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The Magnocraft

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This monograph no 3 belongs to the series of the most important scientific publications by the author. It can be read either separately, or as a volume from the whole series. The entire series is marked [1/5] and have a general title "Advanced Magnetic Devices". It is already the fifth edition of this series. The previous (fourth) edition of it was the 18-volume scientific monograph [1/4] published in 2001 which carried the following title and editorial data: "Advanced Magnetic Devices". Monograph, Wellington, New Zealand, 2001, ISBN 0-9583727-5-6, a private edition by the author, 1800 pages (including 7 Tables and 163 illustrations, in 18 volumes).

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ABSTRACT of this monograph no 3 from the series [1/5$_E$] "Advanced magnetic devices",
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What this Magnocraft of the first generation is going to be. Let us imagine a space vehicle that is propelled by a pulsating magnetic field. The shape of it resembles a saucer that is reversed upside down. It is constructed from a transparent material with the regulated level of transparency and light reflection. Therefore in the presence of the solar light, it is going to reflect the rays of sun like a mirror that shines a metallic, silver colour of new pewter. In turn, during flights at nights it will be completely transparent. It will be able to thrust silently in space with unimaginable speed, and also when necessary it will be able to hover motionlessly in a single spot like a present balloon. It will be capable to fly in the vacuum of free space, in air, in water, in hot gases and magma, and even in solid matter such as rocks or buildings, in which it will evaporate glossy tunnels. It will lift people to stars. It will advance our civilisation to the interstellar status. Because of it our planet stops to be for us our prison and remains to be only our provider.

The Magnocraft is going to be build in several technical versions. The most basic version of it will have this shape of a silver disc that was described above. Independently from this one, Magnocraft is also going to be build in so-called four-propulsor version, that takes the shape of cubical or rectangular hut with a pyramidal roof and with four barrel-shaped propulsors (placed one such a propulsor on each corner of the hut). Furthermore, a personal version of Magnocraft will be build also. It will take a form of an appropriately constructed suit that includes, amongst others a belt and shoes which both contain magnetic propulsors. People equipped in such personal propulsion systems will be able to fly in the air, to walk on water, and to jump at tallest buildings, without a vehicle or equipment that would be noticeable to outside observers.

Discoidal (and also four-propulsor) Magnocraft are going to be build in eight types that mutually differ in sizes. Each next type will be twice as large as the previous type. The identification with what type we deal in a given moment of time will be possible in several different manners - the most simply manner is to depend on measuring the ratio of their outer dimensions (e.g. in case of discoidal Magnocraft - the ratio of their D/H=K).

The heart of the Magnocraft will be a propelling device named the "oscillatory chamber" described in chapter F from volume 2. This device will be performing the function similar as the jet propulsor is performing in present aeroplanes.

Independently from the Magnocraft of the first generation, in future Magnocraft of the second and third generations will also be build. Their descriptions are contained in volumes 10 and 11.

This one is the third volume of my most important monograph which combines results of all my research to-date. The monograph describes propelling, energy, and communication devices. As this is indicated by the Cyclic Table, all these magnetic devices soon are going to prevail on our planet. In this monograph I described several such devices, almost all of which were invented and developed by myself on the basis of premises, indications, and symmetries that result from the Cyclic Table. The content of this monograph was separated into 18 volumes, each devoted to a different topic. This is the third volume of the monograph. It describes the discoidal type of Magnocraft of the first generation. It presents basic attributes of it - especially these which allow it to advance our civilisation to the status of interstellar travel. It also presents phenomena that are induced by this vehicle, and examples of evidence which reassures our success in case we undertake the task of building it. It explains also research and developmental procedures and experiments which in case of being completed allow us to initiate the process of completion of this vehicle, and thus allow the empirical verification of correctness of theories on which it was based. Thus this volume represents a main source publication for all people who wish to familiarise themselves with the Magnocraft for the purpose of research, experiments, inventions, for philosophical or scientific reasons, or simply in order to extend their horizons.

Although many readers may have a subjective impression, that the Magnocraft and advanced devices that are linked with it, are extending far into the future, actually our civilisation already right now has all the required conditions and knowledge to complete them practically. What is still missing, is the philosophical maturity to accept the correctness of ideas of these devices, the confidence into our capability to turn them into reality, and the courage to openly begin their completion.

The completion of the Magnocraft and devices similar to it, will advance our civilisation to the era of interstellar flights. The arrival of this era will also be connected with the change in our philosophy, altitudes, way of seeing the universe that surrounds us, responsibility, type of problems that we encounter, etc. Further volumes of this monograph are going to explain the most important aspects of this total change.

CONTENT
of the monograph no 3 in [1/5$_E$] "Advanced magnetic devices", ISBN 978-1-877458-83-5

Notes:

(1) This monograph is a subsequent publication in a whole series of 18 scientific monographs by the author. Each chapter and subsection of this series is marked with a next letter of alphabet. Chapters and subsections marked with letters other than these provided in the list of content above are positioned in different monographs (volumes) of this series. The full list of content for all 18 monographs (volumes) of this series is provided in the first monograph (volume 1).

(2) A Polish language version of this series of monographs [1/5] is also available. Therefore, in case there is any difficulty with accessing an English version of this monograph, while the reader knows the Polish language, then it could be beneficial for him or her to read the Polish version of this monograph.

(3) Both language versions in this series of monographs [1/5], namely English and Polish, use the same illustrations. Only captions under these illustrations use a different language. Therefore, if illustrations for the English version are difficult to access or unreadable, then illustrations for the Polish version can be used equally well. It is also worth to know, that enlarged copies of all the illustrations for these monographs [1/5] are made available in the Internet. So in order to e.g. examine enlarged copies of these illustrations, it is worth to view them directly from the Internet. To find them, the reader needs to find any totaliztic web page which I authorise, e.g. by typing the key word "**totalizm**" to any search engine (e.g. to www.google.com), and then, after running a totaliztic web page, the reader needs to run from it the web page named "text_1_5.htm" available on the same server, or choose the option [1/5] from the menu of that totaliztic web page. Note that all totaliztic web pages allow also the uploading of free copies of this entire series of monographs [1/5].

(4) In case of making a printout of the above list of content, the page numbers provided here not necessarily need to correspond to the page numbers that appear on subsequent pages. This is because the formatting of this monograph was made for the font "Aerial" (size: 12 pt), and for the printer "HP LaserJet 5MP" controlled from the word-processor "Word for Windows XP". All other fonts and other printers are going to cause a different density of print, and thus also a different allocation of page numbers.

(5) The update and reediting of this fifth edition of [1/5] is going to progress gradually. But readers can realize from the content pages which chapters and subsections are already reedited, or are just subjected to reediting, because on the title page these are marked with the comment "**Proof Copy** ([$1/5_E$] in the process of updating)". The remaining chapters and subsections of this monograph still should be digested in the formulation that was made for the previous, fourth edition [1/4] of this monograph.

(6) Note that the spelling used in this series of monographs is a mixture of US and UK English. The reason is that subsequent updates of this monograph ware carried out at several different countries, some of which officially used US English, some other - UK English.

(7) To improve the structure of this series of monographs [1/5], the order of chapters and subsections from various volumes was slightly changed in relation to this order that appeared in the older monograph [1/4].

Chapter G.

THE (DISCOIDAL) MAGNOCRAFT

Motto of this chapter: "the level of perfection that is possible to accomplish, is limited not by the universe, but by our own minds".

The "Magnocraft" is the name given to a completely new type of space vehicle shown in **Figure G1**, which is propelled by a pulsating magnetic field. I had the honour to invent this vehicle myself. The main goal to be achieved through the invention of this vehicle, is to obtain such a design and principle of operation for an interstellar spaceship, that would make it possible for it to be completed by a small country, or even by a large industrial corporation. How close we are to achieving this goal is demonstrated in the analysis of the attributes of the Magnocraft listed below:

#1. Not a single moving part is necessary, either for the flight or the manoeuvring of this spacecraft. Theoretically speaking, the whole **Magnocraft can be produced from only one part** like a plastic balloon. In comparison, the new Boeing 747 - 400 "Jumbo Jet" constructed in 1988 contains about four million individual parts. Each single one of these multitude of parts must be produced separately, assembled, and tested. Also the majority of them may fail in the air causing a catastrophe of the entire aeroplane. In turn a car Mitsubishi constructed in 1990 is composed of around 2000 parts. Some versions of the Magnocraft (usually miniature, computer-operated probes) will in fact be built devoid of even a single moving part, and at the same time will perform all their required functions excellently. In the case of large, man-operated versions, moving parts, such as doors, will be included only for the convenience of the crew. How important a technological break-through this attribute of the Magnocraft is can be realized when we think of the production of all these millions of cooperating parts contained in space vehicles to date, and consider the consequences of the failure to move any of these parts somewhere in space.

#2. The energy resources within the Magnocraft are self-rechargeable. When this spaceship accelerates it consumes the energy contained in its magnetic field, but when it decelerates the energy is returned back to the field. The principles of such self-recharging are the same as those involved in the return of electricity to the aerial overhead powerline by an electric train decelerating its speed by turning its motors into generators. Therefore, if the Magnocraft returns from a round trip in free space (where the flight does not involve any friction) its energy resources will be the same as they were at the moment of the start of the voyage. In effect, magnetic propulsion will allow this vehicle to travel unlimited distances, because - contrary to our rockets - its material and energy resources will never be exhausted. The self-rechargeability of the Magnocraft means that all countries which don't have their own energy resources or whose energy resources are close to exhaustion should be vitally interested in obtaining access to this vehicle.

#3. The specifications for this spacecraft are at such an advanced level that it can not be compared with any other device that has been built to-date. For example, the Magnocraft is able to produce:

#3a. A rotating "plasma saw" which is obtained from the surrounding medium by ionizing and swirling it with the vehicle's powerful "magnetic whirl". This plasma saw makes possible flights through solid matter (e.g. rocks, buildings, bunkers). An effect of such flights through solid matter is the formation of glassy tunnels.

#3b. A local "vacuum bubble" surrounding the surface of the vehicle. This bubble is formed by the centrifugal forces that act on each particle of a swirled environmental medium. It isolates the vehicle's shell from the action of a hot environmental medium, making

possible noiseless flights within the melted rocks and blazing gases, and also flights in the atmosphere at speeds exceeding the heat barrier. The vacuum bubble allows this spaceship to achieve a speed of approximately 70,000 km per hour in the atmosphere, plus flights close to the speed of light in free space.

#3c. An "inductive shield" formed from the vehicle's spinning magnetic field. The inductive power of this shield is sufficient to change every piece of metal found in the range of the field into an explosive material and blast it to pieces.

#3d. A kind of "magnetic framework" created from the system of reciprocally balanced magnetic forces produced by the vehicle's propulsors. This invisible framework reinforces the physical structure of the vehicle. It possesses the ability to withstand any high environmental pressure - not only that which prevails on the bottom of oceanic trenches, but also that which exists at the centre of the Earth and probably even in star nuclei.

#3e. A kind of "magnetic lens" that makes this vehicle invisible to radar and to the naked eye. This lens is formed through the saturation of space with magnetic energy to such an extent that it is equivalent to a local increase of mass density (according to relativistic equivalence of energy and mass). In turn the higher density of mass changes the optical properties of the space surrounding the Magnocraft, shaping it into a type of lens.

#3f. A complete noiselessness during flights.

Such specifications will allow the Magnocraft to carry people to the stars, but also may turn this spacecraft into the most powerful weapon ever to be at our disposal. Therefore, it is probably only a matter of time before a country or a corporation willing to invest in the development of this extraordinary vehicle will be found.

There are further attributes of the Magnocraft which introduce an obvious difference between the theory of this spacecraft and other already existing speculations concerning the future of interstellar travel. They are:

#4. The completion of the Magnocraft can be accomplished already at the present level of knowledge. All the principles and phenomena applied in the operation of the Magnocraft are based on our current level of knowledge, and no part of the theory of this spacecraft - including the device called an "Oscillatory Chamber" which the vehicle uses as its "engine" - requires the discovery of any new tenet of physics or new phenomenon.

#5. In a theoretical way, solutions to all the main problems that hold back the completion of this spacecraft have been found and worked out. Therefore its technical realization can be initiated without delay. This means that in the event of finding an authoritative sponsor and receiving appropriate support for research, the first flying prototype of this vehicle could be seen in our skies even before the end of the next decade.

All the above attributes taken together make the Magnocraft one of the most attractive endeavours of our century.

Magnocraft in many ways influenced the eventuation of this monograph. In order to list here some of these ways: (1) the need to promote Magnocraft was the driving force behind my first publications, (2) the criticism of Magnocraft was the main reason for carrying out research which led to the invention of the Oscillatory Chamber and other devices described in this monograph, to the formulation of the Concept of Dipolar Gravity and the philosophy of totalizm, etc.

At the time of completion of this monograph in 2004, already over 24 years have passed since I published the first descriptions of the Magnocraft. Unfortunately, in spite of the elapse of such a significant time, so-far no orthodox scientists from any country on Earth recognise this vehicle and acknowledge the invention of it.

G1. The magnetic propulsor

In subsection B2 "propulsor" was defined as "a device that produces an absolute motion of a vehicle in its environment". Examples of propulsors used in conventional vehicles

included a balloon, an aeroplane propeller and a rocket outlet. A type of propulsor must also be used in the Magnocraft to produce its motion. Of course, this advanced vehicle can not be propelled by any of our conventional devices, and it requires the development of an entirely new type of propulsor which is called here a magnetic propulsor. This subsection details what a magnetic propulsor is and how it works.

Operation of the magnetic propulsor is based on a well-known empirical observation that every two magnets of similar magnetic size must mutually repel themselves if they are appropriately orientated towards each other. Thus, when one of these magnets is Earth and the other is the magnetic propulsor itself, a suitable repulsive force must be produced if their magnetic sizes are comparable. The magnetic size of every magnet is defined by its so-called "effective length" (i.e. a length of space in which its magnetic field prevails). Therefore, in order to repel itself from the Earth's magnetic field, the magnetic propulsor must have its effective length comparable to the diameter of our planet. The effective length of a magnetic propulsor depends in turn on the value of flux that it generates. (To illustrate this dependence, magnetic flux can be compared to the gas pumped into a rubber balloon, i.e. the more gas that is pumped, the greater the volume of space the balloon stretches into.) If this flux is greater than the so-called "starting flux", the magnetic size of the propulsor becomes comparable to the size of the Earth.

Establishing the above enables us to define a magnetic propulsor. This definition states:

"A **magnetic propulsor** is any independent source of controlled magnetic field which is able to generate a flux in excess of the starting flux."

In this definition the starting flux is the flux needed to lift a propulsor as a result of its repulsive interaction with the Earth's magnetic field (a more detailed explanation of the starting flux is contained in subsection G5.1). When the propulsor's output exceeds the value of the starting flux, it is able to repel itself from the Earth's magnetic field. In this way it produces a lifting force sufficient to carry its own mass and the body of a vehicle attached to it. Because of this lifting capability, magnetic propulsors can be used to propel space vehicles.

In order to achieve the repulsive orientation of a magnetic propulsor in relation to the environmental magnetic field, the following two conditions must be met:

#1. Identical magnetic poles are to be pointed towards each other (i.e. N of the propulsor towards the N of the environmental magnetic field, whereas S to S).

