

PROTOMAGNETIC ACCELERATOR (REVERSE MAGNETISM)

THEORY: THE TWO COILS ON THE TOP AND BOTTOM OF THE UNIT ACT AS FLUX COMPRESSORS, WHICH WILL CREATE AN IMMENSE FLUX FIELD BETWEEN THEMSELVES. THIS FLUX FIELD IS HIGHLY STABLE AND NOT EASILY ALTERED OR MODULATED. THE ENERGY REQUIRED TO MODULATE IT OR CHANGE ITS STATE IS DONE BY CREATING A MAGNETIC PULSE OF EXTREMELY HIGH DENSITY BY USE OF TWO RING COILS OR LOOPS. THE LOOPS WILL CREATE OPPOSING FORCES WHICH WILL ACT AS FIELD DISRUPTION BETWEEN THE LARGER FLUX FIELD.

THIS CHANGE WILL CAUSE THE EFFECT TO OCCUR, LIGHT CAN BE BENT, MOBIUS EFFECTS CAN BE WITNESSED, METAL OBJECTS CAN BE PROJECTED, CURRENTS CAN BE INDUCED, ETC.

SETUP: MAKE SURE THERE ARE TWO INDEPENDANT POWER SUPPLIES FOR EACH SET OF COILS. THE TWO LARGE COILS WILL REQUIRE EXTREME CURRENT FLOW, THIS WILL REQUIRE A VERY LARGE POWER SUPPLY. THE TWO LOOP COILS WILL REQUIRE A LESSER CURRENT POWER SUPPLY WITH LARGE STORAGE CAPACITORS TO HOLD CHARGE, THIS CHARGE WILL NEED TO BE EFFECTIVELY DISCHARGED THROUGH THE LOOPS USING HIGH POWER SWITCHES CONNECTED IN PARALLEL TO MINIMIZE SPARK AND HEAT LOSS. THERE SHOULD ONLY BE A MATTER OF ONE TO THREE INCHES BETWEEN THE LARGE COILS AND THE LOOPS SHOULD BE POSITIONED ABOUT 1/2 TO 1 INCH FROM EACH LARGE COIL. ALL FORCES MUST OPPOSE WHEN COILS ARE POSITIONED. THE LARGE COILS MUST BE MADE USING COLD ROLLED IRON RODS WHICH ARE AROUND 8-12 INCHES LONG BY ABOUT 4-8 INCHES IN DIAMETER. THE LOOPS MUST BE SLIGHTLY SMALLER THAN THE ROD DIAMETERS. SILVER LOOPS WORK MUCH BETTER THAN COPPER. MAKE SURE THE LOOPS ARE PLACED IN NON CONDUCTIVE BRACES TO COMPENSATE FOR INWARD IMPLOSION FROM THE CEMF OR REVERSE MAGNETIC FIELD INDUCED WHEN EVERYTHING OCCURS.

PRECAUTIONS:

DO NOT USE THIS DEVICE AROUND COMPUTERS OR MICROPROCESSOR CONTROLLED EQUIPMENT. THAT INCLUDES CALCULATORS AND OTHER CHIP DEVICES. THE EM PULSE CREATED CAN INDUCE VOLTAGE OR CURRENT FLOW ONTO CIRCUIT BOARDS FROM SUBSTANTIAL DISTANCES.

COMPONENT NOTES:

DIODES, MAKE SURE THEY ARE RATED AT LEAST 10 AMPS MORE THAN REQUIRED.

CAPACITORS, MAKE SURE THEY ARE EXACT OR HAVE A VOLTAGE RATING 10-50 VOLTS GREATER.

TRANSFORMERS, MAKE SURE THEY ARE ABLE TO WITHSTAND SURGE CURRENTS AT TIME 0 AND TIME 0+

WIRE AND HARNESSING, MAKE SURE THE HARNESSING WIRE AND HOOK UP WIRE IS MUCH THICKER THAN ALL COIL WIRES.....3 TO 4 TIMES LARGER.

MATERIALS LIST:

IRON RODS, USE PRESTATED SPECS. MAKE SURE THEY ARE INSULATED FROM THE WIRE.

DIODES, RATED AT 400-500 VOLTS DC AT 40-50 AMPS.
CAPACITORS, FOR BANK, 250 VDC RATED AT 20,000 μ F EACH.
OTHER COMPONENTS ARE SHOWN ON DIAGRAMS.

NOTICE ON FIGURE 1, LA AND LB ARE WRAPPED SO THEIR FIELDS WILL COUNTER OR OPPOSE EACH OTHER.

