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B. HOW TO MAKE A "FLYING CARPET" ⑥ VIA ELECTRON RING

by Sterling D. Allan, Free Energy News

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This is the second how-to story in a series I'm writing about what I've learned or been told by an 71-year-old inmate I share a table with for meals here in prison. I call him "Nick," I do, because he doesn't want his name known. He said his physicist dad worked with Einstein on the Philadelphia Experiment. I

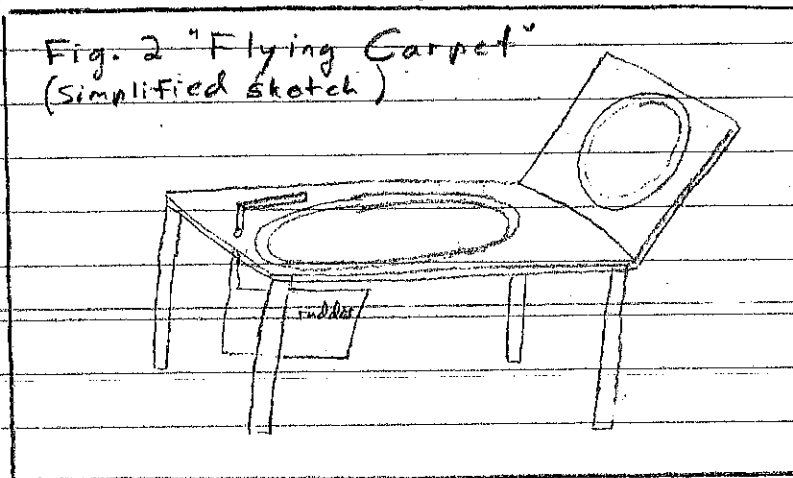
In the first story, I explained how his dad powered their ^{large} ranch using a [Mögen] [my word] that was related to how they were powering the flying saucers the Feds [black budget] were building. Here, I describe a toy version of the anti-gravity and propulsion technology that his dad built for him. Nick called it his "magic carpet." It's simple enough a gifted pre-teen could probably build one.

He said it would go up to ^{at} ~ 35 mph at up to 50 to 100 feet ~~at~~ the ground. He rode it all around their ranch ~~from~~ before he was 10 until he was about 12. His three siblings were too afraid to ride it. He wasn't permitted to show it to others, or ride it where others could see him. On their large ranch, the closest neighbor was ~ 2 miles away.

He doesn't know for sure how high it would go

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because he was just a child (pre-teen) and didn't have a clear calibration of distances. "It may have been just 50 feet, it may have been 100 feet."

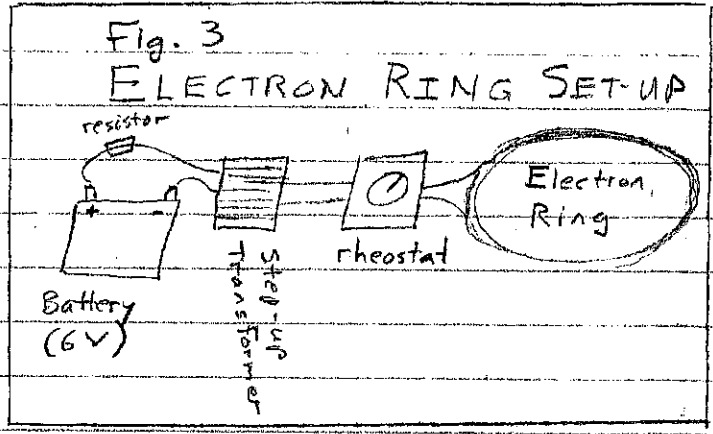


The basic elements of the unit were very simple. The bottom board was about two-feet wide by four feet long. Under it was an "electron ring" loop that was controlled by a rheostat and powered by an sock-board 6V battery. That loop would control the elevation. In

On the back of the upright portion of the unit that he leaned against on the seat was another "electron ring" loop. It provided forward thrust. Wind resistance brought it to slow down. "You could have put another coil on the front to cause it to slow down faster," Nick said. "It wouldn't work to reverse polarity to thrust in the opposite direction."

