings are discounted, we must assume the voltage of =
atmospheric electricity rises as the distance from the earth's surface =
increases.=20

At low altitudes we sometimes record an increase of 100 volts for EVERY =
THREE FEET IN ELEVATION. But this increase RISES WITH ALTITUDE. It is =
believed that in that ionosphere a potential of 100 volts may occur =
within only four inches!=20

Even though a discoid-shaped vehicle could be relatively thin, compared =
to its diameter, still it would be many times four inches thick. Hence, =
it would be subjected to tremendous differentials of external electric =
pressure over its extreme dimensions.=20

How will this affect the Biefeld-Brown Effect - or any electrically =
propelled vehicle? Some say, not at all. Others see it as a sizable =
barrier!=20

Anti-gravity devices apparently are being experimented with from a =
number of directions. Once any one of them becomes practical a whole new =
horizon will unfold before mankind.=20

At the present time (1958) some 19 patent applications, covering the =
Biefeld-Brown Effect and its various applied forms, are being worked on. =
A new laboratory is also being built. Will Mr. Brown be the first =
Earthman to build and fly a FLYING SAUCER?=20

-----=

Vanguard notes..=20

The Law of Equilibrium includes Density. All things Rise or Fall to =
their own Density. This density can consist of energy in many forms, =
electric, magnetic, tachyon, etc.=20

Note the remark regarding the higher voltage potentials in the upper =
atmosphere. Both the Brown disc and the Searle disc rely on very high =
voltage potentials to provide lift. The question is whether the =
electricity seeks its own upper atmosphere level or does it cause some =
kind of stress in some other type of energy to cause repulsion from the =
Earth surface or ATTRACTION TO A LAYER EQUIVALENT TO ITS OWN.=20

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Burridge</I>=20
</CENTER>
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<P>However, search of the Denison University's own published scientific records does not indicate Dr. Biefeld wrote anything regarding this discovery while there. Dr. Lawrence Biefeld, a son of Dr. Paul Alfred Biefeld, writes me that he does not recall his father ever having mentioned discovering such an effect. However, Mr. Bradford Shank who has been intimately associated with several phases of the Townsend Brown Foundation and its work for several years relates that Dr. Biefeld did originate the initial research into the Effect itself and also directed Townsend Brown, then a student at Denison University, in Brown's early interest in the matter.

<P>Although the Effect may have been recognized first by Dr. Biefeld, a greater part of the development research and ALL the practical application of it has been carried on by Brown - mostly at his own expense, over a period of more than 30 years.

<P>Apparently the Effect was named by someone else writing a report on the subject. But had it not been for Townsend Brown's long interest and research this Effect might remain unrecorded and unexploited still.

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either direction, with the same electric charge. I understood from Mr. =
Shank=20
that this point was discussed with Albert Einstein but what Mr. Einstein =
had to=20
say remains unknown to me.=20
<P>The phenomenon might be accounted for by subtle atomic structural =
breakdowns=20
in the dielectric material, or in the plate material, or both. After a =
time,=20
following a complete discharge, these breakdowns mend themselves.=20
<P>The intensity with which the Biefeld-Brown Effect may act is =
determined by=20
five factors. Ultimate intensity cannot possibly be obtained by a =
combined use=20
of all five factors - each in their separate ultimates! A compromise =
must be=20
made. This is not as grave a disadvantage as it might seem at first, for =

it will=20
 allow an almost endless arrangement of factors in any given disc or =
 ship.=20
 <P>The best combination of these then may be chosen and applied to a =
 wide=20
 variety of practical conditions which will surely arise in everyday =
 aeronautical=20
 or astronautical flight.=20
 <P>1) PROXIMITY OF PLATES=20
 <BLOCKQUOTE>The first factor regulating the intensity of the Effect is=20
 controlled by the closeness at which the condenser's plates can be =
 set. If the=20
 charging pressure - or voltage - is high then the plates will have to =
 be=20
 farther apart than for lower voltages -using the same dielectric. If =
 it is=20
 necessary to charge the condenser quickly a higher voltage is needed =
 than if=20
 more time can be taken. Hence, the closer the condenser plates the =
 greater the=20
 Effect gained - other circumstances remaining the same. =
 </BLOCKQUOTE>2)=20
 DIELECTRIC CONSTANT=20
 <BLOCKQUOTE>The second factor is the ability of the material chosen as a =
 dielectric to store electrical energy. There are many kinds of =
 dielectrics:=20
 glass, mica, rubber, paper, bakelite, air, ceramics, and many of the =
 plastics.=20
 A dielectric is any material which opposes the flow of an electric =
 current and=20
 at the same time is capable of storing the electrical energy as an =
 "elastic=20
 stress."=20
 <P>The action resembles the squeezing of a soft rubber ball. The =
 muscles in=20
 your hand represent the electric voltage. They squeeze the ball's =
 sides=20
 together. The sides remain squeezed until your muscles release their =
 pressure,=20
 then the sides jump back into their original shape.=20
 <P>A dielectric will absorb an electric charge until its capacity has =
 been=20
 reached. Then it will either hold that charge as long as the charging =
 force is=20
 present, or it will rupture and the pressure will leak away, or if the =
 accumulated pressure becomes greater than the charging pressure it =
 will=20
 discharge itself back into the charging circuit! This last can raise =
 the=20
 devil!=20
 <P>Some dielectrics are capable of absorbing a great quantity of =
 electrical=20
 energy if that energy is applied slowly at moderate pressure, but they =
 break=20
 down if called upon to act quickly.=20
 <P>Other dielectrics, like lead-free glass, can be charged and =
 discharged=20
 thousands of times a second at high pressures. The measure of a =
 dielectric's=20
 ability is called the "K" of the material. The higher the K, the =
 greater is=20
 the Biefeld-Brown Effect. </P></BLOCKQUOTE>3) INTENSITY=20
 <BLOCKQUOTE>A third factor in creating intensity of the Effect is the =

AREA of=20

the dielectric's charging plates. The discs are used edgewise, and the =
greater=20

their area, the greater the Effect obtained. </BLOCKQUOTE>4) VOLTAGE=20
<BLOCKQUOTE>A fourth factor has to do with the VOLTAGE, or pressure used =
to=20

charge the condenser's plates. The higher the voltage, the greater the =
Effect.=20

<P>Also, the higher the voltage the shorter the time required to =
charge a=20

given condenser size. But the voltage must not be so high as to =
puncture the=20

dielectric, the condenser is permanently, or temporarily ruined - =
depending=20

upon its ability to "heal" itself. Solid dielectrics cannot heal =
themselves.=20

Fluids heal themselves almost as soon as punctured. (the reason for =
using OIL=20

filled capacitors...Vangard) </P></BLOCKQUOTE>5) MASS (SURFACE AREA)=20
<BLOCKQUOTE>The fifth and last factor is the MASS ofthe dielectric. The=20
greater the mass, the larger the Effect. </BLOCKQUOTE>These points all =
are=20

important. They make it clear that by a not too complicated electrical=20
arrangement which allows the changing of many positive pole positions at =
will an=20

astronautical vehicle could be controlled.=20

<P>Since a circle contains the greatest number of square units of =
surface for a=20

given dimension (a torus has even greater surface area...Vangard), it =
seems=20

obvious that a shallow, disc-shaped vehicle could use this type of =
energy field=20

to greatest advantage. It would be charged differently than the models =
because=20

it could carry its own charging equipment on board.=20

<P>The input energy of some models tested in California quite some time =
ago=20

(they do not represent present experimental attainments) was about 50 =
watts, or=20

the requirements of a small light bulb.=20

<P>The weight of these units was about 1200 grams, or around 42 ounces, =
or near=20

two and 6/10 pounds. The efficiency of propulsion was 2%.=20

<P>Unless scientific findings are discounted, we must assume the voltage =
of=20

atmospheric electricity rises as the distance from the earth's surface=20
increases.=20