#2. The magnetic axis of the propulsor is to be tangential to the local course of the force lines of the environmental magnetic field.

Note that on the Earth's north magnetic pole (N) this repulsive orientation can be obtained when the north pole (N) of the propulsor is pointed downwards. When above the magnetic equator, the magnetic axis of the propulsor should be horizontal and its magnetic polar orientation the same as Earth's (see Figure B2).

There are two major properties that every magnetic propulsor must display. These are:

(a) Its magnetic output exceeds the value required for producing sufficiently powerful thrust and lifting forces (i.e. this output is greater than the starting flux).

(b) The parameters and the direction of the produced field are controllable to the extent that complete manoeuvrability of the propelled vehicle is obtained.

Apart from the above, it is also desirable for a magnetic propulsor to possess a number of other useful properties, such as:

(c) The ability to accumulate and store the magnetic energy that will be consumed during flight (i.e. the operation as a fuel-tank that stores a magnetic field instead of a combustion fuel).

(d) The production of sufficient heat and electricity to satisfy the vehicle's internal consumption during a flight.

(e) The performing of a number of additional functions to increase the safety and efficiency of the flight, such as the formation of an inductive shield, working as a searchlight, allowing telepathic communication on interstellar distances, etc.

All the properties listed above appear in the configurations of the Oscillatory Chambers called the twin-chamber capsule (see subsection F7.1). Therefore such configurations, after being assembled within appropriate spherical casings, are utilized as magnetic propulsors for the Magnocraft. Let us now consider the general principle on which such a capsule is to be used as a magnetic propulsor.

G1.1. The principle of tilting the magnetic axis in a Magnocraft's propulsor

For the convenience of the crew, the manoeuvring of large man-operated Magnocraft can be achieved by tilting the magnetic axes of the propulsors in relation to the body of these vehicles. Such tilting requires the twin-chamber capsules contained within the propulsors to turn towards the casings of these propulsors. The principle of such turning can be explained by the example of a hypothetical propulsor controlled by two sets of mechanical rollers. Such a hypothetical propulsor allows to understand easier the real propulsor, in which the twin-chamber capsule is suspended free-floating on an invisible magnetic structure. This subsection is recommended to only these readers, who are interested in principles of controlling Magnocraft. The remaining readers may shift directly to reviewing further interesting parts of this chapter.

The general design of this hypothetical propulsor is presented in **Figure G2**. The upper (A-A) part of this Figure shows the propulsor from an overhead view, whereas the lower (B-B) part shows a vertical cross-section. The propulsor's external casing (1) have the shape of a sphere which contains inside: eight rollers (2), a carrying structure (3) that holds Oscillatory Chambers and passes onto them the motion of the rollers, and a twin-chamber capsule (4) & (5). The twin-chamber capsule is composed of the outer Oscillatory Chamber, marked as (5), and an inner chamber marked as (4). The capsule is confined by the carrying structure (3) which looks like a fragment of a ball with the two opposite ends cut off. The shape of the structure (3) copies the inner surface of the spherical casing (1), but at the same time it is able to rotate in relation to this casing. In Figure G2 this structure is indicated by shading with parallel lines. Apart from the twin-chamber capsule (4) & (5), the structure (3) also houses the devices for tilting the magnetic axis "m" of the propulsor. These devices can be imagined as two sets of rollers (2) driven by a control unit of the propulsor. Each set contains four rollers rotating in the same vertical plane. Both sets of rollers are placed along two vertical planes "x" and "y" that are perpendicular to each other. The axles of the rollers rotate in the carrying structure (3), while their race rolls on the inner surface of the casing (1). The motion of the rollers which follows the control signal causes displacement (slanting) of the carrying structure (3), and so also the displacement (slanting) of the twin-chamber capsule held in this structure. This in turn changes the direction of the field's magnetic axis "m" towards the propulsor's casing (1).

Figure G2 also illustrates the outer diameter "D_s" of the propulsor's casing (1) which for the Magnocraft is an important design parameter - see Figure G18. Note that the side dimension "a_o" of the cubical outer chamber (5) contained in this casing is much smaller than D_s, i.e. only about:

$$a_o = (1/\sqrt{3})D_s = 0.577D_s \qquad (G1)$$

(i.e. be equal to "D_s" divided by the square root from "3").

The above description of a hypothetical propulsor is used to explain the principles involved in the tilting of the magnetic axis of the Magnocraft's field. The real design, however, is slightly different, although utilizing the same principles. In this design, rollers (2) are replaced by two sets of four miniature Oscillatory Chambers joined to the propulsor's casing (1), whereas the carrying structure (3) is replaced by invisible strings of magnetic field. The field from these miniature chambers interacts with the field produced by the twin-chamber capsule held by them, allowing for the **free-floating** suspension of the capsule inside the propulsor. Therefore in a real propulsor we should be able to actually see the cubical twin-chamber

capsule (5) as it hovers suspended inside the transparent casing (1). Because the magnetic field which attaches this capsule to the eight miniature chambers is transparent, an observer would have the impression that the cubical capsule does not touch anything, and also that it does not seem to be held by anything.

G1.2. The propulsion unit

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 propulsion unit". Such a propulsion unit used in the Magnocraft is shown in **Figure G3** (to simplify the explanations that follow, it is illustrated above 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. Therefore this unit, after only a slight modification, is also utilized in the Four-Propulsor Spacecraft (refer to chapter D) and in Personal Propulsion (refer to chapter E).

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 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 of stabilizing weights suspended below this 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 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 the magnetic propulsion unit. It consists of two different kinds of propulsors, i.e. a single main propulsor (marked "M" in Figure G3) located in the centre, and a number of side propulsors (marked "U, V, W, X" in Figure G3) distributed evenly around a lowered ring. According to the condition explained in subsection G4.2 the total number "n" of side propulsors must always be a multiple of four. The main propulsor is usually oriented so as to be repelled by the Earth's magnetic field. (The introductory part to subsection G1 explained that on the north magnetic pole of Earth, 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 Figure G3. 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.

The propulsion unit described above can operate equally effective in two positions called an "upright position" (see **Figure G4**) as well as in an "inverted position". The previous description relates to the upright position. In the inverted position the function of both kinds of

propulsors is reversed, i.e. the main propulsor serves as a single stabilizer and the side propulsors as lifting devices. During horizontal flights in such an inverted position above the Earth's surface, the gravitational pull (G) acts as an additional stabilizer. Therefore, this position combines better stability with less power involved in the magnetic field produced by the vehicle. For this reason, it can be used when the area of flight should be less disturbed magnetically (but for the crew this position is probably less comfortable).

If the magnetic propulsion unit described above is built into a protective shell, which also contains the crew cabin and the craft's equipment, the final construction of the Magnocraft is obtained. The general view of this construction is shown in **Figure G1**. Describing the elements and characteristics of the Magnocraft's shell is the aim of subsection G2.

G1.3. Use of propulsors as searchlights

We know from physics that some substances, when exposed to the action of conditions similar to those prevailing within the Oscillatory Chamber (i.e. bombardment by high energy ions, action of a strong pulsating magnetic field) will emit strong light. Therefore, if we build inside the Oscillatory Chamber a device which on command will either move forward into the range of sparks a rod of such a substance or saturate the chamber with appropriate vapours, the Oscillatory Chamber, and thus also each propulsor, becomes a means of producing light similar to lights in present cars. (The function of a mirror that reflects and concentrates this light will be performed by a circulating flux such a twin-chamber capsule – for details see subsection F7.1.) This capability of a magnetic propulsor combines the role of a bulb with the role of a torch. It causes the emission of a concentrated beam of very strong light in the direction where the outlet from a given propulsor is pointed. As this capability can be especially useful for landing, for low altitude flights, or as a searchlight during night, all the propulsors in each Magnocraft will have this modification.

The Magnocraft can light up just one of its propulsors and use it as a searchlight, or simultaneously any number of lights up to or equal to the number of all its propulsors. The direction of the beam of light emitted from a particular propulsor can not be changed without altering the angle of that propulsor or the position of the whole spaceship. Therefore, when more than one propulsor is used for such a purpose, outside observers should see a group of almost parallel beams of light descending downwards from the vehicle. Outlets for these beams must coincide with the location of subsequent propulsors in the propelling unit of the Magnocraft.

G1.4. Use of propulsors as air conditioners

As this is explained in subsections F6.3.1, F7.4, and H6.1.3, twin-chamber capsules used as propulsors of the Magnocraft have the ability to maintain constant and set in advance temperature. This in turn makes possible the use of these propulsors as air conditioners that keep constant temperature on deck of the Magnocraft. So in cases when conditions of Magnocraft’s flight will cause the heating of the hulk of this vehicle, then propulsors will act as cooling devices which will push down to the required level the temperature inside of this spaceship. In turn when the Magnocraft will travel through icy-cold environment, and the temperature inside of it starts to fall down, propulsors of this vehicle will cause the lifting of this temperature to the required level.

G1.5. Use of propulsors as telepathic transmitters and receivers

As this is to be explained in subsections F2, H7.1 and K2, oscillatory chambers make possible the production of modulated telepathic waves. In turn this wave, similarly like present radio transmitters, will make possible in the future the instant telepathic communication. Such telepathic communication will occur without time delay, as this is the case with present radio communication. Thus oscillatory chambers used in Magnocraft, independently from being used as propulsors, as accumulator of vehicle's resources of energy, as torches, and as air conditioners, are also going to be utilized as extremely powerful telepathic transmitters and receivers. They will allow crews of Magnocraft to communicate immediately with the native planet, independently what distance separates this planet from the vehicle. Because each single of such a propulsor allows to create a telepathic wave of appropriate frequency, crews of Magnocraft may carry out on various frequencies so many telepathic conversations simultaneously, as many propulsors a given vehicle has.

The use of propulsors of Magnocraft as telepathic transmitters and receivers of enormous power, introduces also one more consequence that has a vital significance in so-called UFO observations. This consequence is that one of the propulsors of this vehicle can be programmed permanently for emitting a telepathic command stating something along the line: "**Whatever you just see is nothing extraordinary but only one of natural phenomena that you observe around yourself all the time and that you can perfectly realize and explain. So do not take any notice to whatever you are seeing, but continue what you are doing, and later forget about this as fast as you can. After all, your observation has a simple explanation and is not worth the effort of interrupting the activity that you just complete**." So when UFOs approach populated planets, propulsors of these vehicles always emit such a command. In turn this command is intercepted by minds of casual observers of these vehicles, forcing them to act according to what it says. In the result, such casual observers confronted with UFOs do not interrupt their activities at all. They treat the object they see as one of natural phenomena. They assign to it some banal explanation. They also continue the activities that they are just carrying out. Later they completely ignore the significance of their own observation. There is a significant accumulation of empirical observations which unambiguously suggest that UFO vehicles of civilizations that currently occupy our planet are emitting continuously this kind of commands. In turn these commands cause, that the majority of people who observe UFOs simply ignore and dismiss their observations..

G1.6. Use of propulsors of the Magnocraft as telepathic telescopes and projectors

Subsection H7.1 explains, while Figure G6(a) illustrates, that twin-chamber capsules of every propulsor from the Magnocraft are capable of concentrating the vibrations of counter matter, which in subsection H7.1 are called telepathic waves. These vibrations have such a property, that independently from thoughts and feelings of a given person, they also carry out in themselves a picture of this person. Thus, after appropriate combining of Magnocraft's propulsors with several other devices, these propulsors can be utilized as extremely powerful telepathic telescopes. These telescopes intercept and display on a screen a picture of any distant object. This object can even be hidden behind some sort of a dense obstruction. For example, it can be a person who stays inside of his/her house and is hidden behind a roof and a ceiling of his/her house, or a person who is located on completely opposite side of the planet than the side from which the Magnocraft observes it. Furthermore, the same propulsors can simultaneously be used as extremely powerful telepathic projectors. Then they can implant pictures, thoughts, and feelings directly to minds of selected people or creatures which can be located even on an opposite end of the universe. Because the same propulsor is able to perform simultaneously the function of such a telescope and a projector, putting together both these functions makes from it a very powerful two-directional device for visual telepathic communication at interstellar distances. This device allows crews of these spaceship to

contact any creatures that live in the universe, to send directly to minds of selected people whose turn is to be abducted telepathic commands ordering them to go to wilderness, or to observe at huge distances any possible objects that are hidden behind thick heavenly bodies. Every Magnocraft is able to convert each single propulsor into such a two-directional telepathic communication device. Thus every Magnocraft may have working simultaneously so many such devices as many propulsors it has.

Detailed explanations of the design and principles of operation of telepathic telescopes and projectors are provided in subsections, respectively N5.1 and N5.2. But because the reader may not have an access to these subsections, these descriptions are to be summarized here briefly. During reading of these descriptions we need to remember, that the operation of a telepathic projector represents almost an exact reversal of the operation of a telepathic telescope described here.

A telepathic telescope is constructed very similarly as an optical telescope. It assumes the form of a tube, in the Magnocraft always occupying that column in the vehicle, in which a given propulsor is assembled. On the inlet to this tube a main focusing lens (magnetic) is located. In the Magnocraft, this lens is actually a twin-chamber capsule from a given magnetic propulsor – this capsule must then operate in the mode of the inner flux prevalence, so that the inner Oscillatory Chamber is forming in the centre the clearance for telepathic waves to pass through it (see also Figure F6a). During the observation of any object, this lens (i.e. propulsor) must produce a magnetic field that is formed into a "donut" shown approximately on Figure G32. The frequency and the phase shift of this field must be "tuned" to the pulsations of the telepathic wave emitted by the object being observed. At the back of the tube of such a telescope, a viewing lens is assembled. Both magnetic lenses (i.e. focusing and viewing) are oriented towards each other with their "S" poles, so as to mutually repel each other. In this way the surface, where both their fields are crushing into each other, forms an "electromagnetic screen". This screen is surrounded by a system of electrodes that produce a tangential electrostatic field. The screen is spread across the tube of the telescope. The tube is filled up with a special revealing substance, which in Magnocraft is simply ionised air. Otherwise to typical telepathic telescopes, in Magnocraft the viewing lens is placed under a large angle in relationship to the focusing lens. In this manner the electromagnetic screen spreads under an angle in the tube of the propulsor of this vehicle, while observers are viewing the picture that it forms from a side direction, having an impression as if it is projected at an invisible wall.

Here is a principle of operation of this device. After a telepathic wave arrives to the inlet of the telepathic telescope discussed here, this wave is concentrated by a focusing lens, similarly as this happens with light in optical telescopes. After being focused on an invisible "electromagnetic screen", this wave hits the screen. This screen is actually a surface on which two fields are colliding with their "S" poles. Namely the field produced by the focusing lens, and the field produced by the viewing lens. Because fields of both these lenses pulsate with frequency of the incoming telepathic wave, this electromagnetic screen captures only waves that arrive from the object being observed. Other waves are simply passing through this screen. The telepathic waves of the observed object are intercepted by this electromagnetic lens, while their energy must be transformed into some form of kinetic work that is carried out against electrostatic potential directed at the surface of this screen. In turn this telekinetic work causes the emission of the so-called "extraction glow". As this is explained in subsections H6.1 and H6.3.1, the extraction glow is emitted everywhere, where a telekinetic work is carried out against some sort of external force. Thus, this work must be completed by overcoming such external force. In case of an electromagnetic screen, this force is the force of electrostatic interaction of the electrically charged electrodes onto ions of the revealing substance that are spread along the surface of this screen. The overcoming of this force causes the emission of a powerful extraction glow by ions of the revealing substance. The intensity of this glow is changing depending on the geometry of the object that sends the telepathic waves intercepted by this telescope. Thus this intensity reflects the shapes of this object. In the result, along the

electromagnetic screen a special picture is going to form. It is made from the extraction glow. This picture is a true reflection of the object being observed, at which this telescope was pointed and tuned up. Telepathic telescopes may form on their screens pictures of practically every object that is invisible to naked eyes. They also may act through any obstacles and at any distance.