Steering was done via a rudder that directed the incoming air flow. If there was a side-ways breeze or wind, "you just compensated." He commented that steering could have been done via a left and right coil set.

Nick says the "electron ring" works by electro-magnetically countering the Earth's electro-magnetism associated with gravity. The term he uses for



this phenomenon is, "reverse inverted magnetics."

He said the ring did not have to be circular but could be oval in shape. The ring was situated under the plywood he sat on, and it had a 1/2-inch sheet of asbestos between it and the plywood (for ^{electrical} insulation?). The ring was about two feet in diameter (slightly less, so it would fit beneath the 2' wide plywood). His dad used ~3-inch screws - maybe 30-40 of them - to wrap 30-gauge magnet wire, lagner-baked for insulation, with 200 wraps around the loop.

After wrapping, the two protruding ends of the magnet wire were connected to a rheostat, which he used to manually govern the coil. If the polarity was reversed, it would pull the coil downward rather than levitate it upward.

Contradicts earlier

On the other side of the rheostat was a step-up transformer that would increase the voltage from 6V to 250,000V. Between the battery and the step-up transformer was a resistor that limits the wattage coming from the battery to 25 watts. He said if you increased this, it would increase the capability

The coil behind the back of the seat of the stat forward used for thrust. I don't know why it didn't also want to go horizontal like the one on the base. The resistor from the battery to its step-up transformer reduced the voltage to 15W going to it.

of the coil, increasing its thrust and height range. The 6V battery came from a Studabaker (sp?) pick-up truck and was about 18" long, 8" high, 5" thick. It was situated in the framework behind the seat back, with cushion and the plywood, with a coil on the other side for forward thrust. Both coils were powered from the same battery. He said he'd charge the lead-acid battery about once a week. There were a few times when the battery died while he was out riding. Because the battery doesn't die all at once, he wouldn't plummet to the ground, but because he was moving along at some speed, as he came down to the ground he would sometimes damage the legs. A couple of times he damaged the coil. "So I learned to keep it charged. Once a week would suffice."

I should note that as an adult, Nick became a helicopter pilot. (not as a career).

The general ratio between the input voltage to output voltage in the ring is: 5W → 50KV.

Nick said that once the bottom coil was activated, the platform would become horizontally oriented in relation to the tangent of the earth's surface. He could sit anywhere on the platform and it would remain flat. As the power to the ring increased by the rheostat, the unit would move further up above the surface of the ground.

His dad thought this was most likely how the Egyptians moved those huge stones for the pyramids. On the upper end of scaling, he conjectured that with a 2kw input, powering a step-up transformer

outputting 10 million Volts, would enable a craft ⁽¹⁰⁾ to fly 50-100 miles above the ground. The gauge of wire in the ring would be 8 gauge.

Nick said the height it would fly was relative to the ground below it, not including smaller rocks and trees. If the ground rose, the craft would rise, as it flew over. He compared sudden drops or rising in elevation to being on an elevator. It wouldn't jolt but would be cushioned changes in elevation. One of the scarier things that happened was flying over a sudden drop-off on the ground, and the butterflies he got as the craft dropped, then stabilized on the lower elevation.