<P>At low altitudes we sometimes record an increase of 100 volts for =
EVERY THREE=20

FEET IN ELEVATION. But this increase RISES WITH ALTITUDE. It is believed =
that in=20

that ionosphere a potential of 100 volts may occur within only four =
inches!=20

<P>Even though a discoid-shaped vehicle could be relatively thin, =
compared to=20

its diameter, still it would be many times four inches thick. Hence, it =
would be=20

subjected to tremendous differentials of external electric pressure over =
its=20

extreme dimensions.=20

<P>How will this affect the Biefeld-Brown Effect - or any electrically =
propelled=20

vehicle? Some say, not at all. Others see it as a sizable barrier!=20

<P>Anti-gravity devices apparently are being experimented with from a =

number of=20
 directions. Once any one of them becomes practical a whole new horizon =
 will=20
 unfold before mankind.=20
 <P>At the present time (1958) some 19 patent applications, covering the=20
 Biefeld-Brown Effect and its various applied forms, are being worked on. =
 A new=20
 laboratory is also being built. Will Mr. Brown be the first Earthman to =
 build=20
 and fly a FLYING SAUCER?=20
 <P>
 <HR>

<P>Vangard notes..=20
 <P>The Law of Equilibrium includes Density. All things Rise or Fall to =
 their own=20
 Density. This density can consist of energy in many forms, electric, =
 magnetic,=20
 tachyon, etc.=20
 <P>Note the remark regarding the higher voltage potentials in the upper=20
 atmosphere. Both the Brown disc and the Searle disc rely on very high =
 voltage=20
 potentials to provide lift. The question is whether the electricity =
 seeks its=20
 own upper atmosphere level or does it cause some kind of stress in some =
 other=20
 type of energy to cause repulsion from the Earth surface or ATTRACTION =
 TO A=20
 LAYER EQUIVALENT TO ITS OWN.=20
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Antigravity

SAUCERS SECRET : ANTIGRAVITY

Antigravity - 1967 Issue of Flying Saucer

by Maj. Donald E. Keyhoe

Editor's Note: Major Keyhoe has been writing about Unidentified Flying Objects (UFO's) for over 15 years. [written in 1967. Vanguard] From the outset he has insisted that flying saucers are real and interplanetary, and many authorities have come to agree with him. Now he claims that **control over gravity** itself is the only explanation for the astounding maneuvers which saucers are said to make. Some physicists dismiss this theory as fundamentally erroneous. But, as you will read, there are others who find Major Keyhoe's latest chapter in "The Great Flying Saucer Story" important and plausible.

electromagnetic propulsion or anti-gravity

What goes up (and around) does not necessarily have to come down. Major Keyhoe maintains 'Not known fields of force' allow saucers to behave peculiarly: To hover motionlessly, turn on a dime, and accelerate at fantastic speeds. And only a crash 'G' program on our part can counteract it.

By Maj. Donald E. Keyhoe

One night last February, over the North Pacific, a Flying Tiger Airlines crew had a startling aerial encounter. What they saw is a clue to a fantastic technical mystery. In its solution lies a prize so great that six government agencies are searching for it right now. The answer may not be far off. What they are searching for is the secret of gravity control.

About midnight on February 15, the Flying Tiger plane, carrying a military group from the U.S. to Japan, was four hours out of Anchorage. Suddenly the cockpit radar picked up three fast-moving objects. The plane captain and his crew looked out at the side and saw three huge oval-shaped ships, glowing red in the night.

An Air Force captain who was a passenger on the plane was called forward to confirm the sighting. His signed report is in the files of the National Investigations Committee on Aerial Phenomena.

According to the captain's report, the unknown machines slowed down to the airliner's speed and flew in close formation. Five miles away, by radar range, they leveled off to pace the plane.

The Air Force captain computed their length as much more than 700 feet. It was plain that the giant Unidentified Flying Objects had an unknown type of propulsion. No jets, no exhausts were visible. For 30 minutes, still in formation, they continued to pace the plane. Then, swiftly accelerating to 1,200 knots, they climbed out of sight in seconds.

This startlingly swift acceleration is a maneuver that could not be duplicated by any ship now made on Earth. What makes it possible for UFO's? According to many scientists and engineers, there is only one possible answer. The answer is ANTIGRAVITY : artificial gravity fields and control of gravity power.

Control of gravity is something that men have been dreaming about for centuries. Now it appears that we are on the threshold of achieving it. Its value, to the country that first attains it, is incalculable. Our government, hoping for a technical breakthrough, has set up **46 different research projects** on various

where does Keyhoe get this from?

government, hoping for a technical breakthrough, has set up 46 different research projects on various aspects of gravity control. The Air Force is running 33 of these projects and the others are divided among five other agencies.

Included in the 46 government projects are experiments and research at two Air Force Laboratories (Flight Dynamics and General Physics Research), Radio Corporation of America, Massachusetts Institute of Technology and several technical engineering centers. In addition, official projects are being carried out at Barkley and Dexter Laboratories, Fitchburg, Massachusetts; Israel Institute of Technology; the Universities of California, Denver, Harvard, Indiana, Manchester (England), Maryland, Michigan, Minnesota, Ohio, Purdue, Stockholm (Sweden), Syracuse, Texas, and two New York schools - Queens College and Yeshiva Graduate School of Science.

And, of course, some government agencies have projects so secret that they are not publicly registered and cannot be revealed without permission. = Green "secret gov't"

Private industry is also looking at the question of gravity control with new seriousness. A large number of giant corporations, including Bell Aerospace, General Electric, Hughes Aircraft, Boeing, Douglas and many others, have set up gravity projects. compare with Green's list

If you add up all the known gravity programs being run by the government and private industry, you get somewhere between 65 and 70 projects. This means there is a heavy concentration of scientific and engineering brains working on the problem.

One leading scientist who is convinced that UFO's are spaceships using gravity control is Dr. Hermann Oberth. Doctor Oberth, a recognized authority, was co-designer of the V-2 rocket and later a U.S. special consultant at Huntsville, Alabama, one of the installations where important antigravity research is now underway.

"With ordinary propulsion," Doctor Oberth told me in 1961, "such violent accelerations and maneuvers would endanger the ship. Also, the force would crush any creatures aboard against the rear or sides of the machine. But with an artificial gravity field the force applies simultaneously to the passengers and the spaceship. Even in swift changes of speed and direction, the ship is not strained and the passengers feel nothing." Smith statement to Keyhole

Today, Doctor Oberth is willing to go further. He is now of the opinion "that energy, inertia and gravitational fields are only aspects of one and the same thing" and that it will prove impossible to separate them from each other. What he has in mind, he says, is "not yet known fields of force" which can be used to accelerate material objects in a way similar to the force of gravity. = Smith's "new science"

Another noted authority who agrees that UFO's are using artificial G fields is William P. Lear, Sr. multimillionaire inventor, pilot, designer of air and space equipment and builder of jet aircraft. Lear, who once sighted a UFO from his executive plane, predicts that future U.S. vehicles will also use artificial gravity. "The people on board would probably not feel any more effect," Lear says, "than they do from the tremendous speed of the Earth as it rotates and orbits the sun." get who's who

Several years ago, Glenn Martin's vice-president for advanced design, G.S. Trimble, predicted that by 1985 practically all airliners would be using artificial gravity, flying at almost unbelievable speeds. At about the same time, future airliner speeds of 10,000 mph or more were pictured by Dr. Walter Dornberger, then Bell Aircraft's chief guided-missile scientist and now president of Bell aerospace.

