

HINDUSTHAN COLLEGE OF ENGINEERING AND TECHNOLOGY,
COIMBATORE

DEPARTMENT OF AERONAUTICAL ENGINEERING

TEAM MEMBERS:

J.GERMAN MOZHI JENILA

(9698192926)

(jenilamonica4@gmail.com)

K.GNANA PRAKASH

IJSER

MAGNOCRAFT

ABSTRACT

It is enough to venture at a street of any city to realise that our present propulsion systems are NOT going to take us far. After all, they sink out our natural environment, persecute us with their noise, consume the remains of natural resources that our mother Earth offered to us, and it is increasingly difficult to park them, to store them, and to dispose them. So there must be a better way to solve our transportation problems. This better way is called the Magnocraft. Soon such Magnocrafts are going to replace NOT only our present cars, but also all our space vehicles. This paper explains how exactly we learned that Magnocrafts for sure are to arrive soon, what evidence confirms that Magnocrafts are technically feasible, what attributes these Magnocrafts are to display, and what other vehicles that are even more advanced are to come after these Magnocrafts.

same principles of operation like a given motor. This single motor which is already invented, but which does not has a corresponding propulsor, as yet, is a common "electric motor". (More strictly we should call it a "magnetic motor", because the working medium utilised in it is the magnetic field.) So according to the Cyclic Principle soon we must expect a propulsor to be build on Earth, that represents a pair for electric motors. This new propulsor is to be utilised for propelling a space vehicle named the "Magnocraft".

2.Three different generations of Magnocraft

1. **Discoidal magnocraft**
2. **Telekinetic magnocraft**
3. **Time vehicle**

2.1 The discoidal Magnocraft of the first generation:

The most important vehicle of our future, that is soon going to be build on Earth, is the interstellar flying vehicle named the "Magnocraft". The name "Magnocraft" is simply assigned to a human-made advanced space vehicle, which utilises magnetic propulsors for thrusting through the space. Because soon after this first Magnocraft, even more advanced magnetic vehicles are going to be build on Earth, this most basic magnetic vehicle is also called the Magnocraft of the first generation. What is most interesting about this magnetic space vehicle of the first generation, that it is already able to accomplish speeds close to the speed of light. So it will make the interstellar travel possible for people. Here is how this Magnocraft is going to look like.

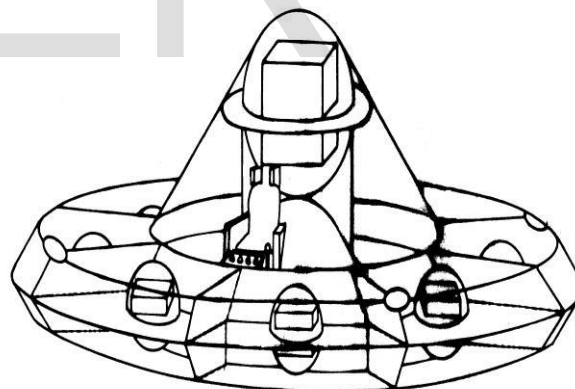


Fig 1.

1. "Motors" versus "propulsors":

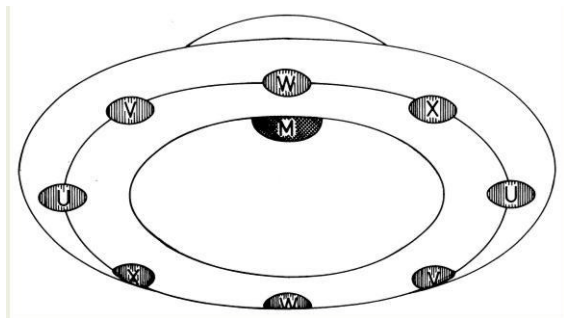
Motors produce only a relative motion of one group of parts of a given machine, in relationship to other group of parts of the same machine. This that motors are practically unable to produce the absolute motion of entire objects in relationship to means the environment of these object, although they frequently provide mechanical motion that is later used to create such an absolute motion. As an example consider a car, in which ". Everyone knows that the engine from a car DOES NOT produce the entire car along a road - but these are wheels which produce this motion. The engine from a car supplies only the mechanical energy to wheels. So a car is a machine which contains both, a single motor (i.e. the car's engine) which causes the relative rotation of wheels in relationship to the car's body, and four propulsors (i.e. four wheels) which produce absolute motion of the car along the road. Similarly is with a boat. A "motor" in a boat only reassures the relative rotation of propeller, while the absolute motion of the entire boat is formed by this propeller, no no by the motor.