Telepathic projectors work in an opposite manner to telepathic telescopes. They take a picture, a feeling, or a thought that is generated in form of a telepathic radiation and emitted from the surface of their electromagnetic screen, and then project this picture, feeling, or thought through space directly to the mind of a selected creature. The recipient of such telepathic projections send by these devices does not need to have any equipment. But still he/she intercepts whatever was send to his/her mind. In this manner Magnocraft hovering somewhere behind clouds will be able to project any commands or ideas directly to heads of selected people, order these people to carry out any activities that lie in the interest of crews of these Magnocraft – e.g. order them to come out onto the wilderness from which these Magnocraft may abduct them without being noticed by anyone, communicate with people who are trapped during mining disasters or in submarines, get in touch with people lost in jungles or climbing mountains in complete wilderness, etc.

The possibility that propulsors of Magnocraft can be converted into telepathic telescopes and projectors, has a huge significance. It allows crews of these vehicles to immediately locate and observe any selected person (or any selected object), no matter behind what obstacle this person would hide, and no matter how distant it would be. For example it allows the crew to see their spouses and children during any stage of the voyage and whenever they have a wish to do so. It also allows the crew to put directly into mind of a selected person any picture, feeling, thought, command, etc., allowing this crew to completely overpower inhabitants of planets being visited - of course if these inhabitants are on a lower stage of development that these crews. More information about the design, operation, capabilities and attributes of telepathic telescopes and projectors is provided in subsections N5.1 and N5.2.

G2. The shell of the Magnocraft

The **shell** of the Magnocraft is a kind of hermetic wall which permanently separates two spaces where different environmental conditions prevail. For example, the shell will be the entire external casing of the Magnocraft because it separates the inner parts of the vehicle - containing the crew cabin and important devices - from the outside environment in which the craft flies (e.g. from vacuum, hot gases). The shell will also be the internal casing which exists inside of the vehicle and which separates a propulsor (which is filled with dangerous for health powerful magnetic field), from the living space in which the magnetic field from this propulsor should not be present. The shell will also be the wall inside the vehicle that separates a propulsor (filled with dangerous magnetic field) from the crew cabin, where the field should not be present. But the shell will not be the partition walls subdividing the crew cabin into a number of rooms, as they do not separate different environments. Shell must be made of material that displays the required mechanical properties (e.g. strength), magnetic properties, electrical properties, etc. For example, it must be hard and resistant to wear and tear, in that part that screens the living space it must be magnetoreflective – means it must reflect magnetic field in the same manner as a mirror reflects light (see subsection G39), must also display a fluently regulated ratio of transparency to the reflection of light. Depending on the function which a given shell performs in a Magnocraft, it can be called a hulk, a hermetic wall, or a partition wall.

The **hulk** of the Magnocraft is a kind of hermetic and extremely robust wall, which separates permanently the interior of this vehicle from the free space or hot medium that surrounds it. So the hulk is the entire external shell of Magnocraft. It separates the inner parts

of this vehicle – containing crew cabin and vital equipment, from the external environment in which this vehicle is just flying (e.g. from vacuum or from hot gases).

Some characteristics of the hulk or shell of the Magnocraft, just as those of the metal panels of motor vehicles, will be the subject of changes and evolution occurring during the period of this spacecraft's production. They will be dependent on the technology available at the time of producing the particular craft, on fashion, on the function for which it is built, on the individual wishes of its crew, etc. But there will be a number of features of this hulk or shell, which, independently of changes introduced, must remain the same. An example of such a fixed feature is the external shape of the vehicle, which is strictly defined by the equations originating from the principles of its operation - see Figure G18 and subsection G4.7. The descriptions which follow will concentrate mainly on the presentation of these fixed features of the Magnocraft's shell and hulk.

A **wall** in the Magnocraft is a kind of hermetic and pressure resistance partition which separates permanently two compartments or spaces of the vehicle in which different environmental conditions prevail or may prevail. An example of such a wall is a wall inside of a Magnocraft, which separates a propulsion space containing the main propulsor and dangerous to health magnetic field, from a living space in which magnetic field should not be present. (The positioning of such walls in Magnocraft of all types, and thus also the utilisation of subsequent compartments of these vehicles, is illustrated in Figure G39. In turn for a Magnocraft type K7 this positioning of walls is described in subsection P6.1 and illustrated in Figure P30.)

In all types of Magnocraft three major shapes of internal walls can be distinguished, namely: (1) in the shape of horizontal ring, (2) in the shape of vertical cylinder, and (3) in the shape of vertical plane. Walls shaped into horizontal rings appear in all Magnocraft types K5 to K10. They take form of flat horizontal ring-shaped panels assembled permanently inside of bodies of these vehicles. Such ring-shaped walls always are parallel to the floor of the vehicle, while both their surfaces are so made that depending on the position in which the vehicle flies (i.e. hanging or standing) they can serve both as floors or ceilings for each compartment which they surround. Cylindrical walls take a form of cylinders assembled vertically inside of the vehicle's body. They appear in Magnocraft of all types. In turn a single flat vertical wall that lies in the plane of the central axis "Z" of vehicle appears only in Magnocraft types K4 and K5. It subdivides their living space into two compartments shaped as half-moons.

A **partition wall** in Magnocraft is a kind of hermetic and mechanically robust wall with a regulated degree of transparency, which separates from each other two separate cabins from the same compartment of the vehicle (e.g. two cabins that are occupied by two different crew members). Thus such partition walls are also all walls that separate subsequent compartments of the vehicle into several smaller cabins, but do not separate different environments from each other, or different areas of operation of separate life support systems.

Inside of the shell of the Magnocraft always several smaller volumes can be distinguished, which can be divided into three basic categories, namely: spaces, compartment, and cabins or chambers.

Spaces are such volumes of the Magnocraft in which the same environmental conditions prevail, and thus which are mutually separated from each other and from the surrounding environment by shells of a strictly defined properties. For example in Magnocraft a living space can be distinguished, which must be hermetically screened from the magnetic field, by the use of a magnetoreflective shell. Also two propulsion spaces can be distinguished (main and side) which are swept by powerful magnetic field, which separated from the environment only by a magnetoconductive section of the shell. In turn spaces can be further subdivided into smaller volumes called cabins or chambers.

A **compartment** in this monograph is called a fragment of Magnocraft's interior, which is separated from the remaining part of the same vehicle with a hermetic wall. A property of a compartment is that it is able to maintain in itself a required pressure of the air, and thus also maintain conditions that allow crew to survive, even if the remaining compartments of the

same vehicle are damaged and depressurized e.g. due to being hit with a meteorite. Examples of compartments in the Magnocraft can be captain's bridge, or crew quarters. A number "p" of compartments in a given type of the Magnocraft is always equal to the coefficient of type "K" of this vehicle, i.e. p = K. Compartments must be clearly distinguished from spaces, and also from cabins and chambers.

Cabins and chambers are always only small volumes of a given compartments, separated from the rest of this volume with partition walls and doors. So if one cabin of a given compartment falls a victim of decompression, then also all other cabins of the same compartment will gradually be deprived of the air, because they are sharing with the decompressed cabin the same life support system. For example, if a meteorite damages a shell of the Magnocraft in the part that houses crew cabins, then from all cabins that are there air would gradually escape, in spite that each one of them has a separate hermetic doors. But in the remaining compartments of the vehicle the air still would be maintained, so that crew could shift there. Notice that the name cabin and chamber are both used to indicate a separate volume of a vehicle, only that a cabin designates a volume that serves to people, while a chamber is serving as a storage area for goods or substances.

The connection between subsequent compartments of Magnocraft is assured due to hermetic **gates** that lead through subsequent walls. A number "b" of gates in each type of Magnocraft is always equal to the coefficient of type "K", i.e. b = K. Gates must be distinguished from doors, which are much smaller and which lead to subsequent cabins or chambers.

Adequate design of every small detail and every fragment of Magnocraft's shell is a task especially complicated. It includes not only consideration for design conditions such as forces, strength, or mutual cooperation of subsequent components, but also conditions of the use, ergonomics, safety, evacuation, life support systems, etc. For this reason in my activities I am going to limit myself to mainly working out the hulk of the Magnocraft and these parts of the shell, which screen subsequent propulsors. Detailed working out the remaining fragments of this shell, especially hermetic walls and partition walls, I will leave to the future builders of this vehicle.

In further parts of this monograph the referring to various parts of the Magnocraft's shell is necessary, especially to fragments of the body. Therefore these fragments demand a more thorough description already at this initial stage of development. But because not all details of the body of this vehicle are already designed, in further discussions I will limit myself to only very distinctive and large parts of the vehicle. In turn less distinctive and smaller parts, such as partition walls, hermetic walls, gates, or ramps, will be discussed and illustrated only in these sparse cases when the topic of discussion directly refers to them.

G2.1. Terminology describing various parts of the Magnocraft's shell

Vehicles such as bicycles, motor cars or aeroplanes possess their own terminology allowing for a strict definition of whichever part is considered at a particular moment. Thus, when using names such as "pedals", "boot", or "wing", the attention of the interested person is directed to the right part. In order to make it possible to do the same with the deductions concerning the Magnocraft, the necessary terminology is introduced in this subsection. The terminology proposed here is subsequently used in the entire this monograph, as well as in other my monographs from a similar subject area. While subsequent terms are defined, an opportunity arises to also explain all the details of the Magnocraft's shape.

The parts of the Magnocraft's shell are named and described here using an example of the middle-sized vehicle, type K6, shown in **Figure G5**. The K6 type possesses all the features which can also appear in the shells of any other type of this spacecraft. The side outline of K5 type is characteristic for four smaller types of this vehicle, namely types K3, K4, K5 and K6, and thus slightly differs from such outlines typical for four larger types of these

vehicles, namely from types K7, K8, K9, and K10. To see these differences compare Figures G19a with Figures G19b.

The shape of the Magnocraft's shell resembles the outline of a flat saucer turned upside down (compare Figure G5 with Figures G1 and C1). In the centre of this saucer, the single "main propulsor" (M) is suspended. The flange of the saucer contains numerous "side propulsors" marked (U), (V), (W), (X). The total number "n" of side propulsors in a particular type of vehicle is described by the following equation (G2), which is obtained through the transformation of equation (G9) from subsection G4.3:

$$n = 4(K-1) \qquad (G2)$$

(i.e. "n" is equal to "4" multiplied by "K-1" – see also equation G6).
In the Magnocraft type K6 shown in Figure G5, for which K=6, this number of side propulsors is equal to n=20. The main propulsor, together with all the side propulsors, constitutes the "propulsion unit" of the Magnocraft which is described in subsection G1.2. Between the main propulsor and the flange of the craft a "living space" (CC) with the crew cabin is located. In Magnocraft types K3 to K6, this living space takes the shape of a parallel-piped ring surrounding the "central cylinder" (13) inside of which the main propulsor is suspended. In turn in Magnocraf types K7 to K10 this space takes a shape of rather a cylinder – compare Figures G39a and G39b. The cylinder (13) is a kind of “pipeline” for the magnetic field that is produced by the twin-chamber capsule from the main propulsor (M) of the Magnocraft. In Magnocraft of larger types K7 to K10, also each side propulsor is suspended inside of a similar cylinder that also performs to it a role of a “pipeline”. Only that these side cylinders that contain side propulsors run between two (i.e. upper and bottom) surfaces of the side flanges of these vehicles. Using again the saucer comparison, the crew cabin takes the place of the side walls of this saucer. The central cylinder (13) and the main propulsor (M) contained in it, occupy the very centre of the living space with the crew cabin (CC), forming a kind of vertical "column" that extends from the ceiling (5) to the bench (12) of the floor (11). Therefore this column constitutes a characteristic feature of the Magnocraft's deck, being visible from almost every compartment. Because this cylinder is made of a transparent material, the crew and visitors are able to observe the operation of the Oscillatory Chambers from the vehicle's main propulsor. In a similar manner also twin-chamber capsules from subsequent side propulsors (U, V, W, X) are to be visible through transparent walls of their casings. Only that these side propulsors are not to be visible from practically every compartment of the vehicle, as the main propulsor does, but only from compartments that are directly adjusted to side propulsors.

The underside of the Magnocraft's shell begins from the flat, ring-like "base" (11). This base, in all deductions concerning the vehicle, is taken as the starting point (benchmark) for assigning the dimensions and for referring to the position (see Figures G18 and G20). The central point "O" of the Magnocraft lies on the intersection of the central axis "Z" of the vehicle with the plane of the base. This point is in fact suspended in the air outside of the vehicle’s shell, as the central part of the vehicle's underneath section curves upright, forming the "underside concave" (12), (14). This concave in Magnocraft of smaller types K3 to K6 always consists of two parts: the "bowl" (14) and the "alignment cone" (12). In the vehicles types K3 to K6 both these parts (i.e. "bowl" and "alignment cone") transform themselves tangential into each other. In turn in the large Magnocraft types K7 to K10, in the “underside concave” only the “bowl” appears. In these large vehicles the “alignment cone” is combined with the “bowl” at almost a right angle, thus the presence of this “alignment cone” in the “underside concave” would make it impossible for these vehicles to couple and decouple into flying arrangements (see also Figure G19).

On the upper side of the Magnocraft the "topside convex" (2), (4) appears, which in shape is exactly symmetrical to the underside concave (12), (14) described above. This topside convex also consists of two parts, the central "dome" (4) of which has the shape of a hemispherical bowl with the radius "R", whereas the side "alignment cone" (2) is a fragment of the conical surface serving as an outer shell for the crew cabin (CC). In the vehicles K3 to K6 the apical angle of the alignment cone is so selected that this cone intersects the base plane

exactly under the axes of the side propulsors. Because of the symmetry of the topside convex to the underside concave, a number of Magnocraft can be stacked one on top of another in a way similar to saucers in a kitchen cupboard, thus forming a flying complex called a "stacked cigar" - see Figure G7. The distance between the topside convex and the underside concave is determined by the diameter "D_M" of the main propulsor (M).

