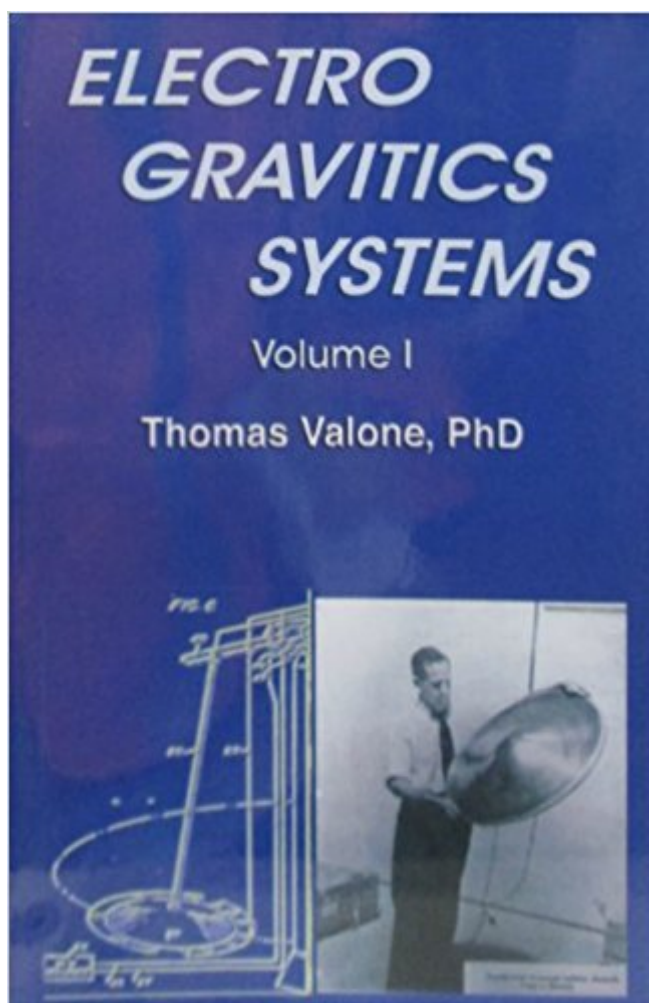


The book was found

Electrogravitics Systems: Reports On A New Propulsion Methodology



Synopsis

Discovered in 1918 by a professor, electrogravitics has been put to the test decade after decade by aviation industries and the military. It is an anomalous propulsion force from a high voltage capacitive charge, similar to an electrokinetic force. In the 1950s, T. Townsend Brown recommended a "flying wing" model to the Naval Research Lab for its implementation and years later, the B-2 bomber fulfilled this vision. Electrogravitics Systems includes historical documents, patents, and an exciting article by Dr. Paul LaViolette on how the B-2 uses such an energy-efficient, futuristic propulsion concept today.

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Customer Reviews

Having made a theoretical case for electrogravitics, the book also makes an historical one. Hints of electrogravitics in the history of aviation, revealed through the developments and statements made by major aircraft industries in articles from the Aviation Report in the mid-1950s, are reprinted. T.T. Brown's work is described in detail. The paper by Paul LaViolette was an intriguing speculation that the B-2 stealth bomber operates on T.T. Brown's principle of propulsion. Statements from government and ex-government workers and officials were shown to fit nicely with this possibility...This book can be appreciated by anyone who is interested in electrogravitics. -- Leslee Kulba, Electric Spacecraft Journal, Issue 12, 1994, p. 37 In the early 1920's Dr. Paul A. Biefeld, a physicist and acquaintance of Albert Einstein, working at the California Institute for Advanced Studies, discovered that a highly charged capacitor has an anomalous tendency to move in the

direction of its positive pole. Biefield assigned Thomas Townsend Brown, his prodigy, to study the phenomena as a research project. That the effect is not due to ion wind is borne out in claims that the effect exists under insulating oil and high vacuum...T.T. Brown devoted considerable effort, time, and means to researching this effect. Although his work has been sensationalized, it also has attracted professional attention. "Electrogravitics Systems: Reports on a New Propulsion Methodology" edited by physicist Thomas Valone, MA, PE, is a correct and cogent anthology of reports on the electrogravitic research of T.T. Brown. -- Vincent Coon, New Energy News, Vol. 2, No. 5, Sept., 1994, p. 10 Many readers may recall the name of T. Townsend Brown as it was historically associated with UFOs. Brown was the first director of the now-defunct, but once very active, National Investigations Committee on Aerial Phenomena (NICAP), a Washington, DC-based lobby group that was very instrumental in the 1960s for getting congressional leaders interested in the UFO mystery. But what the majority may not realize was that Brown was also a very highly acclaimed physicist who held many patents and worked on a variety of highly classified projects...In fact, in the recently published report titled, Electrogravitics Systems--Reports on a New Propulsion Methodology, Valone sees a very strong tie between Brown's discoveries and the development of the B-2 Stealth Bomber. -- UFO Sightings, Summer 1995, p. 17