Devices which produce an absolute motion of entire vehicles in the surrounding environment are called propulsors. Examples of propulsors include: a propeller in an aeroplane, helicopter blades, jet engine, rocket engine, hovercraft outlets, wheels, propeller in a boat, and many more each motor must have a corresponding propulsor. Except for one, almost all motors systems completed on the Earth already have the corresponding pair in the form of a propulsor that works on the

The propulsors utilised in the Magnocraft are to represent a "pair" for a common electric motor. So the same as in electric motor the propelling forces are produced due to magnetic attraction and repulsion, also in the Magnocraft these forces of magnetic attraction and repulsion are going to allow to fly through the space. This how the Magnocraft is going to work. Well, we know that every heavenly body, including our Earth, Sun and Galaxy, generates its own magnetic field. Thus each planet and each star is simply a huge natural magnet. Therefore, if we build also another powerful magnet (lets us call this our own technical magnet with the term "magnetic propulsor" or

"Oscillatory Chamber") than this our own magnet can repel itself from Earth, Sun, or Galaxy. Thus, if it is powerful enough, it is able to produce forces of repulsion that are able to lift an entire flying vehicle into space. Therefore, if we build an appropriate configuration of such magnetic propulsors, we can obtain a spaceship, or a flying vehicle, that is going to fly through space, just on simple principles of magnetic repulsion and attraction. Here is how such a Magnocraft needs to be designed

Fig :2



You can notice that in order to fly through the space, the Magnocraft needs to have a single powerful cubical "magnet" located in the centre of this spaceship - lets call this cubical magnet the main propulsor or the "main Oscillatory Chamber" (see "M" on the Figure 2). By repulsive interaction of this cubical propulsor M with the field of Earth, Sun, or Galaxy, the lifting force is formed, which propels the Magnocraft upwards. In turn on the peripherals of the Magnocraft, a ring of at least 8 side propulsors is assembled - on the Figure above shown as cubical "magnets" located inside of spherical casings and marked as "U" and "V". These side propulsors attract themselves to sources of the environmental magnetic field (i.e. to sources of Earth's, Sun's, or Galaxy's magnetic field), thus producing the stabilisation forces. These stabilisation forces hold the rim of bell-shaped Magnocraft in stable position, thus fixing the orientation of the Magnocraft in space. They also allow Magnocraft to descend whenever it is necessary.

2.2 Propelling unit and principles of flights of discoidal Magnocrafts:

One magnetic propulsor alone is not able to provide adequate flight and manoeuvrability for the Magnocraft, just as a single wheel is not sufficient to construct a motor car. Therefore in the spaceship described here, a number of such propulsors strictly cooperating with one another must be utilized. The optimal configuration of propulsors which is able to fulfil all the requirements of flight and manoeuvrability is called here the "magnetic propelling unit". Such a propulsion unit used in the Magnocraft is shown in "Fig" below (to simplify the explanations that follow, it is illustrated as flying above of the Earth's north magnetic pole). The main attribute of this unit is that it employs a minimal number of magnetic propulsors, providing at the same time the maximum range of operational possibilities.