The outer part of the craft's flat base (11) transforms itself into the base (10) of the side "flange" (L). The flange (L) houses the side propulsors (U), (V), (W), (X). IN Magnocraft of smaller types K3 to K6, the outermost rim of this flange has an overall appearance similar to that of the rim of a lens – see Figures G5, G19a, G39a, and P19. In turn in large Magnocraft of K7 to K10 types the outermost rim is formed like a side wall a vertical cylinder, similar to the shining metallically side rim in wheels of horse wagons of old types – see Figures G18, G19b, G39b and P30. The thickness "D_s" of the side flange is determined by the diameters "D_s" of the side propulsors which are housed inside it. Also its width “L” is determined by the appropriate equation (G11). In small Magnocraft types K3 to K6 the top half of the flange houses a magnetic "pole separator" (9) in the shape of a horizontal ring. In turn in larger Magnocraft types K7 to K10, where the side flange is occupied by the living space – see Figures G39b, the function of this pole separator perform vertical side cylinders made of a magnetoreflective material, in which side propulsors are housed. The function of this separator is to divide the N and S magnetic poles in each of the side propulsors, so that the side magnetic circuits must loop through the environment, not through the inside of the craft. In smallwer Magnocraft types K3 to K6 the side flange also houses a number of vertical partitions (not illustrated in Figure G5 but shown in Figure G1 “a”) which divide it into several magnetically separated chambers. Each chamber contains only one side propulsor. These partitions not only prevent the connection of the magnetic circuits within the craft's shell, but also prevent the circulation of plasma around the annual space holding the side propulsors.

It should be emphasized here that in the types of the Magnocraft from K7 to K10 (see Table G1) the height D_s of the side flange exceeds 2 meters, thus it begins to be suitable for housing crew members and living space. Therefore in these large type Magnocraft the side propulsors will be also placed in vertical magnetoreflective cylinders in a manner similar to that utilized for the main propulsors in vehicles of all types. Simultaneously in these large Magnocraft the whole interior of the side flange, shelted by the hermetic shell made of a magnetoreflective material, becomes also used for housing crew cabins. Due to this arrangement, the interior of the large types of the Magnocraft will resemble interiors of present churches. They will have an uplifted bench located in their centre, above which a huge dome will be suspended. Around of this central domed "nave", a circular “corridor will run that houses shorter circular columns. The individual columns in this corridor are to house subsequent side propulsors. Behind this side columned corridor further living compartments will occupy the vehicle's side flange – see Figure G39b.

Towards the centre of the vehicle, just next to outlets from the side propulsors the upper side of the Magnocraft's flange is transformed into a "complementary flange" (6). The thickness of this flange is "G_s" when measured from the vehicle’s floor (compare Figures G18 and G7), and fulfils the equation (G15): $G_S=D_M-D_S$. According to this equation, in Magnocraft K3 type this thickness “G_S” is equal to the thickness “D_S”. Therefore, in this K3 type (and only in this type) the existence of the “complementary flange” remains unnoticeable on the contour of the vehicle. Thus Magnocraft type K3 are the only ones which do not have the complementary flange – see Figures G19a and G19b, also G39a and G39b. So the lack of this complementary flange in them can be utilised for their identification and for differentiating them from other types of these vehicles. The complementary flange expands onto all the unused space between the Magnocraft which are coupled into "flying systems" (see Figures G12 and G17). This allows for gaining an additional living space, when vehicles are joined into these “flying system” arrangements. Further towards the centre, the complementary flange (6) joins the topside convex (2) described earlier. The border (7) between the flange (L) and the

complementary flange in Magnocraft K3 to K6 types forms also the outer edge of the living space (CC).

G2.2. Materials for the Magnocraft's shell

Two drastically different types of material should be used to create the shell of the Magnocraft. The first, which hermetically covers the living compartment and also forms the separatory ring (9) with its vertical partitions, must possess magnetoreflective (magnetoresistive) properties. So the dimensionless parameter of its diamagnetic susceptibility must be $\chi=-1$. On the other hand, the second material, which covers aerodynamically the outside surfaces of the propulsion compartments, must provide maximum magnetic conductivity. Its diamagnetic susceptibility therefore must be $\chi=0$. This is vital, as any significant resistance to the magnetic flux could result in destructive energy conversion. Independently of these main magnetic properties, both materials must also be:

1. Electrical non-conductors. This means that they are not allowed to conduct electricity, as any such conduction would lead to the induction of eddy currents in the Magnocraft's shell.
2. Transparent and reflecting light like a mirror, while the ratio of transparency to light reflection must be regulated for them. This means, that depending on the conditions and requirements of flight, both these materials should be able to either act like transparent glass or like a mirror (i.e. in extreme they should either let all light pass through them, or reflect all the light). Moreover, materials should also allow for a smooth control into any state between these two extremes (i.e. into any state between complete transparency - like glass, and complete light reflection - like a mirror).
3. Of robust mechanical construction. This means that without any difficulty these materials will be able to withstand the accelerations and forces that result from conditions of flight of these vehicles.
4. Resistant to conversion of magnetic energy into any other form of energy (e.g. heat mentioned earlier, or luminescence).

It should not be very difficult to produce a magneto-conductive material which fulfils the above requirements. We already know some substances (e.g. various kinds of glass) which are probably suitable for this purpose. The real problem seems to lie in obtaining an appropriate magnetoreflective material. Although in nature a substance is known which displays a high magnetoreflectiveness, i.e. graphite; unfortunately it is also a good electric conductor. A non-conductive version of graphite, called "vitreous carbon", which is also highly magnetoreflective, provides better prospects for this application. However, it still is non-transparent. Thus the Magnocraft covered by it would not provide any visibility to its crew. Therefore, it seems that the production of the Magnocraft's shell will require a material specially engineered for this purpose – via the method of "material engineering". The guidelines for engineering such a material are provided by the so-called "electrodynamic model of magnetoreflectiveness" and "telekinetic model of magnetoreflectiveness".

G2.2.1. The electrodynamic model of magnetoreflectiveness

By "**magnetoreflectiveness**" we understand a property of materials, which allows them to reflect magnetic fields in a way similar to the way mirrors reflect light. It is necessary for some parts of the Magnocraft's shell (especially those encasing the crew cabin) to be perfectly magnetoreflective, i.e. they must reflect the entire 100% of the magnetic flux that is striking upon them.

In the research to date on magnetoreflectiveness, only the natural abilities of some chemical structures were utilized. Theoretically, however, there is another way of achieving the same effect. This way employs the Contradictory Rule governing electro-magnetism.

According to this rule, every change of a magnetic field within a conductive material induces an electric current which produces its own magnetic field that is contradictory to the field inducing it. It is the Contradictory Rule which makes electric superconductors also perfect magnetic screens. But this rule can not be utilized directly by producing an electrically conductive shell for the Magnocraft. The reason is that large plates of such a shell would allow to induce within them extremely powerful electric currents that would produce an enormous amount of heat. In turn, this heat would be able to evaporate the vehicle.

There is, however, another way of achieving the same effect. The heat problem can be solved if the size of the conductive circuits is decreased to an atomic scale. To achieve this, microscopic droplets, about 5 μm in diameter, of electrically polarized conductive material should be spread uniformly within the volume of an electric insulator. Each such droplet would contain only a few (i.e. up to about a hundred maximum) atoms. The even spreading of these droplets would be similar to the distribution of graphite spheroids within modified cast-iron. In such small polarized conductive droplets, mutually insulated electrically from each other, electric currents would take the form of a synchronization of movement of electrons within atomic orbits. Therefore, these currents would not be able to yield any heat, while still obeying the Contradictory Rule. In this way the currents would be able to produce the internal magnetic fields that would neutralize the action of an external field that induces them, while the vehicle's shell would remain cool. The above theoretical principle, on which this dynamic manner of forming magnetoreflectiveness is based, is called the "electrodynamic model of magnetoreflectiveness".

Of course, the technological implementation of the above model is not an easy task. This is because the obtaining of such material would encounter problems at two different levels, i.e. its design and its production. The main problems relating to the material's design are: selecting the chemical elements most appropriate for the conductive droplets and for the insulative material that will host them, and finding the optimal size of droplets and their optimal density in insulative material. The main problems with the production of such magnetoreflective material are caused by the necessity for the forced polarization of all atoms in the droplets (i.e. orienting all atoms within each droplet in the same direction), and on keeping the size and spatial distribution of droplets at the required level.

It should be stressed that the need for forced polarization of atoms inside each droplet imposes the use of a powerful magnetic or electric field during the formation of such magnetoreflective material. In turn such polarized material must display some rather unique physical properties. For example, when it is cut with a saw or file, it must produce streams of powerful sparks (similar to streams of sparks produced by flints from cigarette lighters).

G2.2.2. The telekinetic model of magnetoreflectiveness

The model of magnetoreflectiveness described before was based on the utilisation of magnetic phenomena of the first generation. There is, however, possibility to utilise for the same purpose more complex magnetic phenomena of the second generation, or more strictly the phenomenon which in subsection H8.1 is called "permanent telekinetisation" of matter. The theoretical model of magnetoreflectiveness based on these phenomena of the second generation is going to be called here the "telekinetic model of magnetoreflectiveness". In this subsection is going to be outlined the essence of the principle of its realisation.

The telekinetic model of magnetoreflectiveness is based on the utilisation of ability of some elements from the platinum group for self-induced telekinetisation. Such telekinetisation depends in them on absorption of magnetic field from the environment and transforming this field into a self-sustained telekinetic vibrations – means exactly like these described in subsection H8.1. Because in the result of such a self-sustained telekinetisation these substances in the entire their lifespan are in the state of telekinetic oscillations (vibrations), in this subsection and monograph we call them “oscillants”.

Oscillants are relatively complex chemical components or alloys (usually containing heavy metals from the group of platinums), in which particles are forming an unique atomic configuration that supports in them the conversion of external magnetic field into telekinetic oscillations. Thus in the magnetic sense these substances behave like super-conductors, namely they produce a telekinetic equivanet for the Meissner field, which deflects the magnetic field directed at these substances, disallowing this field to penetrate onto their other side. But in the electrical sense these substances are not superconductors at all – means they show different from zero electrical resistance. The mechanism with the use of which these substances are inscited into telekinetic vibrations is described in subsection H8.1. So it is not repeated here. But to the explanations provided over there should be added, that these substances accomplish by themselves the state of telekinetisation. So in them, or more strictly in their atomic configuration, some sort of mechanism must be hidden, which converts uniform magnetic fields into pulses of accelerations and decelerations of this field.

Because of this ability of oscillants to deflect the entire magnetic field that falls onto them, the principle of producing a magnetoreflective material out of them is very simple. In the matrix made of some electrically and magnetically neutral and transparent material, e.g. in quarts, it is sufficient to suspend a powder form of these substances. The larger special packing (density) of this powder, the more effective magnetoreflective the resultant material is going to be. The plate similar to an ordinary window glass of the resultant substance is going to deflect (means not allow to pass through) all magnetic field that falls onto it. Of course, during a real production of this material various technological problems are to appear, which in the future need to be solved technically. For example, oscillants most probably are going to have isotropic properties, i.e. their absorption of magnetic field will NOT be the same for every orientation of their particles. Thus during suspending of powder form of this material in the quartz matrix, probably it will be necessary to appropriately orient these particles through subjecting them to the action of some powerful field (e.g. electrical). However, all such problems can be solved. Thus the most important step towards the production of magnetoreflective material is to gain an access to an effective oscillant.

Already now is known several natural oscillants. Mechanism self-telekinetisation of the matter appears naturally in almost all substances that currently are used as chemical catalysts for various chemical reactions. However, for the production of magnetoreflective materials the most suitable are these ones, which allow the possibly highest drop of weight after their component elements melt into the resultant atomic configuration. (This drop of the weight is caused by the disappearance of gravitational interactions during telekinetic phase of their oscillations.) In these oscillants in every subsequent vibratory cycle the proportion of telekinetic motion to physical motion is equal to their drop in weight. The best known so-far natural oscillant shows the drop of weight to the level of 56% of the weight of its initial components that form it. This is the substance that by its discoverer and researcher, David Hudson, is called a “white powder”. This powder is a natural component of the soil in the Yuma Valley near the city of Phoenix in Arizona, USA. It is an alloy of many elements, out of which in the highest amounts appear silica, aluminum and iron. These are mixed with small additions of calcium, sodium and titanium, and with trace amounts of elements from the platinum group such as rhodium – in the amount of 800 ounces per ton, iridium – 600 ounces per ton, ruthenium – in amount of 250 ounces per ton, osmium – 150 ounces per ton, platinum – 12 ounces per ton, and palladium – 8 ounces per ton, the presence of which in my opinion is the source of ability of this white powder to self-telekinetise. The white powder discussed here is relatively well described in the article **[1G2.2.2]** "White Powder Gold: a miracle of modern alchemy" published in two subsequent editions of the Australian bi-monthly entitled "Nexus" (PO Box 30, Mapleton, Qld 4560, Australia; published also in New Zealand under the address: P.O. 226, Russell, B.O.I., New Zealand, Email: nexusnz@xtra.co.nz), namely in the edition from August-September 1996, Vol.3 #5, pages 29 to 33 and 72 to 73, and from October-November 1996, Vol. 3 #6, pages 37 to 41 and 72. This article is a manuscript from the lecture that David Hudson provided on this subject in Portland, Oregon, USA, on 28 July 1995. These

readers who one day wish to try material engineering of the magnetoreflective shell based on this powder, probably will be able to purchase samples of it from the address: David Hudson, P.O. Box 25709, Tempe, AZ 85285, USA.

G2.3. The Magnocraft's external facilities

Other important features of the Magnocraft are components of the permanent equipment. These components include: telescopic legs (15), periscopes (1), landing sledges and pods, ladders, boarding lifts, boardwalks, etc.

The telescopic legs (15) are assembled along the conical section of the interior wall (12) of the crew cabin, extending from the ceiling (5) to the floor (11). In flight, when the legs are fully retracted, they do not protrude below the base (11). They are extended only for the duration of landing. The angled position of the legs gives them numerous advantages which are of an important consideration when landing on uneven ground. The number of legs may differ according to the type of craft. But they must always occupy positions between the side propulsors, thereby avoiding interference with the magnetic field yield from these side propulsors. Smaller Magnocraft, whose number of side propulsors "n" is also a multiple of three (e.g. K4 type with n=12 side propulsors, or K7 with n=24 side propulsors) have three telescopic legs, whilst all others have four - see Table G1.

Magnocraft are also equipped with four side periscopes (1) extending from the ceiling of the crew cabin, and two base periscopes (not shown in Figure G5). These are capable of extending beyond the range of the "ionic whirl" (see Figure G27) generated by the Magnocraft when it is operating in the magnetic whirl mode, and thus assist the crew in making precise manoeuvres. When the vehicle is in this mode of operation, the periscopes provide the only outside visual contact. To shield these periscopes from the destructive action of a plasma saw, their surface is protected by miniature magnetic screens.

Other facilities carried by Magnocraft may include ladders, extendable and removable railings or banisters that run around peripherals of side flange, boarding lifts, landing sledges, etc.

G2.4. The Magnocraft's spaces

As this is explained in introduction to subsection G2, in this monograph the term **space** in the Magnocraft is assigned to such a part of the interior of this vehicle, in which prevail unique for this space and different than in other parts of the vehicle environmental conditions. A space must be clearly distinguished from a compartment and from a cabin. A **compartment** is simply this part of a Magnocraft which was separated from other parts of this vehicle by a hermetic wall – e.g. see compartments distinguished in a UFO type K7 that are described in subsection P6.1. In turn a **cabin** is only a small part of a given compartment which is separated from the rest of this compartment, or from other cabins, by thin non-hermetic partition walls. This subsection explains several principles connected with the subdivision of the Magnocraft's interior into subsequent spaces.