Grover Loening, pioneer aircraft builder and consultant to the Air Force, said it even more strongly. "I who's who

firmly believe that before long man will acquire the ability to build an electromagnetic contragravity mechanism that works," he stated.

A top official of Bethlehem Steel, Jesse V. Honeycutt, has indicated some of the results we can expect if Loening is right. "Serious research is being concentrated on in an attempt to solve the mystery of gravity and bring about a control of its power.... It would bring about a greater revolution in power, transportation and many other fields than the discovery of atomic power," he stated.

Antigravity? It seems inconceivable. Yet, the search goes on and many responsible men believe the answer will be found. And, to my mind, it is the only possible explanation for the performance of the UFO'S.

The stakes are so high that no clue can be overlooked. The Air Force Technical Intelligence, hunting for overlooked leads, is carefully checking hundreds of verified UFO reports. Hopefully, some of them will help us find out how these strange vehicles operate.

Four days before Christmas, 1964, a round, metallic craft about 125 feet in diameter was observed to make a brief landing in a field near Staunton, Virginia. Two Du Pont scientists later took Geiger counters to the site.

"It was `hot'- highly radioactive," Du Pont engineer Lawrence Cook reported. "We checked for 45 minutes-it was definitely `hot.'"

In Puerto Rico, near dusk on December 26, 1964, Ramey Air Force Base radar spotted two large discs. As A4D jets streaked up to pursue them, the discs accelerated to terrific speed. Making instant right-angle turns-impossible for any known aircraft-they vanished over the Atlantic.

On March 21, 1965, Capt. Yoshiaki Inada, piloting a Toa Airlines Convair on a domestic Japanese flight, was chased by a "mysterious, elliptical luminous object." Flying close to the plane, the UFO blanked out his radio and "violently interfered" with his automatic direction finding equipment.

Puzzling earlier cases also are being rechecked. On July 1, 1954, an AF F-94 - a two-man jet-was scrambled to chase a UFO near Walesville, New York. When the pilot tried to close in, a sudden, unbearable heat filled the cockpit. Half-dazed the pilot and radar officer bailed out. The jet crashed in the street, killing two children and their parents.

These odd phenomena, high radiation, mysterious heat and electrical interference may be side effects of gravity control devices.

Like most people, you probably took gravity for granted before space flights began. Now you know, for example, that one "G" is the Earth's normal gravitational pull. This is what holds you to the seat of your chair-and more importantly, keeps you from being tossed into the air by the Earth's rotation. You feel two or three G's in a roller coaster or a stunting plane-a mere hint of what our astronauts have to endure during blast-off and acceleration.

But gravity causes a lot of trouble and expense we seldom think about. Aircraft and rocket builders have to provide heavy engines, huge weights of fuel, just to offset gravity. In construction of buildings, bridges, and in a hundred other ways, G affects our lives and adds billions to the cost of work.

Gravity control could reduce or end many of these problems.

How soon can we expect antigravity ?

Some researchers say it may take a long time. Others believe there may be a sudden breakthrough. If that happens, there will be some fantastic results.

First, obviously, our space program would take a big leap forward. Instead of our present wasteful rockets, we could build spaceships matching the UFOs' high speeds and maneuvers. With such advanced ships, we could make swift flights to the moon and the planets.

Recently, Alexander de Seversky stated that "with abundant energy available, we will move in space with constant acceleration or deceleration. Accelerating halfway to our goal and decelerating the rest of the way at one G or 32.2 feet per second, the moon will be reached in three and a half hours, Venus in 36 hours, Mars in two days, Jupiter in six."

According to Oberth, German physicist Burkhard Heim and other scientists, gravity control will enable spaceships to reach even greater speeds than these. With such advanced machines, we could explore the nearest star systems a century or more ahead of our present timetable.

Using carrier or "parent" ships with short-range probes, we could fully explore a planet - either by remote control or direct observation - before attempting to land. Many cases are on record in which large UFO's have lunched small units, apparently for close observation of the Earth, then retrieved them in swift, precise operations.

In one such case (an official AF Intelligence report), groups of small UFO's flying at 5240 mph. were seen and tracked by the crew of an AF B-29. One group, after abruptly slowing to pace the bomber, resumed its speed within seconds. The small UFO's were then seen to merge with or go aboard a huge carrier which accelerated to more than 9,000 mph before it disappeared.

Because of G-crafts' tremendous speeds, the picture of possible military operations becomes hair-raising. Let's take as a basis the figure in a documented case at White Sands Proving Ground, where Navy scientists saw and tracked a UFO flying at 18,000 mph.

Such terrific speeds could put bombers back into the picture in place of missiles. Attacks by G-bombers from base near major targets would take less than five minutes. If a "brush-fire" war broke out halfway around the world, a huge G-transport carrying a fully armed division or even an army could be on the scene in 40 minutes, or less.

Another effect of gravity control will be a big change in air travel. Here's what a G-liner trip would be like, according to several researchers. Let's say you are making a making a flight from New York to London. Your seat has no safety belts - none are needed. The ship takes off vertically, accelerating at incredible speed. You feel weightless but you feel no motion.

The airliner arcs up into a great circle course, silently, with no "bumps" - no rough air. In 10 to 15 minutes, London suddenly takes shape below. There is no long approach, skimming over rooftops. You descend vertically and land. If traffic is heavy, your pilot would stop the ship in midair and hover until cleared.

In spite of the speed, you'd be safer - especially in regard to many of the strange eddies which have thrown jet airliners into uncontrollable dives.

In probing the riddle of gravity, project scientists try widely different approaches - some even contrary to accepted natural laws.

[Does the following experiment sound familiar???...Vangard]

Under an Army contract, a University of Detroit team has built a 4,000-pound, specially wired rotor which spins at 100,000 rpm. With this unique device, scientists are testing gravitational radiation theories searching for a possible key to G control.

Using gravity meters based on new principles of physics Air Force teams make frequent flights around the equator and over the poles, to speed up world wide measurement of the Earth's gravitational pull. Tied in with this is a network of gravity stations and special projects all over the world.

Though no breakthrough has occurred (unless in highly secret projects) two significant facts have been established.

1. The Earth's G field is relatively weak, compared with the pull of gravity between planets and the sun.
2. There is a connection between gravity and electromagnetic fields.

Igor Sikorsky, discussing the colossal force of spatial G, says a steel cable about 8,000 miles thick would be needed to hold the Earth in its orbit - if it were not for gravity.

But, fortunately for our anti-G search, the Earth's gravity pull, for objects on the ground or at average flight altitudes, is fairly small. Likewise, the force required to cancel its pull would be relatively small - if a method can be found.

Using various barriers we can shield ourselves from heat, light and sound waves. But, so far, no way has been found to create a gravity shield. Some scientists still call the gravity shield idea a "lunatic fringe" notion. But many now refuse to say that such a thing is completely impossible.

Are UFO's using a gravity shield? In an effort to find out, the Air Force is renewing its attempts to capture a UFO. If we could get one on the ground, undamaged, it might make possible a big shortcut in our gravity research and save us years of slow, tedious scientific work.

[As many of our user have heard, this capture of one or more UFO's is said to have done, refer reports by John Lear and the physicist Lazar.....Vangard]

In the past, many Air Force pilots have tried to down UFO's, without success. But the Air Force has new reason for hope now, based on the recent increase on low-altitude UFO approaches and "touch landings."