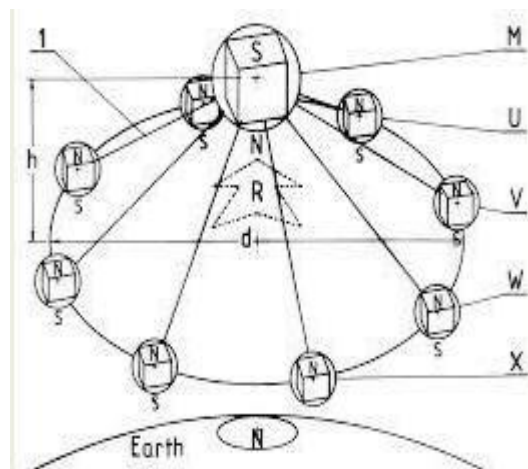
The configuration of this unit is based on the shape of a bell. In turn a bell is the most self-stabilising form out of all simple shapes known to physic. The basing of this configuration on the shape of a bell results from the fact, that in such of stabilizing weights suspended below this propulsion unit the distribution of lifting and stabilizing forces resemble a bell

shape, with a single holding point located at the centre, and a ring point at even distances. (It is well known from mechanics, that bells represent the physical form that is considered able to provide optimal self-stability the in space, while after being put out of balance it always returns on its own to the previous

position of stability.) Let us now analyze the main components and operation of magnetic propulsion unit. It consists of two different kinds of propulsors, i.e. a single main propulsor (marked "M" in "Fig below") located in the centre, and a number of side propulsors (marked "U, V, W, X" in "Fig 3") distributed evenly around a lowered ring. The total number "n" of side propulsors must always be a multiple of our. The main propulsor is usually oriented so as to be repelled by the Earth's magnetic field. (Such a repulsive orientation of propulsors can be obtained when their north "N" pole is pointed downwards.) The side propulsors are usually oriented so that they are attracted by the field of the Earth.

By increasing the flux produced by the main propulsor (M) oriented in such a repulsive manner, an increase in the repulsion force "R" is achieved. At the moment when the repulsion force overcomes the gravitational pull, the propulsor (M) begins to ascend, lifting up the entire propulsion unit. If the main propulsor would operate alone, then its flight would be disturbed by the magnetic torque which would tend to turn around the propulsor's magnetic orientation so that attraction would replace repulsion. Thus, to compensate for the effects of the environmental magnetic torque trying to turn the main propulsor around, additional stabilizing side propulsors "U, V, W, X" are necessary. Their magnetic orientation opposes that of the main propulsor (M), i.e. when the main propulsor is to be repelled, side propulsors are to be attracted by the environmental magnetic field. A possible configuration of such side propulsors is illustrated in "Fig-3 below". These side propulsors give flight stability to the whole propulsion unit. By appropriate adjustment of the produced fluxes, the side propulsors can enforce the balanced orientation of a craft in whatever attitude and position the crew requires.

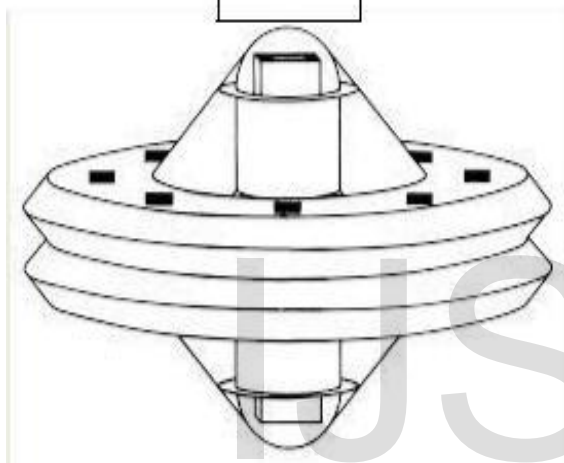
Fig: 3



2.3 Flying configurations coupled together during flights from discoidal Magnocrafts:

One of the most important attributes of the Magnocraft's propulsors is that they allow for easy and complete control over the produced output and over the orientation of their magnetic poles. Therefore, independently of their propelling functions, these propulsors can also be used as coupling devices, allowing for an attachment of one vehicle to another without disturbing the flight possibilities of either of them. The forces that join together the coupled Magnocraft are provided by the magnetic interaction of the vehicles' propulsors brought close to one another. Such an easy manner of joining several Magnocraft into a flying arrangement, combined with the numerous advantages that it provides, ensure that the coupling of these vehicles is a very common practice. Therefore observers of these spacecraft may on one occasion witness them as a single vehicle of an inverted saucer shape, whereas on another occasion they may see them as spheres, cigars, platforms, crosses, or hundreds of other