In the Magnocraft's shell two kinds of spaces can be distinguished: namely the living space (CC) and two propulsion spaces: central (C) and side (L). These spaces are illustrated on Figures G5 and G39. The **living space** takes the shape of a ring which extends around 360° within the cone-shaped body of the craft. This space surrounds the dome-shaped free space which exists under the main propulsor (M). It also surrounds the central cylinder (3) in which the (M) propulsor is suspended. This dome-shaped space (C) that exist under the floor of the living space is left free on purpose, so as to avoid interference with the magnetic field of the main propulsor while the direction of this field changes for the purpose of manoeuvring. In the living space are stored all components of the vehicle which must be shielded from the

action of a powerful magnetic field, e.g. the crew cabin, log computer, flight engineering equipment, life support system, etc. In the types of Magnocraft larger than K3, this living space is further subdivided with hermetic walls and hermetic gates into a number of smaller compartments performing specialized functions. In turn these smaller compartments are still subdivided with partition walls into individual cabins. An example of such subdividing, and thus also an example of the utilisation of vehicle's interior is presented in subsection P6.1 and illustrated in Figure P30.

There are also two **propulsion spaces** in the Magnocraft: the central space (C) and the side (L). The central propulsion space (C) contains the main propulsor (M), and the lateral space (L) which houses the side propulsors (U), (V), (W), (X). Both of these propulsion spaces are divided into two parts (N) & (S) which contain the field from only one (North or South) magnetic pole of the propulsors. The central compartment (C), is divided into two sections (C_N) and (C_s) by the crew cabin of which the top part is joined to the spherical casing of the main propulsor. This top part of crew cabin (13) separates both of the magnetic poles of the propulsor so that the force lines of the magnetic field have to loop through the medium surrounding the craft. For the lateral space (L), the magnetic poles of the side propulsors are separated by the ring (9). This space also contains two sections (L_N) and (L_s) in which only a field from one magnetic pole prevails (N or S).

G2.5. The Magnocraft's compartments

In introductory part of subsection G2 is explained, that in this monograph a name "**compartment**" is assigned to a part of the Magnocraft's interior, which is separated from the remaining parts of the Magnocraft by hermetic walls. This hermetic wall must be capable to secure air in a given compartment, even if the remaining part of the vehicle becomes decompressed. Magnocraft's "compartments" must be clearly distinguished from Magnocraft's "spaces". After all, a "**space**" is such a volume of the Magnocraft, in which a given environmental conditions are prevailing, which are different from conditions prevailing in other spaces. Examples of spaces include "propulsion spaces" and "living space", described in subsection G2.4. In a single "living space" many "compartments" may be distinguished. Compartments must also be clearly distinguished from "cabins". A "**cabin**" is a small part of a given compartment, which is separated from it and from other cabins by thin partition walls. This subsection explains several principles connected with the subdivision of the Magnocraft's interior into subsequent "compartments".

As this stems from my design analysis to-date, in Magnocraft of each type the interior must be utilised in a different manner. This utilisation is going to be so characteristic, that by its attributes and appearance in future people will be even able to determine exactly in which type of the Magnocraft a given person is present. For examples of such determination of a type of Magnocraft by its compartments, see item #8 in subsection G4.8, and also descriptions from subsection P6.1. Here is the basic information that so-far I managed to deduce about the compartments and utilisation of space in the Magnocraft's interior.

#1. The number of compartments. Each type of the Magnocraft is subdivided with hermetic walls into a number of separate compartments that is characteristic for this type of vehicle. The number "p" of these compartments is equal to the type coefficient "K" of a given vehcile, i.e. p = K. For example, a Magnocraft type K3, i.e. the one for which K=3, has p = 3 compartments distinguished in the interior. Each one of these p=3 compartments is separated from others by hermetic walls. These compartments include: (1) the "pilots deck " also called "captain bridge" which occupies the entire living space, (2) the "central propulsion space " which occupies the entire propulsion space from the centre of the vehicle and contains the main propulsor, and also a rubbish dump space, air converter, etc., and (3) storage area which occupies the "side propulsion space" and which hosts side propulsors. In turn a Magnocraft type K7 contains p = 7 such compartments. For explanations of their purpose see Figure P30.

In turn a Magnocraft type K10 has p = 10 compartments. Hermetic separation of these compartments mutually from each other causes, that if for some reasons one of them ceases to be suitable for living, still crew may shift to another compartment and survive in there. Thus e.g. the escape of air from one compartment in the result of hitting it by meteorite, still allows the crew to escape into another compartment.

#2. Gates. Subsequent compartments of Magnocraft are mutually separated from each other with hermetic walls. Through these hermetic walls equally hermetic gates must lead that shut automatically. In case of troubles, these gates are capable to cut automatically a given compartment from the remaining spaces of the vehicle thus maintaining in it air necessary for breathing. A number "b" of gates in each Magnocraft is equal to the type coefficient "K" for this vehicle, i.e. b = K. In each Magnocraft there is the same number of gates between subsequent compartments, as the number of these compartments and as the type of a given vehicle, i.e. b = p = K (for details see Figures G39 and P30). To facilitate possible evacuation and to decrease a chance of getting lost, all gates in a given Magnocraft are positioning in a line towards each other – means each gate faces other gates. Furthermore, these gates must be distinguished from hatches “w”, which there is also w = K, through which in the Magnocraft of the first generation are used to enter the decks of these vehicles. Notice however, that the Magnocraft of the second and third generations do not have hatches, as entering their decks is carried out through telekinetic tractor beams that shift loads directly through the shell of the vehicles’ hulk.

#3. Levels and stories. Magnocraft of larger types are subdivided with the use of horizontal hermetic walls into a number of separate levels and decks. By a separate "**level**" we understand a situation when a ceiling of one compartment is simultaneously a floor of another compartment that lies directly above it, and vice versa. In turn a separate "**stories**" appears if floors of two compartments that are adjusted to each other are not positioned at exactly the same horizontal level. In the result Magnocraft types K3, K4, and K5 have only one level for all compartments of their living space. But in Magnocraft of type K5 two decks with vertically shifted floors are distinguished in this single level. In Magnocraft types K6 and K7 two levels are distinguished – see Figure P30. In Magnocraft type K8 there are three levels. In turn Magnocraft types K9 and K10 have four levels. It is also worth to remember that above the ceiling of the highest level of the living space there is still one more level that is not occupied for living. It is taken by the main propulsion space and by the main propulsor. Because this level is unsuitable for occupation by crew members because of it is constantly swept by magnetic field from the main propulsor, it is utilised as a technical area (e.g. for a rubbish dump, for the air recalculation space, for compressors room, etc.) – see compartment number "7" in Figure P30 and also compartment "C" in Figure G39.

#4. Bridges between levels (elevator ramps). These belong to the category of cabins, not to the category of compartments or spaces. Elevator ramps are used for communication between subsequent levels of the vehicle – see "W" in Figure G39 and "E" in Figure P30. These ramps in their design are slightly similar to a spiral staircase with a square cross section, or more strictly to a spiral ramp for wheelchairs, because they are deprived of stairs. Stairs are replaced in them by a slanted floor which for the increase of friction is covered by a kind of mesh. An example of just such a spiral ramp that replaces stairs can be seen in the oldest church of the world, namely in Aya Sophia from Istanbul, Turkey. It should be noticed here, that because of the frequent flights of the Magnocraft in both a standing and a hanging position, floor of these elevator ramps in some cases is used as a ceiling, while the ceiling is used as a floor.

#5. Designation of subsequent compartments. Each compartment of a discoidal Magnocraft has a shape of a ring that encircles around the entire spaceship and that is symmetrical to the central axis "Z" of the vehicle. It always has the strictly defined designation. With this designation are tightly connected functions performed by subsequent compartments and cabins – if any cabins are distinguished in a given compartment.

Here is the list of compartments of the Magnocraft, that are distinguished in subsequent types of this space vehicle. This list should be red starting from the symbol "▽" and finishing on the symbol of the type of a given Magnocraft, e.g. on the symbol "K7". Note that each type of the Magnocraft contains the number of compartments that is equal to "K" factor of a given type of vehicle. Thus K3 vehicles have 3 compartments, K4 vehicles - 4 compartments, etc. All compartments and chambers listed between these two symbols are present on a considered type of Magnocraft, e.g. for the Magnocraft type K7 these are going to be compartments: C, B, P, H, F, E, A, and the ramp W (for a better understanding of this subdivision of vehicles into compartments see also Figures G39 and P30):

▽

(1) = Central propulsion space "C". It contains the main propulsor, and also a rubbish dump space, etc.

(2) = Side propulsion space "B". In larger vehicles it hosts gallery of side propulsors, corridor, & storage space.

(3) = Pilots deck "P" (or "captain bridge"). It may include the navigators' room, communication room, etc.

K3

(4) = Specialisation hall "H". It contains laboratory of the spaceship 's specialisation, research equipment, etc.

K4

(5') = The storage area "F". It contains fridges, food supply and drinks, bottles with compressed air, etc.

(5") = Main elevator ramp "W". It does not constitute a separate compartment, but it links two levels,

K5

(6) = Machine room "E". This is a cylindrical space surrounding the central cylinder with the main propulsor.

K6

(7) = Living quarters "A". They contain cabins of crew members, kitchen, dining room, gymnastic hall, etc.

K7

(8) = Recreation centre "R". It contains a garden, a demonstration chamber with TRI 2nd generation, etc.

K8

(9') = Hangar deck "L" that stores Magnocraft of smaller types.

(9") = Side elevator ramp "T". It links two levels of the vehicle.

K9

(10) = Workshops "D". They include repairing workshops, production facility, tool storage, etc.

K10.

All the above spaces are linked together via several hermetic gates "G", located one opposite to others, and able to automatically self-close in case of a rapid decompression in cosmic space.

Notice that for subsequent types of the Magnocraft, their suites of compartments are so designed that each larger type of these vehicles are to contain all kinds of compartments that are also present in all smaller types of Magnocraft. In addition to this, such a larger type is also going to have one additional compartment, which was introduced to it. Of course, in Magnocraft smaller from it, into which this compartment is not introduced yet, the function of it is also fulfilled. Only that it is done in a temporary manner – as it is performed by some special equipment contained in one of compartments that already exist in such a smaller vehicle. For example, as this appears from the above list, the Magnocraft type K6 includes “living quarters” which are included only from this type upwards. Thus Magnocraft of all types larger than K6 are to also have these “living quarters”. But Magnocraft type K5 and smaller have the ”pilot

deck” and “specialization hall”, the special equipment of which also allows to fulfill the function of such “living quarters”. After all, this special equipment of these vehicles must also include comfortable pilot sits, and tables for operations.

G3. Shapes of the coupled Magnocraft

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 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.

G3.1. The six classes of the Magnocraft arrangements

There are three factors which determine the shape and properties of the flying arrangements obtained as a result of coupling several Magnocraft together. These are:

(a) The type of propulsors that face or interact with each other in each pair of joined vehicles. We can distinguish here as many as three different combinations: (1) main to main, (2) main to side, and (3) side to side.

(b) The character of the magnetic interaction occurring between each pair of facing propulsors, i.e. if it is (1) magnetic attraction, or (2) magnetic repulsion.

(c) The type of contact occurring between the shells of both joined craft. This contact can be one of the following: (1) fixed (e.g. plane to plane or cone to cone), (2) labile (e.g. two spheres touching each other in a point), and (3) detached (i.e. there is no physical contact between these shells).

The way the above three factors are combined together categorizes a particular flying arrangement into a specific class. There can be distinguished as many as six basic classes of different arrangements obtained through various manners of coupling the Magnocraft. Examples of these are illustrated in **Figure G6**. These classes are as follows:

#1. **Flying complexes** - see Figures G7 to G8. These are obtained when in the joined craft: (a) main propulsors always face other main propulsors and side propulsors always face other side propulsors; (b) all propulsors (i.e. main and side) create only attractive interactions; and (c) the coupling provides only fixed contacts.

#2. **Semi-attached configurations** - see Figures G9(a) and G9(b). In these arrangements: (a) the facing of the propulsors is the same as in the flying complexes; (b) the

attractive interactions are formed only by the main propulsors, whereas the side propulsors of both vehicles repel one another; and (c) the contact between the vehicles is only labile (i.e. occurring only at the point where two convex hemispheres touch each other). In spite of such labile contact, the configuration is permanent and steady because the combining of the attractive and repulsive interactions between vehicles joined together provides the required stability.

#3. **Detached configurations** - see Figure G10. In these: (a) propulsors are faced in the same manner as in the physical complexes and semi-attached configurations; (b) the character of the interactions is the reverse of semi-attached configurations, i.e. the main propulsors of both vehicles repel each other, whereas the side ones attract; and (c) there is no physical contact between the coupled vehicles so they keep apart at some distance from each other. But the magnetic interactions are so strong and steady that they maintain a stable and permanent configuration. Note that in these configurations the facing outlets of the side propulsors of both spacecraft must be joined by the columns of a highly concentrated magnetic field which catches the light and therefore appears as square "black bars" - see subsection G10.4.

#4. **Carrier platforms** - see Figures G11(a) and G11(b). Obtained when: (a) the main propulsor of one craft faces the side propulsor of the other craft; (b) all interactions are attractive; and (c) the contact is fixed. This arrangement is the most profitable when a number of small Magnocraft are to be carried under the base of a large mothership (see Figure G11(a)). But it may also be used for coupling two vehicles of the same type (see Figure G11(b)).

#5. **Flying systems** - see Figure G12. For these: (a) the side propulsor of one Magnocraft faces the side propulsor of the other one, while their main propulsors do not face each other; (b) all interactions are attractive; and (c) the contact is fixed. In flying systems, not only single vehicles but also entire stacked cigars are coupled together. In this way whole flying cities are formed. The flying systems are the highest rank of arrangements of Magnocraft of the same type, usually formed for the duration of an interstellar voyage.

#6. **Flying clusters** - see Figure G13. These are simply various other arrangements of Magnocraft that are subsequently clustered together with magnetic forces. In flying clusters: (a) no propulsors of any arrangement face the propulsors of another flying arrangement (i.e. in all arrangements clustered together the magnetic axes of propulsors are parallel to one another); (b) two subsequent arrangements which belong to a given cluster (put simply) attract each other with their main propulsors and repel each other with their side propulsors; and (c) there is no physical contact between subsequent arrangements forming a given cluster. An example of a typical two-dimensional cluster could be a "flying cross" shown in part #6 of Figure G6.

In each of the above classes we can further distinguish particular arrangements which differ from each other in shape, number of coupled craft, their mutual orientation, etc. The Magnocraft may actually form hundreds of such arrangements; each one unique, and each one very different from the others. The limited size of this monograph does not allow for the presentation of all of them. But to give readers an idea as to what variety of shapes can be formed just by coupling together a number of saucer-shaped Magnocraft, some of the most frequently appearing configurations are described below.

G3.1.1. Flying complexes

The flying complexes constitute a class of coupled Magnocraft formed for the duration of planetary and interplanetary voyages. In this class the following regular arrangements can be distinguished:

(1) the spherical complex,
(2) the stacked-cigar complex,
(3) the double-ended cigar complex, and

(4) the fir-tree complex.