NOTICE THAT L1 AND L2 ARE ALSO POSITIONED SO THEIR FIELDS OPPOSE EACH OTHER AND EACH COIL MUST ALSO OPPOSE EACH RING.

PELTIER JUNCTION COOLING CAN BE USED TO ACHIEVE MAXIMUM CURRENT FLOW WITH HEAT AS A NEG VARIABLE. CURRENT CAN BE INCREASED TO 55AMPS WHEN A 9 VOLT PELTIER JUNCTION IS USED ON THE BOTTOMS OF EACH LARGE COIL.

KEEP ALL METAL OBJECTS AWAY FROM THE OPERATIONAL DEVICE.

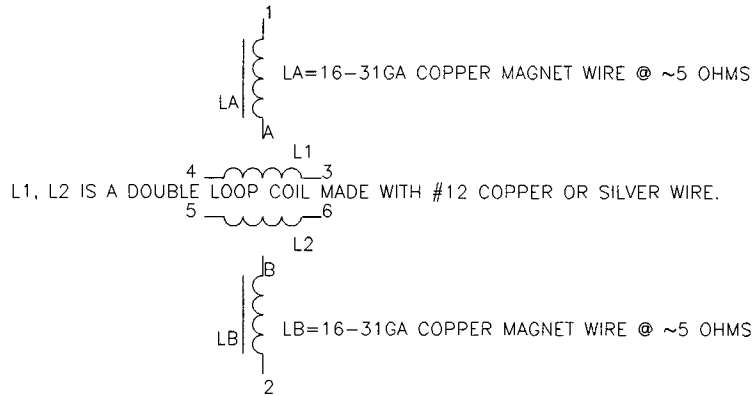
IF YOU OBSERVE BLUE OR RED AURAS, THAT IS NORMAL. THE FLUX FIELD IS IONIZING THE SURROUNDING AIR OR GASES.

NOTICE ON FIGURE 2, THE DIODES FORM A HIGH POWER BRIDGE RECTIFIER CIRCUIT. THIS CIRCUIT MUST BE DESIGNED TO WITHSTAND MUCH MORE CURRENT THAN IT WILL BE EXPOSED TO. THE INITIAL DRAW WILL BLOW UP THE DIODES UNLESS THEY ARE RATED HIGHER THAN LOAD. THE 250 μ F CAPACITOR WILL LEVEL OUT THE PULSATING DC FROM THE BRIDGE. THE 20OHM RESISTOR WILL COMPENSATE FOR SOME OF THE SURGE CURRENT. R1 MUST BE RATED AT 16000 WATTS, USE 12 GA WIRE WRAPPED AROUND A CERAMIC PLATE. IT IS UP TO YOU TO FIND A SUFFICIENT AC POWER SOURCE TO POWER THIS DEVICE. USE A GENERATOR.

NOTICE IN FIGURE 3, USE EXTREMELY LOW GAUGE WIRE TO HARNESS THE CAPACITORS AND ALSO USE MANY HIGH POWER RELAY ACTUATORS TO CONTACT THE DISCHARGE TO THE LOOPS. THE RELAYS SHOULD BE RATED AT MANY THOUSANDS OF WATTS. YOU CAN VOLTAGE DOUBLE THE WALL CURRENT TO ACHIEVE 220VDC. IF YOU ARE GOING TO USE THE

WALL CURRENT YOU MAY WANT TO ADD A 50OHM RESISTOR IN SERIES WITH THE CAPACITORS TO PROTECT YOUR CHARGING CIRCUIT.