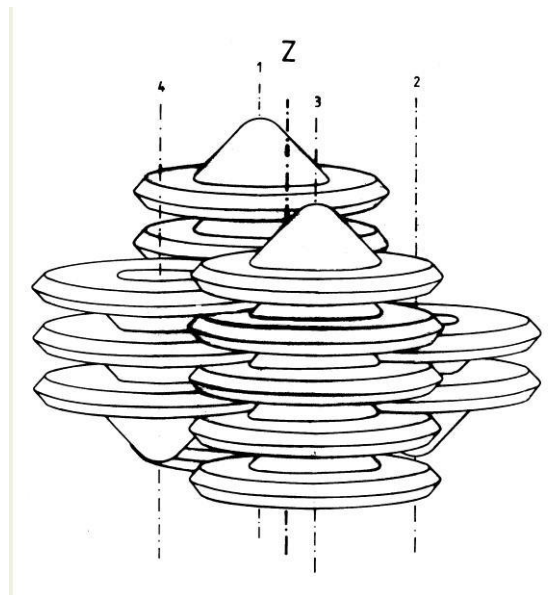
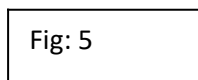
Fig: 4



possible shapes that can be arranged from several Magnocraft coupled together.

The main advantage of coupling Magnocraft together is the ability to possible shapes that can be arranged from several Magnocraft coupled together. The main advantage of coupling Magnocraft together is the ability to pilot the whole resultant arrangement by a single crew on duty, while other crews can rest, investigate, consult each other, or socialize. Additional advantages include: setting up an inductive shield of greater width that makes travel much safer; an increase in propulsive power which subsequently enables the attainment of speeds higher and more uniform in heavier mediums than those of solo flights; an increase in the total number of compartments and the range of crew specializations. During long distance interstellar voyages, the coupling increases security and comfort of flight, allows for the socializing of crews from different vehicles, and also makes it possible to transport damaged Magnocraft.