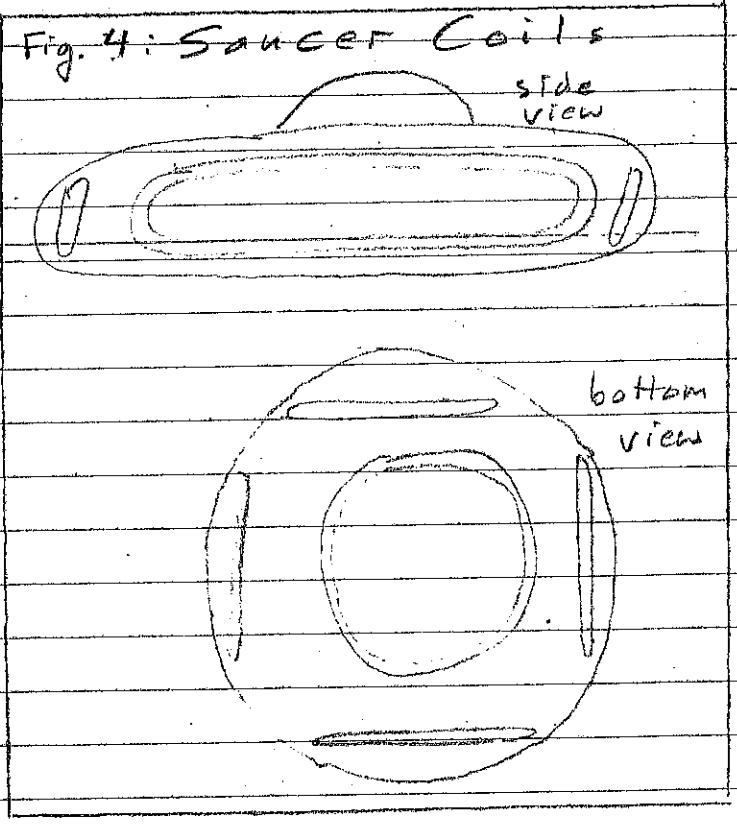
The scariest thing that happened was when he ran out of battery one time while flying along about 75 feet in the air. As he was dropping rapidly, he turned the forward thrust rheostat to zero so the remaining battery power would go ^{toward} sustaining elevation. When he hit the ground, he tumbled because of the speed he was going. He wasn't hurt, other than a few scrapes and bruises.

Nick said the input battery type or voltage is not crucial. Longer output has a trade-off in travelable distance.

I posed the question to Nick, "What if you put the amount of batteries ^{in a scaled-up Flying Carpet} that are ^(350?) in a Tesla Roadster that gives it ^a several hundred ^a mile range on one charge?"

He replied, "It could go around the world several times, but why go with that many batteries?" What the Fed's do is put a [QMagen] on board to provide continuous power, so there is never a need to stop and recharge.

In that context, he brought up again a BYU Education Department documentary he saw not long ago about Electron Ring Flying Saucers of the '60's & '70's. "They'll send you a video tape [so it would be more than ~10 years] for \$25.00"



He started drawing a sketch similar to the above, then lunch came, and after that he was rolled up (packed) to move somewhere else. I'm extrapolating based on what I understand at this point.

The electron ring on the bottom is what gives it lift. The four rings around the perimeter give it directional thrust. (I would think there would also be one on the top for slowing ascent and downward acceleration.) Computers could coordinate these easily in

sync with its GPS coordinates and terrain knowledge, combined with laser radar for present topology. #

Remember, this[^] is capability the Feds (black ops) had in the late 50s. Imagine what they have now! I don't say this to instill fear in the least. I say this to illustrate how advanced our civilization is. # Imagine how amazing this planet will be when everyone wakes up to their true potential and steps into their God-calling, whatever that may be. Each of us is born with a mission - something that we are uniquely qualified to accomplish for good, something we will love doing that utilizes our strengths, gifts, talents; something that will challenge us to the core and bring us supreme fulfillment and joy.

The day of the black-ops controlling us through fear, dumbing us down, blinding us to who we are, keeping the advanced capabilities for themselves, is drawing to a close. Don't you think it's about time we woke up and turned back to God and goodness?

To see the work I've been doing here in prison to help bring a better world, go to IndComing.com (Infinite Interface (II): Technology 2.0) - to help evoke the repentance clause of prophecy that enables us to go straight to the kingdom of heaven on earth, sans tribulation, because a sufficient core of society repents, turning back to God and goodness.

In my notes, I had the info about the red-tagged patent (see story A) in close vicinity to my notes about this electron ring. It is probably also covered in a red-tagged patent. I can't imagine that it wouldn't be.

Another, related capability the black-ops have would be to maintain zero inertia within a rapidly accelerating craft as it starts, stops, changes direction.