On the night of January 12, 1965, an officer of a federal law enforcement agency had a close encounter. As he was driving his official car toward Blaine Air Force Station, in Washington, a flying disc 30 feet in diameter hurtled down at his automobile. At the last moment the disc arched up steeply, avoiding collision. When the officer jumped out, he saw the UFO hovering overhead. After a minute, it shot up into clouds at high speed. A short time afterward, the UFO or a similar one - was seen landing in a field near Blaine, melting the snow and scorching the ground before it took off. When the AF questioned the federal officer, they said they had tracked the UFO by radar as it raced down toward his car. This officer, like many other UFO witnesses was warned by his superiors not to let his name be used in connection with the sighting.

with the sighting.

On January 27, 1965, two NASA engineers sighted a UFO which touch landed near Hampton, Virginia. One witness was Maj. John Nayadley, a retired AF jet pilot. The other was A.G. Crimmins, who saw the strange machine maneuvering toward the ground.

"It was zigzagging as if searching for a landing spot," said Crimmins. "I watched it through 20 x 50 binoculars and I could see flashing lights. They appeared to be on the rim of a rapidly rotating disc."

Before anyone could reach the spot, the flying disc took off and rapidly climbed out of sight.

The step-up in UFO chases was demonstrated at Washington, D.C. on January 11, 1965, when AF jets pursued several flying objects over the city. The chase was confirmed by an Army Lieutenant-Colonel and a group of Army communications specialists.

If jets had been near any of the "touch" sites, they might have swarmed down and kept the UFO from getting away. But records of previous attempts to capture UFO's indicate it will be a tough job.

Whether we capture a UFO or not, the search for the elusive secret will go on. The connection between gravity and electromagnetic fields may provide the key to the mystery.

For several years, Burkhard Heim, director of the German Research Institute of Field Physics at Goettingen, Germany, has been searching for the answer to the gravity riddle. Finally, Heim revealed that by direct experimentation he had discovered a positive lead to antigravity. The discovery involved an intermediate field, neither electromagnetic nor gravitational.

The results, Heim stated, if applied to space flight, would be direct levitation, conversion of electricity into kinetic energy without any waste, and "immunizing the occupants and the structures of such vehicles against any effects from acceleration of the vehicle, however great and violent."

After the first shock, several scientists examined Heim's claims.

"His approach is not in conflict with known laws of nature, and it agrees with the quantum theory," A.R. Weyl said in an analysis for the British magazine, *Aeronautics*.

"If Heim's theories were right, the amazing properties commonly ascribed to the 'mysterious flying saucers' would be, in fact, sound physics and proper engineering."

Through Heim's work toward the goal of an actual antigravity force researchers may discover new scientific laws and their work may invalidate old theories. Some scientists are already saying privately that Einstein's famous "general theory of relativity" may turn out to be totally fallacious. Newton's law has also come in for attacks. However, Robert Forward, G expert of Hughes Aircraft Company, uses the Einstein theory to show that it is possible to partially nullify the Earth's gravitational field. The amount of nullification obtainable with present-day technology is extremely small, however. Forward predicts that some day, when our technology is greatly advanced, we will be able to "create artificial gravity fields at will."

With a real all-out effort this could happen a lot sooner than the 10 or 20 years many scientists have in mind.

But getting enough top men to work in the field is a problem. One scientist says, "Scientists are sensitive about their reputations and many of them still think antigravity is a joke. If they knew the facts, they'd be eager to get into it."

Fear among scientists is partially due to the Air Force censorship of UFO reports. Air Force censors not only hide the facts but also belittle those who publicly report UFO sightings.

One recent victim was Dempsey Bruton, chief of satellite tracking at NASA's Wallops Island station in Virginia. On January 5, 1965, Bruton saw a strange round object flying at terrific speed toward the station. After it passed overhead, the UFO shot straight up out of sight. Using the elapsed time of six to nine seconds - and angles and times reported by other witnesses, Bruton said the speed was definitely "several thousand miles per hour, possibly 8,000 mph. or even higher." The AF, implying he was incompetent, rejected the report and said it was not evidence of any technically superior machine.

But AF policy notwithstanding, the drive to get the secret of antigravity is well underway. It can't be stopped now. But it can be speeded up. We are already spending billions on the space program on the race to the moon, to Mars. Harnessing gravity could put us years ahead and save us enormous sums of money.

With control of the universe at stake, a crash program is imperative. We produced the A-bomb, under the huge Manhattan Project, in an amazingly short time. The needs, the urgency today are even greater. The Air Force should end UFO secrecy, give the facts to scientists, the public, to Congress. Once the people realize the truth, they would back - even demand - a crash G program.

For this is one race we dare not lose.

Maj. Donald E. Keyhoe

Submitted by : Ronald Barker Vanguard Sciences

[Back To Top Secret Projects](#)

Antigravity

U.S. Air Force & UFO's

The U.S. Air Force, Anti-Gravitation & UFO's - part 1 of 2

by Dr Pierre Guérin ©

(Specially written for *Lumières Dans La Nuit* and for *Flying Saucer Review*.) (Translated from author's original text by Gordon Creighton.)

[Literally within less than a week after I had jotted down my revised thoughts on Roswell and Colonel Philip Corso (see Editorial), I was amazed to receive the following astonishing document from FSR's old friend and ally, Dr. Pierre Guérin, one of France's most distinguished astronomers, for many years actively engaged at the Pic du Midi Observatory in the Pyrenees and at the famous Institut d'Astrophysique de Paris. In view of his eminence in his profession and his great knowledge and experience, I would suggest that we take very careful note of what Dr. Guérin now has to say. Dr. Guérin tells me that the article is appearing not only in *Lumières Dans La Nuit*, but also on the French Internet, and he has expressed the hope that FSR may be able to get my translation of it onto the English-language Internet too. G.C.]

As we all know, "Area 51" (otherwise called Groom Lake, in Nevada) is the most famous of the ultra-secret military bases of the United States.

Its existence is not officially recognized. The security perimeter around it has recently again been enlarged with a view to discouraging the efforts of curiosity-seekers equipped with binoculars or super-telescopic lenses who might be hoping to see UFOs flying there.

And in fact eyewitnesses have indeed, at night, seen strange luminous and silent craft flying there and executing trajectories that could not be the trajectories of aeroplanes.

We know of several cases of people who have apparently been subjected to brainwashing before they could go out from Groom Lake. In particular we will cite the cases of an RAF pilot who was in Nevada for training, and who inadvertently landed on the Groom Lake Base, and of an electrical engineer (Bob Lazar) who had been engaged to work there temporarily in secret Air Force hangars situated in the same zone.

Lazar, conscious of the absurdity of certain recollections that he had retained from his time there, stated that he had been ordered to work on repairing a UFO that had been recovered, and that as working equipment they had given him an ordinary electronic voltmeter without furnishing him with any sensible explanation, and that he had been able to have, and carry around with him, with impunity, a piece of the heavy transuranian Element 115 (unknown on Earth) serving as a base for the craft's anti-gravitational (?) engine.

Such sorts of scarcely credible assertions unfortunately managed to fool a few naive ufologists but, above all, they also served to ridicule Ufology in the eyes of sensible people and - more particularly - to discredit the rumours about the repairing of recovered UFOs at Groom Lake or the manufacture there of copies of

UFOs, which doubtless was the purpose intended.

It is worth noting that Lazar remembers having had to drink liquids and to submit to sessions of hypnosis when he was working at Groom Lake.

As for the R.A.F. pilot, he was kept at the Base for several days, and when he came out he had amnesia and could no longer even remember his own name!

INFORMATION TRICKLING OUT IN DROPLETS.

That this Base does exist, nobody can deny, and for good reason. And matters have now reached the stage that, from time to time, in specialized journalistic circles, certain reports on the activities carried on there even appear officially. Firstly, it is recognized that they are developing the hypersonic aircraft of the future there.

They state explicitly that these planes will be at least 15 years ahead of those already existing elsewhere in the world, and that the details of their performance will not be divulged before that same number of years have elapsed.