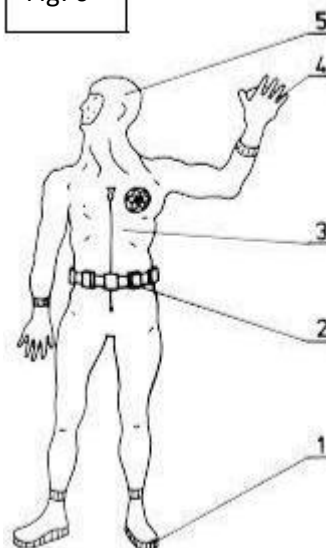
Fig: 5



2.4 Magnetic personal propulsion system:

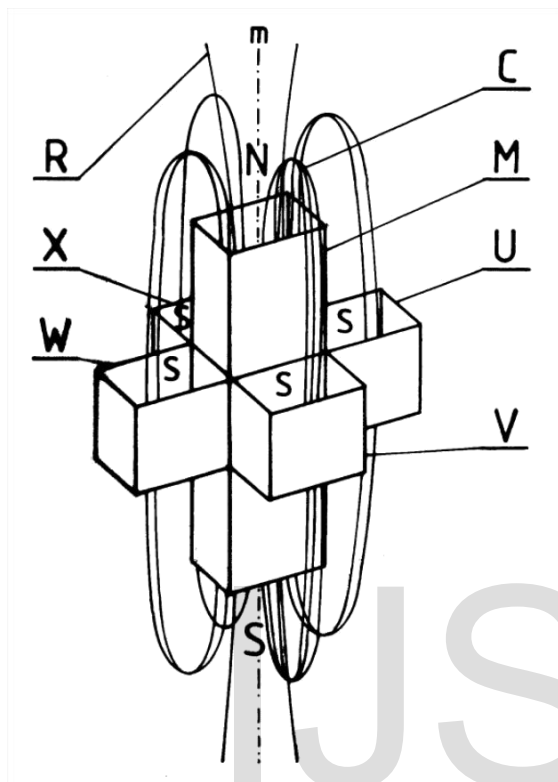
The basic design of discoidal Magnocraft described above can then be modified to obtain other propelling devices and vehicles. Two most useful out of such modifications are "personal propulsion" and "four-propulsor Magnocraft". The detailed description of their designs, principles of operation, and attributes, together with appropriate illustrations, is given below. Personal propulsion system is a kind of Magnocraft that is build into a form of suit that is wear by the user. In this suit two miniaturised main propulsors are assembled into soles of shoes, while eight miniaturised side propulsors are assembled in a special eight-segment belt. The propelling system received in this manner allows the user to fly in the air, to walk on water or on ceiling, or to jump on huge heights or lengths without the use of any visible vehicle.

Fig: 6



2.5 Four-propulsor Magnocraft:

Fig: 7



Four-propulsor Magnocraft is received through attaching appropriate propulsors to four corners of a portable cabin. The propulsors of this vehicle use "spider configurations" of oscillatory chambers. As this was explained before, such spider configurations are simple combinations of oscillatory chambers, that work as alternatives to twin-chamber slightly resembles a barrel, capsules. In them, a single central oscillatory chamber is surrounded with four side chambers. Thus, the resultant configuration its operation imitates a miniature Magnocraft that has no crew cabin. When four such spider configurations are propelling a portable cabin attached to them, the effect resembles a "log cabin" that is lifted by corners with four miniature Magnocraft.

3. The formal scientific proof, that "UFOs do exist and they are already operational Magnocrafts":

There is a formal scientific proof already developed and published, stating that "UFO do exist and they are already operational magnocrafts"

UFO EXPLOSION NEAR TAPANUI



This figure discloses why UFOs and Magnocraft must have identical propulsion system, shape, capabilities, and attributes. Furthermore, it provides a powerful tool for the understanding attributes and operation of UFOs. It is so because everything that we know about the Magnocraft we can at present apply also to UFOs. It is because of this knowledge of the Magnocraft that e.g. the details of the UFO explosion near Tapanui could be researched and identified so thoroughly. Also because of this proof, in 2003 the Magnocraft was voted by members of the internet discussion.

3.1 Because of the amount of energy that UFOs accumulate in their Oscillatory Chamber, UFOs are actually flying bombs:

Of course, the fact that UFOs utilise Oscillatory Chamber for their propulsion, combined with the fact that Oscillatory Chambers can accumulate in themselves enormous amounts of magnetic energy, introduces certain dangers for our civilisation. Namely, each UFO vehicle is actually a flying bomb, which only awaits to explode. The amount of magnetic energy carried out in a smallest K3 type UFO is calculated. It turns out that just in order to lift itself from the surface of Earth, such a smallest UFO must have accumulated in its Oscillatory Chambers the magnetic equivalent of 1 megaton of TNT. But this 1 megaton of TNT does not account for acceleration and for flights in free space. In reality such a smallest UFO may have accumulated even 1000 times more magnetic energy, amounting to an equivalent of around 1000 megaton of TNT. This practically means that if there is any accident involving such a UFO vehicle, and if Oscillatory Chambers of this vehicle are accidentally damaged, then we must expect a catastrophic explosion of the magnitude of at least 1 megaton TNT. Practically this indicates, that if there actually was a UFO accident of 1947 in Roswell, USA, as American UFOlogists claim this, then almost the entire America would be wiped out in the result. So there wouldn't be any American UFOlogist left in there to claim the actual occurrence of such a UFO accident.