Thomas Valone has a Master's degree in physics and is a retired college teacher. He is also an electrical engineer, licensed professional engineer and a former U.S. patent examiner. Author of numerous articles and two books, he lectures often at popular scientific conferences representing Integrity Research Institute with energy and propulsion research findings.

the reason I got this book is because of DR. Steven Greer in his first documentary call "SIRIUS" he mention inventors that solve the puzzle of gravity and these inventors were suppress and I was wondering if there is any info on this inventors.

If you want a good clear look at technology that is here today (but has been held back) then this is the read for you. From the history, to the experiments leading up to real applications and how they are being used in our B2 Bombers. And yes it is brand new 50 year old technology! Want to levitate something? No sweat.. This book and the second volume Electrogravitics II: will give you the knowledge to do it! It is not easy.. but is practical!

This is an excellent book. Highly recommended.

"Electromagnetic Systems" provides another welcome hint at Gravitic Drive propulsion systems development for spacecraft. UFOs for those educated by the media. Not since Analog Magazine promoted the Dean Drive as a true space drive in the 1960s has a written source given a tutorial and a history of development leading, in this case, to the B2 that is worthy of attention. By the way, Dean had the theory right and the methodology wrong, You need to accelerate the electrons, not the masses they are attached to, in order to attain sufficient thrust. This book proposes the idea that gravitational engines have been in development since WWII based on theories raised in 1923 by Dr. Paul Biefeld at the California Institute for Advanced Studies. And others, such as T. Townsend. This line of development works on the theory that a high voltage across a capacitor causes gravitational changes around the capacitor. References are made to the efforts of numerous aerospace manufacturers in support of this development during the 1960s to 1990s. Material from secret Air Force files and patent applications are presented to support this contention and the B-2 bomber's auxiliary propulsion system is noted as having the precise nature to support this goal. Hmmm. Let's take this to a logical conclusion. Others have noted that the B-2 take-off and landing times require it to move at 5.5 times the speed of the B-52s over the same track to Diego Garcia. If the B-2s average velocity of about 2800 mph is correct and adjusting for subsonic exit and entry tracks a speed of 3500 mph in orbital trajectory would allow them to accomplish this while remaining subsonic bombers (speed of sound in a vacuum is undefined you know). Depending on internal supplies of oxygen, food and recycling capability, the one way trip to the moon and mars could be roughly 17 and 48 hours respectively, assuming constant acceleration.. No wonder the space shuttle was scrapped. And how is our Moon and Mars colony doing I would like to ask? Buy the book and you will be able to ask even more interesting questions.

As a working scientist (chemist), I've long held a fascination with the various sciences, especially a number of areas in meteorology and physics. Interest in the notion of antigravity became pretty intense when I read Nick Cook's "Hunt For Zero Point" and discovered the work of T. Townsend Brown and others who have researched the concept of antigravity and its use for propulsion. The fact that this area of work was widely discussed until the mid-50's or so and then went completely "black", with virtually no information becoming available, further piqued my curiosity. This book, one of two volumes by leading researcher Dr. Thomas Valone, gives a somewhat technical but decent start to understanding the concepts of these systems, termed "electrogravitics". I'm looking forward to obtaining Vol.2 to continue where this volume leaves off. While it is a bit strenuous in the

technical jargon, access to some good basic physics and electricity books, along with the Internet, will help the reader in understanding the concepts being presented.

This is a good place to start delving into the subject. Contains a little more than the plethora of "lifter" website and in fact distinguishes that the "lifter" technology is but one form of research into "electrogravitics." This is a relatively thin book, but dense with information. The book starts with details of the state of the art in the 50s and 60s, and then wraps up with some essays from the 90s speculating on a link with the B-2 bomber. There are some current, short essays in the form of forwards and prefaces. The book has diagrams, a pretty good glossary, and a tech chronology.

Very insightful read would read again. Great book

Very interesting subject.

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