Nevertheless a few secrets have leaked out about one of these aircraft -AURORA, said to attain Mach 8 in the stratosphere.

The American authorities have recently laid on an 'Open Day' - assuredly of course not at Groom Lake itself, but on the Nellis Base, which surrounds it - in order to show to a selected public - certain of these aircraft, grounded, but assuredly not the most futuristic ones!

(One may wonder whether this operation was not just another means of 'defusing' the rumours about the presence of UFOs at Groom Lake or at other U.S. bases?)

The aircraft displayed were filmed by a team of reporters from French Television (FRANCE 2).

Seen in profile, the machines shown could vaguely evoke the idea of "flying saucers", but they weren't "flying saucers". It was more a question of "flying wings".

However fast these machines may be, they still behave - at any rate until proof to the contrary is forthcoming - in accordance with the classic laws of physics, although it has already been suggested (Aviation Week and Space Technology, March 9, 1992) that the B-2 was using an anti-gravitational system when flying at high altitudes. In any case, these aircraft aren't copies of UFOs. There is no indication that they can hover silently or zigzag at supersonic speed without producing any shock-wave. Numerous people have seen AURORA flying in the sky over the American South-West. This aircraft seems to be driven by ramjets. It has been said that it "ricochets along on the air", no doubt because it leaves behind it a string of little condensations and emits a pulsed roar.

Assuredly its conception derives from a state-of-the-art technology that is indeed far in advance of what exists elsewhere, but there is no evidence to prove that the AURORA is equipped with an antigravitational system and even less reason still to indicate that it could perform hypothetical spatio-temporal 'short-cuts' such as the UFOs seem to know how to do.

Yet, nevertheless, among the reports, true or false, that trickle out into industrial and political circles about secret American research in the realm of flying machines, there are some that speak specifically of

the study of flight by antigravitational means. (For a very long time past there have been ufologists who, though having no proof of it, have suggested this type of propulsion for the UFOs, for it could account for certain aspects of their movement).

In his book *Les Etrangers de l'Espace** (The Strangers from Space) Donald Keyhoe reported that, at the beginning of the 1960s, a certain "PROGRAMME G" had been started up in the United States, mobilizing 7 aeronautical firms and 21 American and foreign universities - including the celebrated M.I.T., with a view to the discovery and the exploitation of the principle of Antigravity.

According to Keyhoe, in 1966, it had to be admitted that this research had still not been successful. But that they have not ceased and that they have even made progress is what we learn from an article in the very serious British review, *JANE'S DEFENCE WEEKLY*, which specializes in questions of defence and armaments around the world. I cannot do better than to quote some passages from this article from the review's issue of June 10, 1995:

"Technicians who dabble in the interpretation of visions do not always get it right. Take this example from a specialist US aviation magazine in 1956: "We're already working with equipment to cancel out gravity", Lawrence D. Bell, founder of the company that bears his name, was quoted as saying. Bell, apparently, was not the only one working in this field. Others said to be seeking to master this arcane 'science' included the Glenn L. Martin Company, Convair, Lear, and Sperry Gyroscope. Within a few years, so we were assured, aircraft, cars, submarines, and power stations would all be driven by this radical new propulsion technology. Sadly, it was not to be".

The rest of the article passes in review of the various accomplishments in the realm of American futuristic aircraft derived from "black projects" (i.e. projects financed from funds free of any parliamentary control). In its conclusion, the article tackles more specifically the question of the very secret activities that are carried on at Groom Lake:

BEYOND 2001.

Groom Lake, Nevada, is the epicentre of classified USAF research into Stealth and other exotic aerospace technologies. Several years after the collapse of the Soviet threat, activity and investment at this remote, highly secret air base (so secret that its presence is, as yet, unacknowledged by the U.S. Government) is still on the increase.

While research into less sensitive technologies (such as two-dimensional thrust-vectoring and advanced short take-off and vertical landing, ASTOVL) are pursued in the open at nearby Edwards AFB in California, Groom Lake is set to hang onto its secrets. The USAF's recent confiscation of 1600 hectares of public land bordering the facility is consistent with the Pentagon's desire to maintain its lead in quantum leap technologies some of which, according to well qualified observers in and around the Nevada area, defy current thinking into the predicted direction of aerospace engineering.

That aerospace companies continue to look at highly radical alternative air vehicle concepts is evidence of the ongoing quest for breakthrough designs.

Glimpses into this world are rare, but provide some insight into likely 21st century research activity. The 1990 unclassified "Electric Propulsion Study" (a quest for an anti-gravity propulsion system by another name) conducted by the USA's Science Application International Corp on behalf of USAF's (then) Astronautics Laboratory at Edwards AFB, shows that USAF's visionaries are still being given free rein.

Until recently, BAE also provided internal resources for its own anti-gravity studies, and even went so far as to outline this thinking with artists' concepts a case of Lawrence Bell's vision not being so wide of the mark after all.

Before he died, Ben Rich, who headed Lockheed's Skunk Works from 1975 to 1991, was quoted as saying: "We have some new things. We are not stagnating. What we are doing is updating ourselves, without advertising. There are some new programmes, and there are certain things -some of them 20 or 30 years old- that are still breakthroughs and appropriate to keep quiet about. Other people don't have them yet".

Thirty years from now, we may still not know the half of what is currently being tested in and around Groom Lake. -JDW.

As one can see, this text refers very clearly to certain entirely new research that represents "a leap into the unknown". This research, launched with the help of big American industrial firms (plus, according to Keyhoe, several universities), is said to be directed in particular at "antigravitational propulsion" (baptised as "electrical propulsion" and we shall soon see why) and is said to have commenced soon after the end of World War II.

According to the text, this research would have quite rapidly yielded some results which are still kept completely secret, and are unknown to other countries, without our being told clearly whether antigravity properly called has yet been mastered, and whether or not certain of the machines tested at Groom Lake are already utilising this method of propulsion - but there is independent suggestion of this in the descriptions given by eyewitnesses positioned around the Base, and to whom we have referred above.

Obviously there is no mention in the article of the allegation made by certain American ufologists dubbed as "the Lunatic Fringe", such as John Lear, according to whom aliens are said to be occupying underground laboratories in the Groom Lake Base, and allegedly are giving the American Military scientific and technical help in exchange for silence about the mutilations of animals and the abduction of humans.

It is all going on as if there is under way a progressive preparation of American and world opinion for the announcement of major advances -and obviously of purely terrestrial origin in aerospace science and technology, carried out in the greatest secrecy by the USA (and possibly Great Britain) over the past 30 years or more. Antigravity, it is indicated, would be at the core of this research.

PRESENT DAY PHYSICS KNOWS NOTHING ABOUT ANTI-GRAVITY.

Until now such revelations have scarcely ever triggered off any waves in the realm of theoretical physics, and shortly you will understand why this is so. On the other hand, there is good reason to think that they might be taken seriously in Intelligence circles, but I fear that the latter do not perceive the extremely grave implications that follow from it.

For matters aren't as simple as they might appear, and these revelations need to be examined from a critical point of view that, it seems to me, has scarcely been taken into account until now.

The problem which is posed is this: Is it realistic to believe that, via the distribution of countless sums of dollars to feed planned ultra-secret research, the discovery of the theoretical physics of antigravity (not to speak of its practical application) could be achieved in any reasonable period, starting out from the fundamental basics of our terrestrial science, without the rest of the scientific community knowing about

it, and, above all, without the appearance of any prior signs of a crisis in physics obliging us to modify or enlarge those basics? I insist that the answer is NO. And here is why:

Far too often people confuse fundamental physics and applied physics (the latter leading to industrial applications). This confusion carries with it the risk of leading too many responsible politicians and Military to cite the example of, say, the Manhattan Project, in support of the idea that, simply by "going all out" on a project, the Americans are capable of achieving a decisive breakthrough within a reasonable period of time, and yet still keep all the research secret.