3.2 UFO explosions:

Since UFOs are flying bombs loaded with magnetic energy and only awaiting to explode, we should expect that there were already various UFO explosions on Earth. As it turns out, YES. Actually there were numerous UFO explosions on Earth. Tapanui explosion of UFOs turned out to be especially tragic to humanity. As research indicate, it probably wiped a significant proportion of population of Earth of that time. It also practically destroyed flourishing human civilisations of antiquity, turning the beauty and prosperity of ancient empires into darkness,

sickness, and death of medieval period of Earth's history. Out of specific changes on our planet that this UFO explosion from Tapanui caused and that can be noticed by everyone, the most important include: the shifting of Earth's poles by around 7 degrees, the freezing of previously green Greenland together with the Viking colony in there, the melting of ice bridge in the Bering Straights - which before 1178 allowed Eskimo people freely travel on dry ice between Siberia and Alaska, flooding Schlezwig-Holstain in Germany, destruction of ancient Salamis, leaning the famous "Leaning Tower" from Pisa in Italy, and many more he most recent, however, underground explosion of a UFO vehicle took place on 26th December 2004. It occurred near the island of Sumatra on the Indian Ocean. It caused one of the most powerful tsunamis in recent history. Many people took it for a natural disaster that it had a technological origin from a UFO explosion

4.The Magnocraft of the second generation with the propulsion system which operates on principles of telekinesis:

After the completion of the Magnocraft of the first generation, the humanity is going to build also that Magnocraft of the second generation - sometimes called the "telekinetic vehicle". In flights it will be utilizing additionally the magnetic equivalent of inertia, means the phenomenon called "telekinesis" which manifests itself in the manner as this would be done by the reversal of friction. Because the "Concept of Dipolar Gravity" states that on just such a magnetic inertia is based the so-called "Telekinetic Effect", thus the Magnocraft of the second generation will fly utilizing exactly the same principle which causes the telekinetic motion. In this way the operation of it becomes similar to other known propulsion systems, the principles of which were based on the utilization of inertia, e.g. to hovercraft or to the aircraft propeller.

These vehicles can fly in two different conventions, namely in

- (1) The "magnetic convention", and
- (2) The "telekinetic convention".

In (1) the "magnetic convention" their propulsors generate only the phenomena of magnetic attraction and repulsion. Thus in the sense of principles of operation they use for flights, they become almost identical to the Magnocrafts of the first generation . Also all other phenomena that they then induce will be identical to these induced by Magnocrafts of the first generation.

In turn in (2) the "telekinetic convention" their propulsors generate additionally the phenomenon of "technical telekinesis". Thus, then they fly in the result of the "Telekinetic Effect" action. After this convention of flight is switch on, these vehicles and their crews are getting into the state which the Concept of Dipolar Gravity calls the "state of telekinetic flickering". In this state the material objects subjected to it switch on (flicker) very fast between two forms of their existence, namely between the material form and the form of energy pattern. It is this "state of telekinetic flickering" that allows these vehicles to become completely invisible to human sight and cameras, and also allows them to penetrate through solid objects as if these solid objects are made of an easily penetrable liquid instead of a stiff matter.

5. MAGNOCRAFT OF THE THIRD GENERATION (TIME VEHICLE)

At the very end the magnocraft of third generation are to be build on the earth. These starships are also to be called

"time vehicles". Magnocraft of the third generation will utilize three attributes, namely

1. Forces of magnetic interaction
2. Inertia
3. Internal energy

The magnocraft of third generation will have the ability travel through time.

These vehicles can fly in three different conventions, namely in

1. Magnetic conventions
2. Telekinetic conventions
3. Convention of time vehicles

In this convention, the propulsor generate changes in the speed of elapse of time of phenomena of shifting someone to another point in time.

6. Conclusion

By the above explained paper, we can able to design three different generations of magnocraft.

At this present generation, we cannot achieve much interstellar space travels but the MAGNOCRAFT can do it.