These regular flying complexes may join further between themselves, forming irregular arrangements of an almost unlimited variety of lengths and shapes. The enormous range of possibilities resulting from such further coupling may be left to the reader's imagination.

Let us now review the principles of coupling together and main characteristics of the regular flying complexes.

#1. The spherical complex. This is obtained when two Magnocraft of the same type are joined by their bases (i.e. base-to-base - see **Figure G1(c)**). The name of this complex originates from its shape that roughly resembles a sphere (especially in the magnetic whirl mode of operation). Exactly in the middle of the height of this sphere a double flange which fastens the resultant arrangement horizontally can be distinguished. The upper part of Figure G1(b) shows the external (side) appearance of this complex, whereas the lower part of the same Figure shows its cut-away view. This cut-away view illustrates an upright vehicle (1) and an inverted vehicle (2) forming such a complex.

Figure P9 (and also G8) illustrates also a gelatinous hydraulic substance (A) called "**angel's hair**" which fills the free space between both vehicles. This substance neutralizes the attracting pressure that originates from the interaction between the main propulsors (M) of both coupled Magnocraft. Its function is similar to that of the white of an egg which prevents the thin shell from being crushed by a uniform pressure, even that which could be exerted by the strongest athlete. The angel's hair, at the moment when the flying complexes decouple, drops from the Magnocraft and falls onto the Earth's surface, covering trees in a manner reminiscent of the Christmas decoration of the same name. Note that the decoupling of spherical complexes formed from subsequent types of Magnocraft must release a cumulatively growing volume of angel's hair. The volume of this substance for each type of Magnocraft can be calculated on the basis of data provided in Table G1. For a spherical complex formed from the smallest Magnocraft type K3 it exceeds 1 [m^3].

In special circumstances spherical complexes may also form laminar deposits of magnetically scorched organic matter called the "onion charcoal" – see (C) in Figure P9. It is described in subsections H5.3 and O5.4. This charcoal attaches itself to the (N) outlet from the main propulsor (M).

#2. The stacked cigar-shape complex. This is created by stacking the convex top of one craft onto the concave part of the base of another, and so on. The result is similar to a pile of saucers, one on top of another, stored in a kitchen cupboard - see **Figure G7**. The facing outlets of the side propulsors in this configuration must be joined by columns of a highly concentrated magnetic field which looks like black bars (the description of these bars is provided in subsection G3.4). For this reason, when the shells of vehicles from such a cigar are transparent, and when this configuration flies in a throbbing mode of operation, to an outside observer looking at it from a side view it would resemble a kind of shiny ladder.

#3. The double-ended cigar complex. This is formed when more vehicles are coupled to both ends of a spherical complex, or when two stacked cigars couple together into a spherical-like configuration. The double-ended cigar complex, similarly to a spherical complex, also has a space in the middle which is filled with angel's hair (see **Figure G8(a)**). In other details it resembles a stacked cigar complex.

#4. The fir-tree complex. All three flying complexes described above (the spherical, stacked-cigar, and double-ended cigar complexes) are **homogenous**, i.e. they are formed from Magnocraft belonging to the same type. There is also, however, the possibility of coupling in the same manner a number of Magnocraft belonging to various types. The group of arrangements resulting from such coupling is called the fir-tree complex. The name for these arrangements originates from the visual impression that they make on observers, i.e. eye-witnesses see them as a shape that closely resembles the outline of a fir-tree (see **Figure G8(b)**).

In general, the fir-tree complexes can be coupled as single-ended or double-ended. The single-ended ones are obtained when a number of Magnocraft belonging to various types

join together by stacking vertically smaller types of craft on top of larger ones. The mutual positioning of vehicles is very similar to the one in stacked cigar-shaped flying complexes - compare Figure G7 and Figure G8. The double-ended fir-tree complexes are obtained when two such single-ended complexes are joined together base-to-base. The resultant arrangements are equivalent to double-ended cigar complexes.

As this is explained in subsection G6, there are eight main types of Magnocraft, marked K3 to K10 (see Figure G19). Each one out of them possesses different dimensions. Therefore depending on which of these types are coupled together and how many vehicles participate in a particular arrangement, the resultant shape of a fir-tree complex can be different. In this way, a large number of various shapes and sizes of these arrangements can be formed.

G3.1.2. Semi-attached configurations

The semi-attached configurations are formed in the docking stage of the Magnocraft's coupling into flying complexes (see subsection G3.2). To obtain any such arrangement, further coupling must be suspended in the middle of the docking stage, and the intermediate configuration so formed must remain unchanged for the duration of subsequent flights. In these configurations, the vehicles involved gain all the properties of a flying complex, however their contact is only along those surfaces which are unable to give any physical stability to the arrangement (e.g. at the centre of two convex hemispheres - see **Figure G9(a)**). The method of coupling together such configurations uses the set of forces of magnetic interactions between the propulsors of the craft that are joined, and which are kept in a state of permanent equilibrium. It is these magnetic forces, not physical contact, that keep the arrangement stable.

In semi-attached configurations, similarly as in detached configurations described in the next subsection G3.1.3, the outstanding feature are so-called “black bars” formed from a magnetic field. These black bars run between some outlets from the confronting propulsors of two vehicles. Their description is provided in subsection G10.4.

The semi-attached configurations possess the properties which enable an extensive usage of these arrangements in various circumstances. The most important of these properties are:

(a) The ability to join into one arrangement a set of vehicles (or a set of Magnocraft's arrangements) whose shape and/or orientation make it impossible for them to be coupled into an ordinary flying complex. An example of this can be the joining together of two Magnocraft which are touching each other with their convex tops (see Figure G9(a)), or the joining together of two spherical flying complexes (see **Figure G9(b)**).

(b) The convenient distribution of forces within such a configuration, which decreases the danger of the structure of both vehicles being crushed. This makes it possible to couple together differently the same Magnocraft which took part in an ordinary spherical-shaped flying complex (see Figures G1(b) and G13). However, in the semi-attached configuration it is unnecessary to use the hydraulic substance (angel's hair) for neutralizing the magnetic interactions between the propulsors. Therefore the spherical complexes which drop their hydraulic substance during decoupling may become semi-attached configurations in the event of further coupling back together.

(c) A quicker and less complicated coupling and decoupling of semi-attached configurations when compared with the formation of flying complexes (see subsection G3.2). Therefore it allows for the arranging of temporary configurations which are intended to be quickly decoupled into single vehicles.

Note that each of the above properties apply also to the detached configurations.

G3.1.3. Detached configurations

The detached configurations, similarly as semi-attached ones, are also formed during the docking stage of the Magnocraft's coupling into flying complexes. Only the coupling routine leading to the formation of these configurations is different, i.e. it is the "routine through a detached configuration" (see subsection G3.2). The vehicles coupled into these configurations also behave like a flying complex, although they do not touch each other at all - see **Figure G10**. Because all the properties of the detached configurations are similar to those of semi-attached ones, their presentation is not repeated here.

G3.1.4. Carrier platforms

Carrier platforms are formed when a number of smaller Magnocraft adhere to the base of a larger mother ship, held by some of its side propulsors. The resultant arrangement reminds us of baby bats clinging under their mother's belly (see **Figure G11(a)**). The coupling of these vehicles can be so tight that some eye witnesses may assume the small spacecraft to be protuberances swelling out from the base of the large vehicle (such witnesses may also wrongly believe that these protuberances perform major propelling functions, e.g. acting as "antigravity generators").

Depending on the differences between the "K" factor in both vehicles involved, i.e. between the "K_M" factor in a mother ship and the "K_c" in a vehicle (or vehicles) carried by it, the carrying capabilities of the mother ship can vary. When this difference is equal to K_M-K_c=1 (e.g. a mother ship is type K4, whereas all attached vehicles are type K3), only m=2 smaller vehicles can be carried by a larger mother ship. But when these vehicles differ by K_M-K_c=2 (e.g. a mother ship is type K5, whereas attached vehicles are type K3 - see Figure G11(a)), then as many as m=8 smaller vehicles can be carried by a larger mother ship. With the further increase of the "K_M-K_c" difference, the number “m” of vehicles which can be carried rapidly increases (i.e. fulfils the equation $m = 4(K_M-Kc)$).

The attachment of smaller vehicles to the floor of a larger mother-ship will be a common practice. But there is also a possibility, that smaller vehicles will be placed on the upper surface of side flange at outlets from side propulsors of the mother-ship. Then, if instead of individual smaller vehicles, entire flying cigars are placed in there, then the resultant carrier platform will look like a typical Muslim mosque, with the central dome surrounded with the cigars of minarets.

Carrier platforms can also be formed from vehicles of the same type. If two Magnocraft of the same size join together into such a carrier configuration, the resultant arrangement looks like a warped spherical complex (compare **Figure G11(b)** with Figure G1(c)). During night flights, the ionized air at the outlets from the side propulsors will shape the image of this configuration into the form of a glowing zigzag.

G3.1.5. Flying systems

For the duration of long (e.g. interstellar) trips the Magnocraft are able to form arrangements of a higher rank than of all of those described previously. These arrangements are called flying systems (see **Figure G12**). A flying system may consist of a single cell only - like the system shown in Figure G12 "a", or a number of cells interloping with one another - see Figure G12 "b" and "c". Each individual cell of such a system is coupled from four stacked cigar-shaped complexes joined together rim-to-rim by their side propulsors. One of the many possible appearances of a single cell is presented in Figure G12 "a". The principles of its formation are explained in Figures G16 and G17.

Flying systems can be formed in an almost unlimited variety of sizes and shapes. Some of the possibilities are illustrated in Figure G12 "b" and "c". Note that further appendixes composed of any configurations described previously can also be joined to the main body of

such systems. Thus the final structures of systems supplemented with such appendixes may reflect any form that the imagination can produce.

Flying systems are homogenous arrangements, i.e. only Magnocraft belonging to the same type can be included into their main body. Therefore, in order to join together Magnocraft that belong to various types another arrangement must be used, which here is called a “flying cluster”.

G3.1.6. Flying clusters

The name “flying clusters” is assigned in this monograph to arrangements of Magnocraft, which with their function and appearance resemble flying trains. Such clusters are composed either from several individual Magnocraft, or from several more complex configurations of these vehicles. The most simple such a cluster can be obtained through a touchless linking with their sides two individual Magnocraft, or two configurations of such vehicles. Such smallest cluster represents simultaneously an elementary component of every larger cluster. One of many possible examples of such an elementary flying cluster is shown in **Figure G13**. It was formed through touchless linking together two identical spherical complexes of K6 type clustered together. Another example of a simple cluster is shown in part (D) of Figure P19. In turn landing sites produced by such clusters in the areas of their landings are shown in Figure V3.) Of course, for simplification Figure G13 shows only two spherical complexes touchlessly coupled together. But in reality any number of any configurations or single vehicles can be bond in this way.

Flying clusters can be formed the same effectively through a touchless linking together of single Magnocraft, as well as spherical or cigar complexes, carrier platforms, or even flying systems. Therefore individual components combined into these clusters must be called here by a general name that can be related to each one out of these multitudes of configurations of Magnocraft. So these components are called here "**units**". Thus by the name "unit" in a flying cluster we understand either just a single vehicle of any type, or any possible arrangement of Magnocraft, such as a flying complex, a detached configuration, a flying platform, or even a flying system. Such a unit performs in the cluster a similar function as a wagon or a locomotive performs in present trains. After being linked together, subsequent units do not physically touch one another. Thus the entire cluster is bond only with magnetic forces, means in a manner quite similar to that utilized by detached configurations. Only that in flying clusters the subsequent units are joined sideways instead of being piled axially.

Let us now consider when it is possible to couple together two individual Magnocraft, or two configurations of these vehicles, into an elementary cluster, similar like the one shown in Figure G13. In order this is possible, it is necessary that one unit in such an elementary flying cluster has appropriately reoriented magnetic circuits. In Figure G13 such a unit with reoriented magnetic circuits is the unit on the right. Such a unit is to be called here the "**unstable units**". This name is assigned to it, because after the reorientation its magnetic circuits create only coupling and lifting forces. But they are unable to produce stabilizing forces. So just by itself it is unable to stabilise its orientation in space. Therefore such a stabilisation must be provided by another unit attached to it. This another unit is called here the “**stable uni**t”. On Figure G13 it is the spherical complex shown on the left side.

Unstable units are **obtained** from ordinary flying arrangements (or from single Magnocraft) by reversing the polarity of their stabilizing propulsors. In this way, the unstable units have both groups of their propulsors, means main propulsors and side propulsors, oriented repulsively towards the environmental magnetic field. (In usual situations only one of these groups, e.g. a main propulsor, is oriented repulsively, whereas the other group, e.g. side propulsors, is oriented so as to attract the environmental magnetic field and thus to stabilize the vehicles.) Such an orientation of the propulsors in unstable units causes them to provide lifting forces, but they are unable to provide stabilization forces. Therefore the unstable units

are able to fly with repulsive orientation of all their propulsors only when they are attached to some stable units (see the left unit in Figure G13). Such an attachment causes the stable units to ensure the stability of the unstable units. Because of the linking function that unstable units perform, every second unit of a cluster must have such reversed polarity of its propulsors to become an unstable unit.

The **magnetic circuits** are utilized in flying clusters for two different purposes. The first of these purpose is to provide usual lifting and stabilisation forces. But apart from this usual lifting and stabilizing functions (subsection G7.1), in flying clusters they additionally serve the purpose of coupling. If we use this coupling purpose as a criterion, as many as four separate categories of magnetic circuits can be distinguished in flying clusters - see Figure G13. These categories in clued the following magnetic circuits. **Separating circuits** in Figure G13 marked as (2). **Holding circuits** in Figure G13 marked as (4) to (6). **Tuning circuits** in Figure G13 marked as (3). Finally **compensating circuits** in Figure G13 marked as (Ts). Note that in order to not obstruct the clarity of the drawing, Figure G13 shows only single examples of each category of the circuits listed above. But in real clusters each of these circuits can appear a number of times. The deductions below explain the purpose for each of these categories.

- **The separating circuits (2)**. In clusters are those ones that repel subsequent units from one another, thus making impossible the touching and accidental crushing of vehicles (see circuits indicated with a broken line in Figure G13). To this category belong magnetic circuits formed by almost all the side propulsors of the units participating in a given cluster. Because the orientation of the magnetic poles in all of these side propulsors is identical, they mutually repel one another, causing the separation of subsequent units.

-**The holding circuits (4) to (6**). These are those that attract subsequent units to one another, thus allowing for their bonding (holding) together. These are formed from the outputs of the main propulsors in stable units, circulated (looped) through the main and side propulsors in unstable units (see circuits (4), (5) and (6) in Figure G13).

-The tuning circuits (3). These are those which allow for the final adjustments of mutual interactions between each pair of clustered units. These are formed by those pairs of side propulsors from each arrangement which are located next to the facing (2) side propulsors (see circuit number (3) in Figures G13 and K2).

-The torque compensating circuits (Ts). These are those that neutralize the reaction torque created by the spin of the other magnetic circuits in a given unit. In Figure G13 they are marked as (Ts). Although subsection G6.4 provides a detailed description of the function of these compensating circuits, at this stage it should be explained that they act in the same way as the tail propeller in a helicopter (i.e. they do not allow the vehicles to revolve in an opposite direction from the direction in which their magnetic whirls rotate).