Well now, the Manhattan project was in fact merely a technological project to build the atomic bomb. Certainly it was indeed gigantic for that period, but in no way whatsoever did it call into question the very foundations of theoretical physics. Quite to the contrary, it was entirely founded on them and, more precisely, on the theoretical principle of the equivalence of mass and energy ($E = mc^2$) which derives from Einstein's Restricted Relativity, added to which was the experimental fact of the chain-reaction of neutrons in a critical mass of uranium or plutonium, discovered already as early as 1939 and known to all atomic physicists from the start of World War II onwards.

If there was a secret, it was initially the secret of the nature of the project itself. After that, it was the secret of the techniques to be developed in order to achieve it: the separation of the uranium isotopes, the manufacture of the plutonium, the experimental determination of the critical mass (which cost the lives of several researchers who died from radiation, etc).

It was possible to keep such a technological piece of research as that secret for a period -which was in any case only limited by maintaining all the different branches of it so compartmentalised that only those who had conceived the project knew what the final objective was.

BUT, on the contrary, the development of a system of antigravitational propulsion would imply that its theoretical bases have already been discovered! At the present time the theoretical bases are completely unknown to terrestrial physicists (even though some may suspect that they do know what they are) for the simple reason that they apparently do not derive from the bases of our own established physics, and at first sight seem to contradict them.

(end of part 1)

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Antigravity

U.S. Air Force & UFO's

The U.S. Air Force, Anti-Gravitation & UFO's - part 2 of 2

by Dr Pierre Guérin ©

In the three-dimensional model of Space (which is the visible Universe in which we live) "gravity" -which Newton called "the force of attraction" of masses of matter is inherently present in these masses which, in the modern framework of General Relativity, actually bend the "geodetics" of Space-Time (i.e. the trajectories of the mass bodies) as though a "force" were being applied to these bodies.

All matter attracts other matter in this fashion, deforming Space-Time, and today we know that even antimatter, in our universe, is attractive, and not repulsive, as at one time was thought.

General Relativity is evidently not the last word in science, even if up till now it has been confirmed with great precision by numerous consequences that one can deduce from it. It is possible that tomorrow certain experimental tests may produce a set-back for it. But we aren't at that point.

Moreover, quite a number of variations of the theory have now been proposed, still within the framework of a Universe of three dimensions. None of them has prevailed over the rest so far, but in any case all of them retain this fundamental property of the gravitational effect being inherent in mass. Moreover, the new attempts at the modelisation of spatial complexes with a Universe of several "leaves" (such as Dr Jean-Pierre Petit's idea of twin universes which would permit the discovery of spatio-temporal short-cuts for travelling in space) still retain this fundamental property of gravity.

So -at first sight- gravity does not seem at present likely to be cancelled out by any means whatsoever in the present state of our best established theoretical knowledge, unless it were possible to cancel out mass itself, which is nonsense. In fact, however, certain physicists do suspect that there may be a way out which would amount to considering gravitation as a consequence of electromagnetism, and not as a separate force on its own. Whence comes the idea that certain electromagnetic devices would enable weight (i.e. attraction) to be nullified without, of course, nullifying mass. (Maybe this explains why the journalists who talk about the Air Force's secret projects always mention "research on electrogravity".)

Among the known attempts made in this direction by certain university researchers, some have turned out to be mathematically erroneous. Others are not open to the same charge, but under no circumstances can they lay claim of being a structured scientific theory analogous to Relativity or to the Quantum Theory:

At the very most (Puthoff, Haisch) they are exploratory perspectives that are more qualitative than mathematically established, and still totally unsuited for experimental exploration, and even less for an industrial one.

NO TRUE THEORY OF ANTIGRAVITATIONAL EFFECT OF AN ELECTROMAGNETIC NATURE HAS YET, TO THIS DAY, BEEN DEVELOPED OR PUBLISHED WITHIN THE INTERNATIONAL SCIENTIFIC COMMUNITY OF THEORETICAL PHYSICISTS.

Such -in short- is the present state of the knowledge of the academic community of the world on this matter. Nevertheless, it is worth noting that an experimental plan, and an experiment, are said to have been carried out in 1992 by Podkletnov and Vuorinen of the Tampere University in Finland. These two authors are said to have produced an antigravitic effect yielding a 2% reduction in weight of objects placed above a core of superconductive ceramic in rapid rotation. (New Scientist, Sept 21, 1996).

No explanatory theory for the phenomenon was furnished by the authors who, curiously enough, were refused publication of their paper in the Journal of Physics D: Applied Physics, despite the contrary judgement of the three referees commissioned to examine it. Podkletnov is said to have claimed that he was subjected to pressure not to divulge anything before a patent for commercial exploitation had been issued.

THEORETICAL PHYSICS AND MILITARY RESEARCH.

Just as Nuclear Physics is not a chapter in chemistry, but transcends chemistry, so the physics of tomorrow will transcend General Relativity (or the improved theory that in the near future will replace it). Maybe a so-called "unitary theory" will finally be worked out which will reconcile gravitation and quantum mechanics, and will be the prelude to a new scientific revolution opening the way to the electromagnetic concept of antigravitation. At present this concept remains outside of the classic bases of the physics that is taught, and is not truly on the agenda in the institutes of theoretical physics.

Such a revolution, of importance at least equal to the importance of General Relativity or Quantum Mechanics, could not take place in some university's theoretical physics laboratory without being known throughout the entire world, because all the specialists in these matters know each other personally, exchange ideas, publish their papers, and meet each other at international congresses.

This is the very condition required for their creativity. To impose secrecy on those of them who would get contracts with the Armed Forces would be both prejudicial to that creativity, and totally unrealistic.

The research worker in theoretical physics does his job with paper, a pencil, his intuitive sense, and his mastery of his mathematical tools, and also -nowadays- a computer for testing numerically the results derived from his models. He has to let his ideas ripen slowly and freely. And the minute he finds something he has to tell about it.

As one of my colleagues said to me one day: "It is more difficult to confine a theoretician to his office than antimatter to a bottle!"

THEORETICAL RESEARCH CANNOT BE PLANNED WITHIN THE RESTRICTING FRAMEWORK OF A SECRET MILITARY PROJECT. IT IS "ANTIPODEAN" TO THAT! NEITHER RELATIVITY NOR QUANTUM PHYSICS WAS DISCOVERED BY CONTRACT.

BY WAY OF CONCLUSION.

I have no knowledge whatsoever of what is going on at Groom Lake. I have no idea whatsoever whether "Little Greys" are installed as bosses in underground levels of the Base. I have no idea whatsoever whether the Americans are repairing recovered flying saucers there, or whether they are themselves building them in entirety there. I have no idea whether they are contenting themselves with testing military material there of a very advanced technology calling for an exotic physics. **BUT, ON THE OTHER HAND, WHAT I THINK I CAN AFFIRM IS THIS:-**

EITHER: The snatches of information that the American Air Force permits to filter out regarding the research on antigravity that they are allegedly pursuing there are disinformation (and this cannot be excluded in view of the analysis that I have just given above).

But then why this disinformation? Several answers come to mind. The most immediate one is that they simply are trying to mislead those who are trying so hard to know the truth about the Air Force's secret projects.

OR: The Air Force or the Pentagon really are carrying on at Groom Lake (and no doubt at other sites too) ultra-secret research on antigravity a "major leap into the unknown", and one that in practical fact is totally unknown to the entire scientific community of the whole world.