FIGURE 1

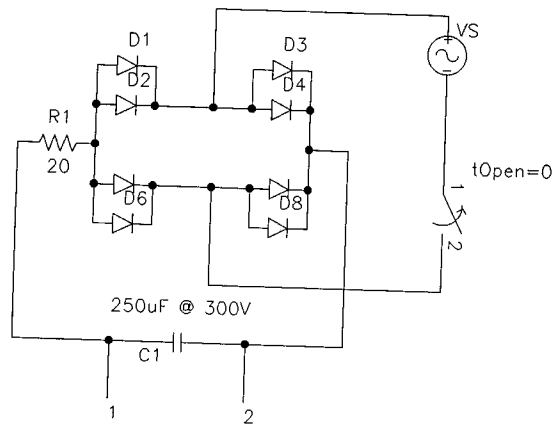


FLUX DENSITY MUST BE MAXIMUM IN LA, LB.
CURRENT FLOW SHOULD BE ~40A @ 200VDC IN LA, LB

CONNECT A TO B

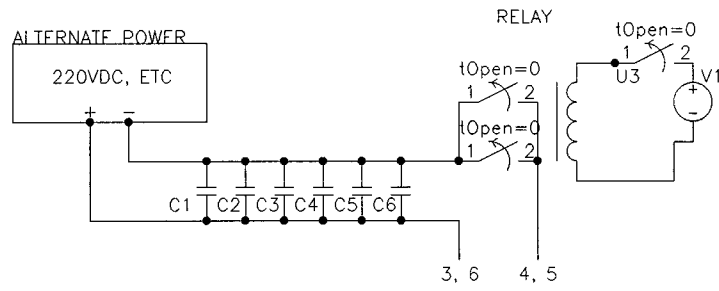
CONNECT 3 TO 6 AND 4 TO 5

FIGURE 2



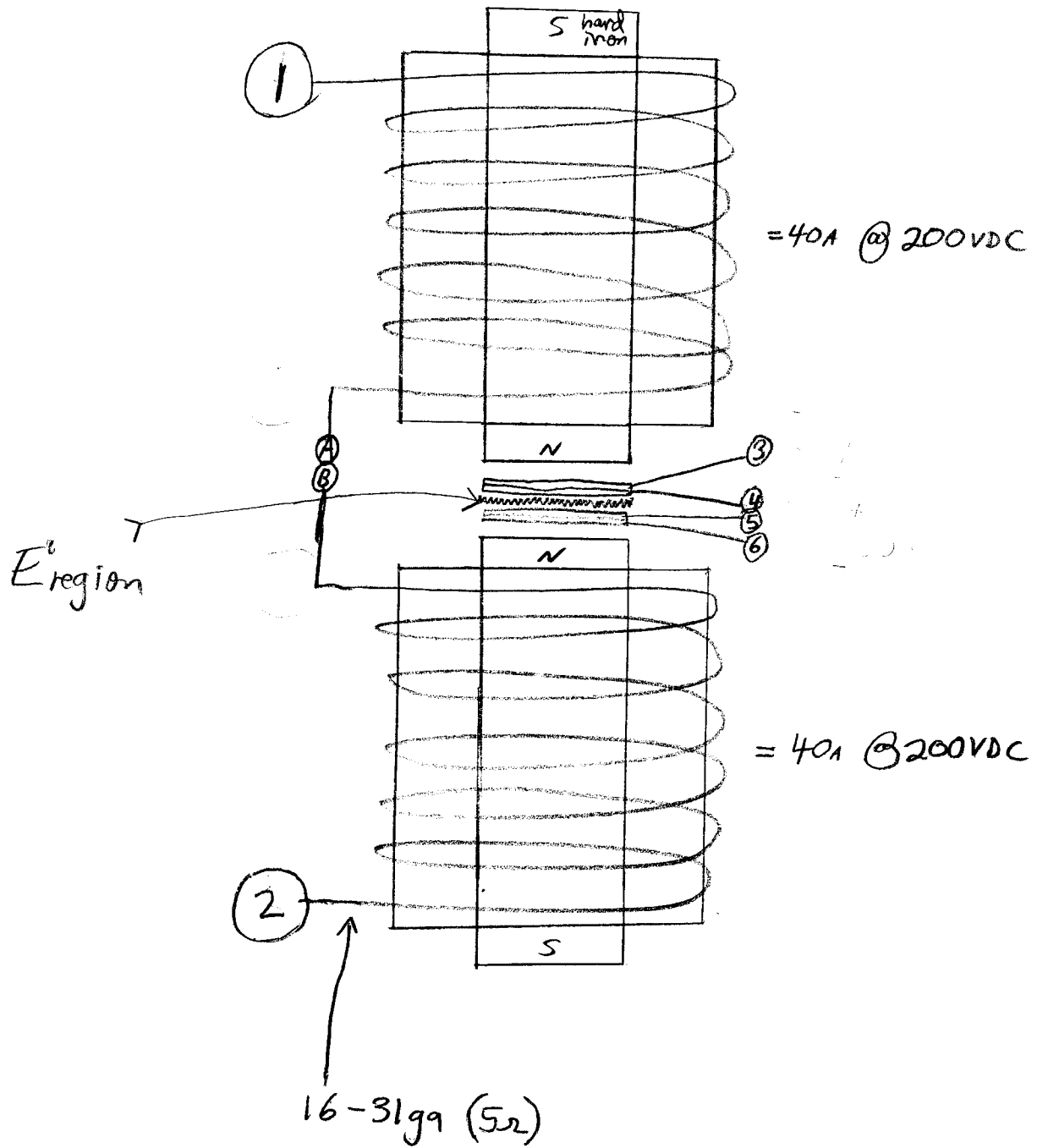
ALSO TRY CONNECTING A TO 2 AND - TO 1 AND + TO B

FIGURE 3



NOTES

PICTORIAL DIAGRAM OF ACTUAL DEVICE.