Apart from the circuit (Ts), all other magnetic circuits of a typical flying cluster are spinning all the time. So when such a cluster descends close to the ground above crop fields, the penetration of these circuits through the surface of the ground (G-G), combined with the sweeping spinning motion, causes the formation of characteristic landing sites illustrated in part (b) of Figure G13 and in Figure V3. The clarity of this site especially increases when the cluster operates in the magnetic whirl mode. This is because then the whirling magnetic circuits act like powerful spinning combs, whose countless force lines sweep every inch of the soil thoroughly. Each of these circuits brushes the soil in rings, laying down every single blade of grass along perfectly circular paths.

The analysis of Figure G13 a indicates, that because each different category of magnetic circuits has a different length, depending on the height at which a given cluster hovers, only selected circuits can reach the ground and impress their own pattern on it. For this reason, various landings of such clusters in reality introduce multitude of modifications to the basic landing pattern illustrated in Figure G13 "b". When the height of hovering of such a cluster is close to the span of the longest magnetic circuits, then only the holding circuits (1), (5) and (6) leave two circles of flattened crops. One of such circles, i.e. this which lies under an unstable unit, will be surrounded by an external ring (see (6) on Figure G13 b). When the

height of hovering of these vehicles decreases, both these circles are to be linked with a central axis (4) formed by the shortest holding circuit. Further decrease in the height of hovering vehicles will result with formation of short symmetrical lines by tuning circuits (3). Finally, at the lowest out of possible heights of hovering, when vehicles almost touch the ground with their bases, also side circuits (i.e. these that links two opposite outlets from every side propulsor – see circuits marked as (2) in Figure G13) are to form one or two additional rings around circles already shown in Figure G13 (b). The correlation between the complexity of patterns lied down on landing sites of such flying clusters, and the height on which a given cluster hovers, can be defined as the "**level of submerging**" of a given landing. The influence this "level of submerging" has on the shapes of landing sites is illustrated even better in Figure G38, where the unstable unit (this from the right side) has circuits more submerged into the soil then the stable unit (this one from the left side).

Special description requires the trace left on such landings by the torque compensating circuit (Ts). Because the span of this circuit is relatively large, it causes the appearance of the appropriate mark on the majority of landing sites of such clusters. But there are two factors which decide about the appearance of such a mark. The first of these is the fact that such a circuit may be formed by almost every side propulsor of Magnocraft, and also that every vehicle, if necessary, may have more then one such a circuit. Therefore in real cases, the characteristic tail which represents this circuit can be attached to almost every side, and sometimes even on two sides of a given landing. These sides usually lie on opposite edges of the vehicle and are directed approximately towards the east and west – see explanations from subsection G6.4. The factor which decides about the mark (Ts) is the velocity of spinning of the remaining circuits of the vehicle. When this velocity grows, the slanting of circuits (Ts) must increase. In turn the change in this slanting causes that on the end of the main trunk formed by this circuit further branches are formed in the shape of short arcs that resemble indexes in old types of keys. These arcs are shown in marks from Figures G13 (b) and V3. It should be stressed, that the number of these arcs, their directions and length, depend on the function of the unit that forms a given circuit "Ts" (i.e. whether it is a stable or unstable unit), on the height this unit hovers (i.e. whether the side circuit of this unit reaches the ground thus forming two arcs), and on the direction of the magnetic whirl rotation.

The basic mark formed during landing such an elementary flying cluster, and described above, can be further modified. Such modification appears e.g. when a given vehicle switches off a part of its side propulsors, instead of having all of them working. As it is known, on the command from the log-computer, the output from any propulsor of the Magnocraft can be cut off from the circulation through the environment. In such cases, landing sites which normally form complete circles because they are produced by all side propulsors, are replaced by half-circles, arcs, or other geometrical figures formed by selected propulsors only. For example, the unstable unit shown in Figure G13 has only half of its side propulsors working. Thus it formed only half-circle marks (see Figure G13 "b"). In extreme cases it is possible to limit the number of working side propulsors to even two, three, four, five, etc. Simultaneously the log-computer that controls the Magnocraft may so direct the trajectories of the motion of circuits formed by these propulsors, that they are going to follow any required geometrical figures. In the result, marks formed by circuits spinning between such two, three, four, etc., working propulsors of the vehicle, take untypical forms of lines, triangles, squares, or any other geometrical figures that the fantasy of the pilots of Magnocraft may wish. (Or may wish the attempt to manipulate on conclusions of local researchers of the resultant mark – for details see subsection VB4.3.1 and VB4.1.3 of this monograph.)

Individual elementary link of flying clusters shown in Figure G13 can be further coupled with other similar links, thus forming a complex flying cluster that represents a kind of flying train. Of course, such a flying cluster can be combined from vehicles of any possible types, the diameters "d" of which (and thus also marks formed on the ground by them) may differ drastically – for examples see shapes shown in Figure V3. Furthermore, subsequent links of the flying cluster may contain units of different thicknesses, such as cigar-shaped

configurations and individual vehicles. After descending close to the ground, such links will remain at varying heights above the level of the ground, thus forming landing sites of differing level of submerging into the ground. So the landing of such flying train is going to form a very complex landing site, an example of which is shown in Figure V3 (c). The analysis this example reveals, however, that this complex mark originates through multiple duplication of an elementary cluster illustrated in Figure G13, which is formed by a single link of a flying cluster. All differences that exist between landing sites from Figures G13 and V3(c) boil down to only different types of Magnocraft with different values of “K” factor and different diameters “d” that formed subsequent links of a given cluster, and also to differences in heights of hovering of these vehicles.

The last source of differences between marks formed on Earth during landings of subsequent flying clusters results from the direction of spinning of fields of vehicles coupled together. These fields in all vehicles either spin in the same direction – and then vegetation is laid down in the same direction in entire landing, or each unit forces spinning in an opposite direction – in such a case depending which unit controls which magnetic circuits, the directions of vegetation laid flat may differ in a complex manner. Completely different mark is left by the cluster in which one of units has stationary (means non-whirling) field. Such a cluster causes the flattening down of the vegetation and thus the formation of marks only under the vehicle whose field is spinning. But the presence of a second vehicle with the stationary magnetic field is marked through the characteristic deformation of flattened rings being formed in one part of their circumference. Just such a deformation is illustrated on the landing from Figure V3 “b” of this monograph.

There are significant forces of repulsion and attraction between all the individual un its (or individual vehicles) forming a given cluster. Therefore these units tend to stretch along straight lines. For this reason, all flying clusters can be subdivided into two categories, namely linear ones and two-dimensional ones. In **linear** clusters, each unstable unit holds only one or two stable units which are attached to it from opposite sides. Thus, such clusters spread their individual units along a single straight line, forming a kind of "flying chain". A single link (simple example) of such a chain is shown in Figure G13. In **two-dimensional** clusters, unstable units may have more than two other arrangements attached symmetrically to their sides. Thus, the two-dimensional clusters create a kind of mesh or net spreading along mutually crossing lines. A typical example of a two-dimensional cluster is a "flying cross" shown in Figure G6.

Flying clusters show the same advantages as all other arrangements of Magnocraft. The major of these advantages is that they can be flown by only one pilot on duty, while the remaining crews may rest, conduct research, have some social life, or (like UFOnauts – see subsection U3.7) carry out of rapes of local inhabitants on the planet above which they are just flying. But apart from these advantages of all previous arrangements, the flying clusters display further important advantages. Some of these are: (1) clusters allow for a simple linking together of any number of individual arrangements or single vehicles, (2) there is no restriction concerning the type of coupled vehicles, their number, or the kind of arrangements that can be clustered together, (3) in order to be clustered together individual arrangements do not need to change their existing configurations (e.g. split into individual vehicles), and (4) individual arrangements can disconnect from the cluster at any time without the need to change their configuration or disturb the structure and organisation of the remaining units of this cluster.

G3.2. Principles of coupling and decoupling

Coupling of the Magnocraft is an activity of joining these vehicles in any flying arrangement described previously. This activity is usually carried out during the vehicles' flight. The reversal of coupling, i.e. splitting flying arrangements into individual vehicles, is called **decoupling** in this monograph. The principles of coupling and decoupling will be explained in the example of forming a spherical flying complex. Of course exactly the same principle is also

applied for coupling Magnocraft into any other arrangement. In turn, knowing this procedure of coupling, it is obvious that to decouple any arrangement into single units, the procedure described below needs only to be reversed.

The entire coupling procedure is completed by only one active vehicle, which we are going to call here an "**active unit**". In part (1) of Figure G14 this active unit is the upper vehicle. In turn in part (2) of Figure G14 it is the lower vehicle. This active unit is the one which undergoes all transformations. The other vehicle remains a "**passive unit**" all the time. In part (1) of Figure G14 the passive unit is the lower vehicle. In turn in part (2) of Figure G14 the passive unit is the upper vehicle. The only function of this passive unit is to allow the active Magnocraft to approach it and to complete the necessary transformations. The polarity of propulsors in the active and passive units must be opposite. For example, if the propulsors of an active unit have the polarity characteristic for the inverted position (see Figure G4), then the passive unit must have the polarity characteristic for the upright position. Note that both units (i.e. passive and active) can be either single vehicles or entire flying arrangements.

The coupling of two Magnocraft is conducted in three phases, called the (#1) orientation phase, (#2) the docking phase, and (#3) the linking phase. All these phases are illustrated on **Figure G14**. Each of these phases is discussed below.

#1. The "orientation phase" (see parts "a" in Figure G14). It initiates the coupling of the active unit to a passive one. This phase is composed of the following steps:

(#1A) Directing the surface of coupling. The active unit is directing towards the passive one this surface by which it intends to couple (e.g. in part (1) of Figure G14 it directs the floor).

(#1B) The choice of the side of clinging. The active vehicle positions itself exactly opposite the surface to which it is later going to cling to (e.g. in Figure G14 directly beneath the passive unit).

(#1C) The aligning of propulsors. Then the active vehicle adjusts its angular position so that the outlets of its propulsors begin to face the corresponding outlets from the passive unit.

It is worth to notice here that the opposite polarity of the propulsors applied in the upright position and in the inverted position have the effect that in this phase both spacecraft have the same magnetic poles confronting one another. Therefore all the propulsors of both units repel one another (see Figure G4). For example, in the upright (passive) unit the North pole of the main propulsor and the South poles of the side propulsors are directed downwards, whereas in the inverted (active) Magnocraft the North pole of the main propulsor and the South poles of the side propulsors are directed upwards. In effect both Magnocraft act against each other only with repelling forces (R). This prevents the vehicles from accidentally colliding with each other.

After finishing the orientation phase the active Magnocraft may advance to further stages of the coupling procedure.

#2. The "docking phase" (see parts "b" in Figure G14). This is the second phase of coupling. It contains three steps which must be completed in a very fast sequence by the active vehicle. These are:

(#2A) The reorientation of the magnetic poles in the active vehicle. In the first step, the active unit reorients the magnetic poles of its side propulsors from their repulsive (R) into their attractive (A) orientation towards the same propulsors of the passive unit. As a result, two opposite kinds of forces begin to coexist between both Magnocraft, i.e. a repulsion force (R) appears between their main propulsors, and forces of attraction (A) are produced between their side propulsors. Depending on which of these two types of forces is greater, both craft begin to move towards each other or diverge.

(#2B) The balancing of the forces of interactions between both vehicles. Immediately after the reorientation of the magnetic poles is finished, the active unit must also complete the second step of the docking phase which is the balancing step. In this step the outputs from the Magnocraft's main and side propulsors are so controlled that the forces of

attraction (A) and repulsion (R) between both units reach an equilibrium. This equilibrium causes both vehicles to stop further movement towards each other (or diverge) and form a kind of "solid configuration", which we call the "detached configuration". The detached configuration displays all the properties of the physical complexes, i.e. stability, consistency, permanence, etc. Only the mutual attachment of units is achieved not by mechanical means but by a magnetic field. In this state, both craft could travel a long distance together without any need for a more "physical" coupling. If the formation of such a detached configuration is the aim of the coupling routine, then further actions are discontinued at this stage and the resulting arrangement flies away, controlled by only one pilot.

(#2C) The closing-up of the distance between both vehicles. If both vehicles intend to couple into a physical flying complex, after the balancing step the third step of the docking phase begins to commence. In this third step the forces of reciprocal attraction (A) and repulsion (R) between the vehicles are controlled so that both Magnocraft very slowly draw nearer to each other until they achieve physical contact (e.g. base-to-base) .

#3. The "linking phase" (see parts "c" in Figure G14). After physical contact the vehicles begin this third phase of coupling. In this phase the polarity of the main propulsor in the active vehicle is reoriented so its repulsion with the main propulsor of the passive unit is replaced by reciprocal attraction (A). Of course, as this is allowed by the fluent control of output from twin-chamber capsules, this reorientation of polarity of the main propulsor occurs in two steps. Namely, firstly the output of the twin-chamber capsule of this propulsor is decreased to zero. Then this output is increased from zero to the required value, but already in the required opposite polarity of poles. After this reorientation of poles finishes, both craft physically hook onto each other, forming one solid complex (in case illustrated in Figure G14 – a spherical flying complex).

The characteristic attribute of the coupling routine described above is that the vehicles subjected to it must pass through the following three stages: (1) independent units, (2) detached configuration, and (3) flying complex. Therefore we can call this routine the "**routine through a <u>detached</u> configuration**". There is also another coupling routine, shown in part (2) of **Figure G14**. Because of the interim configuration through which it passes, this one can be called the "**routine through a <u>semi-attached</u> configuration**". This second routine, during the second (docking) phase of coupling, achieves all the force interactions and the reciprocal orientation of propulsors that are characteristic for the semi-attached configurations. It should be noted that the only difference between both routines is in the type of propulsors which should be reoriented during the docking stage. For the routine through a detached configuration the side propulsors are reoriented, whereas in the routine through a semi-attached configuration it is the main propulsor whose magnetic poles are reoriented.

G3.3. <u>The hydraulic substance filling the space between the craft ("angel's hair")</u>

The hydraulic substance used to fill the space between the units in the spherical and double-ended flying complexes needs some special properties. It must have a fibrous structure, similar to egg white, together with the same kind of gelatinous consistency. It cannot be a conductor of electric current, as the field of Magnocraft would induce in powerful eddy currents. At the same time, it must be an ideal magnetic field conductor (suspector). It must not convert the magnetic field energy into any other type of energy (e.g. into heat).

It is hypothesized that these requirements are met by the class of materials known as the borosiloxane polymers, created by borosiloxane molecular strings. They can be made by a chemical reaction of the boron hydrides with the siloxanes. An example of such a reaction is the association of the boron hydride B_2H_6 with the methyl siloxane $(CH_3)_2SiO$, which is described by chemical engineering with the use of following notation:

$nB_2H_6 + n(CH_3)_2SiO$ (-B-O-Si-O-)

| /\ /\

Please notice that in this notation, atoms of boron “B”, apart from two string bindings marked as “-B-”, have also the third binding marked on bottom with the symbol “|”. In turn atoms of oxygen “O”, apart from two string bindings marked as “-O-”, have also two additional bindings marked under them as “/\”.