Such an ignorance on the part of the world's scientists implies that this research is proceeding in a closed circuit, devoid of any exchange whatsoever with the other physicists of the entire world. The very fact that, despite this handicap, they could have arrived (in a record short time!) at the creation of a new kind of physics that permits us to conceive of or even to start embarking on the construction of revolutionary antigravitational flying machines why, that would be to fly right in the face of the method by which our own terrestrial science has always proceeded right from the very beginning of its existence.

Such a result, then would imply that the US Air Force has managed to "leap-frog" ahead, and possess access to theoretical information other than what is provided by the known fundamental terrestrial physics.

SUCH INFORMATION, THEREFORE, WOULD NECESSARILY HAVE TO BE OF A NON-TERRESTRIAL ORIGIN.

Some will, of course, at once think of the crashed craft at Roswell, but personally I find it scarcely possible to believe it. For the mere analysis and study of one machine, whether damaged in an accident or not, can hardly enable one to grasp the basic physics of its operation when those physics aren't even within the framework of any known theory as was certainly the case back in 1947!

ONE IS CONSEQUENTLY LED RATHER TO VISUALISE THAT ACTUAL EXCHANGES HAVE TAKEN PLACE WITH THE POSSESSORS OF A MORE ADVANCED SCIENCE.

AND THEN ONE FINDS ONESELF CONTEMPLATING THE CATASTROPHIC SCENARIO PAINTED BY JOHN LEAR.

SUCH A STATE OF AFFAIRS WOULD, OF COURSE, HAVE TO BE TOTALLY INADMISSIBLE, AND IT WOULD JUSTIFY THE EXCEPTIONAL SECRECY IN WHICH THE AMERICAN AUTHORITIES HAVE WRAPPED GROOM LAKE.

YES EXCEPTIONAL, I SAY. FOR, AS FAR AS I KNOW, THEY NEVER DRUGGED AND HYPNOTISED THE ENGINEERS WHO WORKED ON THE MANHATTAN PROJECT WHEN THEY WERE QUITTING THEIR PLACE OF WORK!

Well, there it is. Everyone will decide according to his own preference. AS FOR ME, I'VE MADE MY DECISION, AS YOU WILL HAVE GUESSED. But I do admit that I am not able to base it on any decisive argument. I MERELY STATE THAT, WHATEVER REPLY THEY GIVE US, THEY ARE DECEIVING US. BUT WE'VE GOT USED TO THAT NOW. EVER SINCE THE UFO BUSINESS STARTED!

ADDITIONAL NOTE.

It is amusing to note that, in his enthralling book, *Revelations*, Jacques Vallée, who himself lives in California, and knows the whole story of ufology right throughout and has investigated the "Lunatic Fringe" in order to denounce their credulity and the fashion in which they are being manipulated, does himself supply (not intentionally, of course) some arguments, even if not decisive ones, in support of the thesis that there is non-human technology at work at Groom Lake!

For in fact he admits, very objectively, that things have been seen flying over that Base "which it would be very difficult to differentiate from real saucers" -things which in fact are the cause of the reports referring to "spectacular sightings similar to the movements of true saucers".

Obviously, of course, in his view those were merely craft of "an advanced terrestrial technology".

Supposing these telecontrolled "drones" come in several sizes, from little mobile discoidal platforms, almost totally silent and one metre wide, full of sophisticated electronics and with immense manoeuvrability, up to larger arial reconnaissance craft as much as several metres wide, some fitted with searchlights and some not. (It could have been a craft of this type that allegedly landed in December 1980 near an Anglo-American base at Bentwaters (i.e. Rendlesham).

That "UFO", it seems, was already expected by the military authorities who, before the landing, had already deployed troops from the Base to proceed to the landing-site, as though in order to test the troops' reactions (a plausible enough interpretation that I won't contest).

But, just as Vallée (anxious to ridicule those who believe in the existence of a great subterranean base, peopled with aliens, underneath Groom Lake) puts to such folk the question: "WHO COLLECTS THE GARBAGE?", I will return the ball to him, and put to him a question that is possibly far more embarrassing, namely:

"WITH WHAT POWER SOURCE AND WHAT MODE OF PROPULSION CAN THOSE 'SILENT DRONES' THAT YOU DESCRIBE TO US BE FLYING?"

Rocket engines are always noisy, require a heavy load of fuel, solid or liquid, if the flight is to be of any duration.

Propulsion by rotary turbine (for lift) can be almost silent if the power source is electrical, and it would account for the faint hum of the objects. But as it is a flying machine, the weight-power relationship for the batteries producing that energy would be prohibitive, and the same is also true for a nuclear reactor.

Finally, propulsion by MHD (magnetohydrodynamics) which would account for the objects' luminosity at night and for their performance, would require even more electricity, and would presume the problem of controlled fusion to have been resolved which, in these closing years of this century, twenty years after the Bentwaters affair, it still isn't!

SO THEN HOW CAN THE FAKE UFOs AT GROOM LAKE AND ELSEWHERE FLY IF THEY AREN'T USING A TECHNOLOGY BASED ON ANOTHER KIND OF PHYSICS? I'm waiting for Vallée to give me the answer. Maybe, of course, there is one! But I confess I haven't found it yet...

EDITOR'S NOTE.

I have all Donald Keyhoe's books, but put away in storage, and I can't access them easily, so I am unable to suggest which of the books it is that has been rendered into French as "Les Etrangers de l'Espace."
G.C.

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Gordon Creighton (Editor FSR) [Back To Top Secret Projects](#)

Antigravity

Anti-gravity Research

"CONQUEST OF GRAVITY AIM OF TOP SCIENTISTS IN U. S."

Source: NEW YORK HERALD-TRIBUNE:
Sunday, November 20, 1955
pp. 1 & 36

"ANTI-GRAVITY RESEARCH - Dr. Charles T. Dozier, left, senior research engineer and guided missiles expert of the Convair Division of General Dynamics Corp., conducting a research experiment toward control of gravity with Martin Kaplan, Convair Senior electronics engineer."

"IN CHARGE - George S. Trimble jr, vice-president in charge of advanced design planning of Martin Aircraft Corp., is organizing a new research institute for advanced study to push a program of theoretical research on gravitational effect"

"CHANGES FAR BEYOND THE ATOM ARE THE PRIZE"

(Revolution in Power, Air, Transit Is Seen)

This is the first of a series on new pure and applied research into the mysteries of gravity and efforts to devise ways to counteract it. Written by Ansel E. Talbert, military and aviation editor, N.Y.H.T.

The initial steps of an almost incredible program to solve the secret of gravity and universal gravitation are being taken today in many of America's top scientific laboratories and research centres. A number of major, long-established companies in the United States aircraft and electronics industries also are involved in gravity research. Scientists, in general, bracket gravity with life itself as the greatest unsolved mystery in the Universe. But there are increasing numbers who feel that there must be a physical mechanism for its propagation which can be discovered and controlled.

Should this mystery be solved it would bring about a greater revolution in power, transportation and many other fields than even the discovery of atomic power. The influence of such a discovery would be of tremendous import in the field of aircraft design - where the problem of fighting gravity's effects has always been basic.

A FANTASTIC POSSIBILITY

One almost fantastic possibility is that if gravity can be understood scientifically and negated or neutralized in some relatively inexpensive manner, it will be possible to build aircraft, earth satellites, and even space ships that will move swiftly into outer space, without strain, beyond the pull of earth's gravity field. They would not have to wrench themselves away through the brute force of powerful rockets and through expenditure of expensive chemical fuels.

Centres where pure research on gravity now is in progress in some form include the Institute for Advanced Study at Princeton, N.J. and also at Princeton University: the University of Indiana's School of

Advanced Study at Princeton, N.J. and also at Princeton University; the University of Indiana's School of Advanced Mathematical Studies and the Purdue University Research Foundation.