PHILADELPHIA EXPERIMENT

Project Rainbow was an experiment conducted on a small destroyer escort ship during World War II, both in the Philadelphia Naval Yard and at sea. The goal was to make that ship invisible to enemy detection. It is commonly believed that the mechanism involved was the generation of an incredibly intense magnetic field around the ship, which would cause refraction or bending of light or radar waves around the ship, much like the mirage created by heated air over a road on a summer day. The legend goes on to say that the experiment was a complete success... except that the ship actually disappeared physically for a time, and then returned. They wanted to "cloak" the ship from view, but they got de-materialization and teleportation instead...

It has been claimed that the Philadelphia Experiment was partly an investigation into how Albert Einstein's "Unified Field Theory for Gravitation and Electricity" might be used to advantage in the development of electronic camouflage for ships at sea. Einstein allegedly published his Unified Theory around 1925-27 in German, in a Prussian scientific journal, but it was later withdrawn as incomplete. This research was aimed at using intense electromagnetic fields to mask a ship from incoming projectiles, mainly torpedoes. This was later extended to include a study of creating radar invisibility by a similar field in the air rather than in the water.

The story begins in June of 1943, with the U.S.S. Eldridge, DE (Destroyer Escort) 173, being fitted with tons of experimental electronic equipment. This included, according to one source, two massive generators of 75 KVA each, mounted where the forward gun turret would have been, distributing their power through four magnetic coils mounted on the deck. Three RF transmitters (2 megawatt CW each, mounted on the deck), three thousand '6L6' power amplifier tubes (used to drive the field coils of the two generators), special synchronizing and modulation circuits, and a host of other specialized hardware were employed to generate massive electromagnetic fields which, when properly configured, would be able to bend light and radio waves around the ship, thus making it invisible to enemy observers.

The experiment, said to have taken place at the Philadelphia Naval Yard and also at sea, took place on at least one occasion while in full view of the Merchant Marine ship S.S. Andrew Furuseth, and other observation ships. The Andrew Furuseth becomes significant because one of its crewmen is the source of most of the original material making up the PX legend. Carlos Allende, a.k.a. Carl Allen, wrote a series of strange letters to one Dr. Morris K. Jessup in the 1950's in which he described what he claims to have witnessed: at least one of the several phases of the Philadelphia Experiment.

At 0900 hours, on July 22nd, 1943, so the story goes, the power to the generators was turned on, and the massive electromagnetic fields started to build up. A greenish fog was seen to slowly envelop the ship, concealing it from view. Then the fog itself is said to have disappeared, taking the Eldridge with it, leaving only undisturbed water where the ship had been anchored only moments before.

The elite officers of the Navy and scientists involved gazed in awe at their greatest achievement: the ship and crew were not only radar invisible but invisible to the eye as well! Everything worked as planned, and about fifteen minutes later they ordered the men to shut down the generators. The greenish fog slowly reappeared, and the Eldridge began to rematerialize as the fog subsided, but it was evident to all that something had gone wrong.

When boarded by personnel from shore, the crew above deck were found to be disoriented and nauseous. The Navy removed the crew, and shortly after obtained another. In the end, the Navy decided that they only wanted radar invisibility, and the equipment was altered.

On the 28th of October in 1943, at 17:15, the final test on the Eldridge was performed. The electromagnetic field generators were turned on again, and the Eldridge became near-invisible; only a faint outline of the hull remained visible in the water. Everything was fine for the first few seconds, and then, in a blinding blue flash, the ship completely vanished. Within seconds it reappeared miles away, in Norfolk, Virginia, and was seen for several minutes. The Eldridge then disappeared from Norfolk as mysteriously as it had arrived, and reappeared back in Philadelphia Naval Yard. This time most of the sailors were violently sick. Some of the crew were simply "missing" never to return. Some went crazy, but, strangest of all, five men were fused to the metal in the ship's structure.

The men that survived were never the same again. Those that lived were discharged as "mentally unfit" for duty, regardless of their true condition.

So, what had begun as an experiment in electronic camouflage, ended up as an accidental teleportation of an entire ship and crew, to a distant location and back again, all in a matter of minutes!