A scientific group from the Massachusetts Institute of Technology, which encourages original research in pure and applied science, recently attended a seminar at the Roger Babson Gravity Research Institute of New Boston, N.H., at which Clarence Birdseye, inventor and industrialist, also was present. Mr. Birdseye gave the world its first packaged quick-frozen foods and laid the foundation for today's frozen food industry; more recently he has become interested in gravitational studies.

A proposal to establish at the University of North Carolina at Chapel Hill, N.C., an 'Institute of Pure Physics' primarily to carry on theoretical research on gravity was approved earlier this month by the University's board of trustees. This had the approval of Dr. Gordon Gray who has since retired as president of the University. Dr. Gray has been Secretary of the Army, Assistant Secretary of Defence, and special assistant to the President of the United States.

FUNDS COLLECTED: Funds to make the institute possible were collected by Agnew H. Bahnson jr., an industrialist of Winston Salem, N.C. The new University of North Carolina administration is now deciding on the institute's scope and personnel. The directorship has been offered to Dr. Bryce S. Dewitt of the Radiation Laboratories at the University of California at Berkeley, who is the author of a Roger Babson prize-winning scientific study entitled, 'New Directions for Research in the Theory of Gravity.'

The same type of scientific disagreement which occurred in connection with the first proposals to build the hydrogen bomb and an artificial earth satellite - now under construction - is in progress over anti-gravity research. Many scientists of repute are sure that gravity can be overcome in comparatively few years if sufficient resources are put behind the project. Others believe it may take a quarter of a century or more.

REFUSE TO PREDICT: Some pure physicists, while backing the general program to try to discover how gravity is propagated, refuse to make predictions of any kind. Aircraft industry firms now participating or actively interested in gravity include Glenn L. Martin Co. of Baltimore, builders of the nation's first giant jet-powered flying boat; Convair of San Diego, designers and builders of the giant B-36 intercontinental bomber and the world's first successful vertical take-off fighter; Bell Aircraft of Buffalo, builders of the first piloted airplane to fly faster than sound and a current jet take-off and landing airplane, and Sikorsky Division of United Aircraft, pioneer helicopter builders.

Lear, Inc., of Santa Monica, one of the world's largest builders of automatic pilots for airplanes; Clarke Electronics of Palm Springs, California, a pioneer in its field, and the Sperry Gyroscope Division of Sperry-Rand Corp., of Great Neck, L.I., which is doing important work on guided missiles and earth satellites, also have scientists investigating the gravity problem.

USE EUROPEAN EXPERT: Martin Aircraft has just put under contract one of Europe's leading theoretical authorities on gravity and electromagnetic fields - Dr. Burkhard Heim of Goettingen University where some of the outstanding discoveries of the century in aerodynamics and physics have been made, and Dr. Pascual Jordan of Hamburg University, Max Planck Medal winner whose recent work called 'Gravity and the Universe' has excited scientific circles throughout the world.

Dr. Heim, now professor of theoretical physics at Goettingen, and who was a member of Germany's Bureau of Standards during World War II, is certain that gravity can be overcome. Dr. Heim lost his eyesight and hearing, and had both arms blown off at the elbow in a World War II rocket explosion. He dictates his theories and mathematical calculations to his wife.

Martin Aircraft, at the suggestion of George S. Trimble, its vice-president in charge of advanced design planning, is building between Washington and Baltimore a new laboratory for the Research Institute for Advanced Study... A theoretical investigation of the implications for future gravity research in the 'United Field Theory' of the late Dr. Albert Einstein is now underway here.

Although financed by Martin, the Institute will have no connection with the day-to-day business of building airplanes. Its general manager is Welcome Bender.

Up to now no scientist or engineer - so far as is known in the scientific circles - has produced the slightest alteration in the magnitude or direction of gravitational 'force' although many cranks and crackpots have claimed to be able to do this with 'perpetual motion machines.'

NO ACCEPTED THEORY: There is no scientific knowledge or generally accepted theory about the speed with which it travels across interplanetary space, making any two material particles or bodies - if free to move - accelerate toward each other. But the current efforts to understand gravity and universal gravitation both at sub-atomic level and at the level of the Universe have the positive backing today of many of America's outstanding physicists.

These include Dr. Edward Teller of the University of California, who received prime credit for developing the hydrogen bomb; Dr. J. Robert Oppenheimer, director of the Institute for Advanced Study at Princeton; Dr. Freeman J. Dyson, theoretical physicist at the Institute, and Dr. John A. Wheeler, professor of physics at Princeton University who made important contributions to America's first nuclear fission project.

PURE RESEARCH VIEW: It must be stressed that scientists in this group approach the problem only from the standpoint of pure research. They refuse to predict exactly in what directions the search will lead or whether it will be successful beyond broadening human knowledge generally.

Other top-ranking scientific minds being brought to bear today on the gravity problem are those of Dr. Vaclav Hlavaty, of the University of Indiana, who served with Dr. Einstein on the faculty of Charles University in Prague and later taught advanced mathematics at the Sorbonne in Paris; and of Dr. Stanley Deser and Dr. Richard Arnowitt of the Princeton Institute for Advanced Study.

Dr. Hlavaty believes that gravity simply is one aspect of electro-magnetism - the basis of all cosmic forces - and eventually may be controlled like light and radio waves.

HOPE TO FIND KEY: Dr. Deser and Dr. Arnowitt are of the opinion that very recently discovered nuclear and sub-nuclear particles of high energy which are difficult to explain by any present-day theory, may prove to be the key that eventually unlocks the mystery. It is their suggestion that the new particles may prove to be basic gravitational energy which is being converted continually and automatically in an expanding Universe directly into the most useful nuclear and electromagnetic forms.' In a recent scientific paper they point out:

'One of the most hopeful aspects of the problem is that until recently gravitation could be observed but not experimented on in any controlled fashion, while now with the advent in the past two years of the new high-energy accelerators (the Cosmotron and the even more recent Berkeley Bevatron) the new particles which have been linked with the gravitational field can be examined and worked with at will.'

An important job of encouraging both pure and applied gravity research in the United States through annual prizes and seminars as well as, the summarizing of new research for engineers and scientists in

industry looking forward to a real 'hardware solution' to the gravity problem is being performed by the Gravity Research Foundation of New Boston, N.H.

This was founded and endorsed by Dr. Roger Babson, economist, who is an alumnus of M.I.T. and a lifelong student of the works of Sir Isaac Newton, discoverer of gravity. Its president is Dr. George Rideout of Boston.

BLACKBOARD MATH - Dr. Vaclav Hlavaty, of the University of Indiana's graduate Institute of Advanced Mathematics, who has stimulated research on gravity control, working on a problem."

"ANTI-GRAVITY AND AVIATION - George S. Trimble jr. vice-president in charge of advanced design planning of Martin Aircraft Corp., left discussing the application of anti-gravitational research to aviation with two Martin scientists, J.D. Pierson, centre, and William B. Yates."

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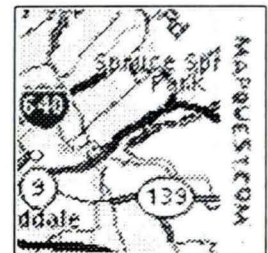
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The January 2000 issue of AIR INTERNATIONAL contains an article by Bill Gunston concerning the use of electrostatically-charged components/discharges on the B-2; the article cites as a source the **March 9, 1992 issue of AVIATION WEEK & SPACE TECHNOLOGY** which featured an article entitled "Black World Engineers, Scientists Encourage Using Highly Classified Technology for Civil Applications."

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