Theoretically speaking, such a reaction would produce a huge amount of energy, much more than that currently obtained from rocket fuels (e.g. the association of hydrogen with oxygen). Thus, a reaction similar to this could possibly be used in the future for energy production, while the polymer received (like the waste exhaust gases emitted from motor vehicles) as a byproduct from this reaction could be recycled for filling the space between the Magnocraft. Unfortunately, because this reaction has a high activation energy, it is very difficult to carry out with our present level of technology. To accomplish it much more technical know-how is necessary (perhaps it could be accomplished by the so-called “telekinetic chemistry” described in subsections NB3 and H10).

It should be noted that the organic-like compound of boron with silicon, obtained in the effect of the reaction described above, is a gelatinous substance which has an absolutely neutral effect on the environment and people. Its serially connected borosiloxane strings can have a fibrous consistency. As a result of the water (which is present in the air) attacking the boron, these strings crack, creating volatile chemical compounds of the boraxine $(BHO)_3$ type. Therefore, the hydraulic substance which is dropped from decoupling complexes onto the Earth does not pollute the natural environment, and also evaporates after a while.

Another name for this hydraulic substance is the term "angel's hair", as when it is dropped from a vehicle and lands on trees, on power-lines, or on fences, it covers these with strands of long, wet, glassy fibres, creating a visual impression similar to that of the well-known Christmas tree decoration of the same name.

G3.4. Carrying small vehicles on decks of larger vehicles

Independently from the ability of Magnocraft to couple together into various flying configurations, larger Magnocraft have also the capability to carry several smaller Magnocraft on their decks. In this aspect Magnocraft of the larger types are similar to whale hunting ship. Such ship also carry on their decks several smaller harpoon vessels, which are released on water in order to carry out a kill. Similarly like these large whale hunting ship, also large Magnocraft are going to carry on their decks several vehicles of smaller types. These smaller Magnocraft are going to be released to flight, when for example such a large Magnocraft wishes to abduct or take on the board someone from the surface of a nearby planet. The area which is suiting ideally the needs of storing these smaller vehicles, is the circumference of side flange.

If a need arises, these smaller vehicles carried out on decks of larger Magnocraft may be released through special launching hatches that will be open for this purpose. After being released they will fly to carry out their own tasks. In turn after completion of their tasks they are to return to the mother-ship that carries them. Over there they are going to be carried in the inert state until the moment of their next use.

In case of Magnocraft of the second and third generations, the propulsion systems of which allows them to penetrate through solid objects, there will be no even a necessity to prepare for them any launching hatches. After all, the vehicles carried in their interior will be able to fly through the shell of their carriers, without damaging neither themselves nor this shell – for details see subsection L1.

It should be stressed here, that carrying small vehicles on decks of larger Magnocraft will take place on completely different principles than coupling of Magnocraft discussed in previous parts of subsection G3. For example, the propulsion systems of carried vehicles is going to be extinguished completely. So it is not going to remain working as this is the case in case of coupled vehicles. Also the observed by outsiders departure of such vehicles carried

inside will be completely different. Such vehicles will be "**pouring**" from the interior of their carrier, similarly like bats are "pouring" from the cave in which they sleep. So they will not gradually "**tearing apart**" as this takes place in case of complex separation of flying configurations that were coupled together.

G4. Conditions defining the shape of the Magnocraft's shell

Every type of propulsion imposes a unique set of requirements on the vehicles which utilize it. These requirements cause that a given type of vehicles must always display certain fixed attributes, independently of who builds them, and when and where they are built. An example of such fixed attributes can be the wheels of a car, which must always be underneath it (e.g. even the most advanced cosmic intelligence is unlikely to build a car whose wheels are placed on the upper side). Other examples can include the wings of an aeroplane (it is impossible to build an aeroplane without some form of wings) and the hull of a boat (which must have an aerodynamic shape). The propulsion used in the Magnocraft also imposes a set of such unchangeable requirements. They dictate that the shell of this vehicle is strictly defined by a set of mathematical equations. The subsection that follows reviews the most basic conditions which the shell of the Magnocraft must fulfil, and presents the impact of these conditions on the final shape of this vehicle.

In subsection B2.2 the primary requirement for building a controllable propulsion system was described. This requirement states that "the principle of operation of the propulsion must allow the working medium to circulate through the environment". For the Magnocraft this means that its magnetic field must form closed circuits whose paths must cross the environment. To fulfil this condition, the shell of this vehicle must be shaped in such a way that:

#1. Both outlets from every propulsor must open out onto the environment.

#2. Both poles of the same propulsor must be separated from each other so that the magnetic field is forced to circulate around the outside of the vehicle (i.e. not by any chance through the interior of the vehicle).

#3. Every propulsor must be located in a separate chamber which only opens out onto the environment so that the magnetic field is prevented from forming circuits within the craft.

Above describes only one of numerous conditions that the shell of the Magnocraft must fulfil. This condition makes us realize that the vehicle is also subject to a distinct chain of causes and effects. In this chain causes are unique requirements imposed by the principles of operation of the Magnocraft, whereas effects are the ways in which the construction of the Magnocraft must be formulated so that it fulfils all these requirements. This cause-effect chain very strictly defines the shape and the mutual ratio of dimensions of the vehicle. After being processed into mathematical form, these definitions take the form of a set of equations which the shape of the Magnocraft must fulfil. This subsection A4 is to deduce and to explain each equation of this basic set.

The consequence of the chain of causes and effects described above is that not many details are left to the choice of the designer of the Magnocraft. Almost every element of its shell, every dimension and shape is strictly defined by numerous conditions. Let us now, one by one, analyze each such cause and mathematically describe its effects.

G4.1. The condition of equilibrium between the thrust and stabilization forces

The Magnocraft's propulsion must be so designed, that it allows equally effective flights in both possible positions, i.e. upright and inverted – as these are shown in Figure G4. In turns, as this was explained earlier, in each of these two positions different propulsors perform functions of the producers of lifting forces and stabilisation forces. There are also some

situations, for example coupling and decoupling into flying arrangements (see subsection G3.2), or during the formation of lying clusters (see subsection G3.1.6), where the function of particular propulsors must be reversed. For example the main propulsor must then be changed from operating as a lifter into operating as a stabiliser, while side propulsors from being stabilisers are changed into lifters. These reasons make it necessary for the propulsion unit of the Magnocraft to be designed in such a way that "**the total output produced by all the side propulsors is equal to the magnetic output provided by the main propulsor**". Only in case when the above condition is met, than any kind of propulsor (i.e. the main or the side) at any moment of time can be selected to be used for propelling, or to be used for stabilization. Because the force of magnetic interaction is proportional to the output from the propulsor, the requirement presented here is called the "condition of the equilibrium between the thrust and stabilization forces".

The propulsors of the Magnocraft of the first generation are to be built as cubical twin-chamber capsules and are assembled inside spherical casings – like ones shown in Figure G2. The external diameters of these spherical casings, namely D_M for the “main propulsor” and D_s for “side propulsors”, are the parameters that directly impact the shape and dimensions of the vehicle's shell - see subsection G1. But the diameters D_M and D_s of the propulsors' casings must depend on the output provided by the chambers located within them. This dependence results from the requirement that **in the state of magnetic equilibrium, the density of energies in the main and side propulsors should be equal**. To achieve such equality in density of these energies in all propulsors, the volume of the spherical main propulsor must be equal to the volumes of all "n" side propulsors, i.e.

$$(\pi D_M^3/6) = n(\pi D_s^3/6) \qquad \text{(G3)}$$

When the above equation (G3) is transformed and reduced, the final form of the equation describing the condition of the equilibrium between the thrust and stabilization forces is derived. This equation takes the form:

$$D_M = \sqrt[3]{n} D_s \qquad \text{(G4)}$$

where "n" is the number of side propulsors in a given type of the Magnocraft. (So the equation (G4) states that the diameter "D_M" of the main propulsor is equal to the diameter "D_s" of side propulsors multiplied by a cubical root of "n".)

By applying the equation (G4) to the shell of the Magnocraft, the mutual ratio between the thickness of the flange (D_s) and the thickness of the body of the vehicle (D_M) can be determined for each type of craft, if we know only the number "n" of its side propulsors.

G4.2. The condition that the number “n” of side propulsors must be a multiple of four

Subsection F7.1 explains that magnetic energy may escape from one Oscillatory Chamber to another chamber, if the fields of these chambers pulsate with a phase shift which is different from the exact value of “π/2”, or from a multiple of this value. On the other hand - as explained in subsection G7.2, the formation of a "magnetic whirl" which allows manoeuvring and latitudinal flights of the Magnocraft, is impossible without introducing a phase shift between pulsations of fields in subsequent side propulsors of this vehicle. Therefore, to eliminate the escape of magnetic energy from one side propulsor to other, but at the same time to enable the formation of a magnetic whirl, the condition must be imposed that the phase shift "Φ" in pulsations of a vehicle's propulsors always fulfils the equation:

$$\Phi = i(\pi/2)\cdot \qquad \text{(G5)}$$

where i=0, 1, 2, 3, or 4 (i.e. this phase shift is always either equal to zero or to a multiple of the “π/2” angle, where “π” is the constant "pi" equal approximately to “π = 3.1415926…”). To fulfil this condition without compromising the symmetry of magnetic interactions in relationship to the central point “O” of the vehicle, the Magnocraft must be designed so that the number "n" of its side propulsors is always equal to a multiple of four, and is expressed by the following equation:

$$n = 4(K-1) \quad \text{(G6)}$$

Equation (G6) expresses the number “n” of side propulsors which must be assembled in a given type of the Magnocraft as a function of the “K” coefficient which defines this type (the “K” coefficient is described in more details in subsection G4.4).

G4.3. The basic condition for the force stability of the structure of a craft which uses magnetic propulsors

The Magnocraft's propulsors not only produce the forces which propel this vehicle, but also form the internal forces of magnetic interactions amongst themselves. If unbalanced, both these types of forces would be transferred onto the physical structure of the craft, where they could cause tensions, fatigue of material, and subsequent fast destruction of the shell and entire vehicle. To eliminate any negative impact of these forces on the vehicle's shell, their value and directions must be so selected, that they neutralize one another. The condition under which all forces appearing within the Magnocraft neutralize one another, is called here the "basic condition for the force stability of the structure of a craft with magnetic propulsion", or briefly, the "**condition of stability**". The detailed versions of this condition apply to all vehicles that utilise magnetic propulsors, means to the discoidal Magnocraft described in this chapter, and also to personal propulsion system described in chapter E and to four-propulsor vehicle described in chapter D. Only that for these other propulsion systems the mathematical expression of this condition is to take slightly a different form.

All forces appearing within the Magnocraft are presented in **Figure G15**. They can be classified into two basic groups, namely: (1) the external forces resulting from interactions between the propulsors and the environmental magnetic field, and (2) the internal forces resulting from interactions between successive propulsors themselves.

To the group of external forces that are formed as the outcome of force interaction of propulsors with the environmental magnetic field belong:

(R) - namely the force of magnetic repulsion of the main propulsor from the environmental field.

(A) – namely forces of attraction between all "n" side propulsors and the environmental magnetic field.

Note that during a Magnocraft's free hovering in the absence of gravitational interactions, the above forces must meet the condition:

$$R = n \cdot A = Ref \quad \text{(where "Ref" is a reference constant)} \quad \text{(G7)}$$

In turn the interactions between the subsequent propulsors themselves, consist of two groups of different forces. These are:

(Q) – i.e. forces of attraction between the main propulsor and each side propulsor. Note that each such attraction force (Q) can be further resolved into the radial component (Q_d) and axial component (Q_h).

(E) – i.e. the force of mutual repulsion between each side propulsor and the other side propulsors. Note that all repulsion forces (E) acting on the same side propulsor can be combined together giving the radial pull (E_d) which tries to tear the vehicle apart in the radial direction.

If we analyze the above forces appearing in the Magnocraft's structure, we notice that they form a rather beneficial pattern. Namely in every direction two forces act in opposition to each other, and thus the action of which mutually neutralises each other. The kinds of action exerted by these forces on the vehicle's shell are as follows:

#1. Axial tension. It is created by the opposite forces (R) and (A), one of which is pulling the vehicle upward, while the other is pushing it downward. The value of these forces depends only on the output from the propulsors, i.e. on the "Ref" from equation (G7).

#2. Axial compression. It is formed by the axial components (Q_h) of facing forces (Q) produced in each interaction between the main propulsor and each side one. The value of this

compression depends on the ratio of the craft's dimensions "d/h" and on the "Ref" from equation (G7).

#3. Radial tension. This is introduced by the radial pulls (E_d). The value of this tension depends on the "Ref" from equation (G7) and on the number "n" of side propulsors.

#4. Radial compression. This is produced by the radial components (Q_d) of the attraction forces (Q) between the main propulsor and each side propulsor. Its value depends on the ratio of the craft's dimensions "d/h" and on the "Ref" from equation (G7).

It is not difficult to notice, that directions of actions of above forces are such, that these forces mutually cancel each other. Therefore, through an appropriate manipulation of the factors that define the values of these forces, i.e. ratio of the craft's dimensions "d/h" and the number of side propulsors "n", the mutual equilibrium between the forces can be achieved. As an effect of this equilibrium, the opposite forces reach equal values, i.e. $Q_d=E_d$ and $Q_h=A$, so their actions reciprocally neutralize one another. The state of such an equilibrium is obtained when the Magnocraft's design fulfils the following condition:

$$\frac{d}{h} = \frac{n}{4} + 1 \qquad \text{(G8)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, while the symbol "+" means addition, the condition (G8) takes the following form: d/h = n/4 + 1.

A **wooden barrel** is a good example of an object which maintains the equilibrium of its forces in a manner almost identical to that utilized in the Magnocraft's shell. So such a barrel can be used for illustrating the essence of the force equilibrium explained in this subsection. A barrel consists of a number of hooped staves that try to expand outwards and thus repel one another like the Magnocraft's side propulsors (these expansion forces in a barrel are equivalent to "E_d" forces formed by the Magnocraft's side propulsors). But simultaneously metal hoops compress these staves inwards, similarly as forces "Q_d" do to the structure of the Magnocraft. The force equilibrium reached through the mutual balance of these expansion and compression forces constitutes the barrel's own "condition of stability". The fulfilment of this condition provides the ordinary wooden barrels with their excellent robust qualities. After all, for such barrels their flexibility, endurance, resistance to being hit, etc. cannot be matched by any other containers prepared by humans, in spite that currently such containers are prepared from incomparably more modern and much more advanced materials.

The equation (G8) expresses the mathematical formulation of the "condition of stability" for the Magnocraft. The magnetic forces produced by the vehicle that fulfils this condition form a kind of invisible skeleton, or framework, which surrounds the Magnocraft's physical structure. This invisible skeleton is called here the "**magnetic framework**". The magnetic framework itself does not exert any forces on the vehicle. Moreover, it also protects the vehicle's shell from the action of other external forces directed at it. The principle of this protection is discussed in separate subsection G4.9.

In the equation (G8) the ratio of dimensions "d/h" defines an extremely important construction factor, called "**Krotność**" and marked by the letter "K". The word "Krotność" in the Polish language means the "ratio of main dimensions" – while in Magnocraft it indicates the ratio of their diameter “d” to their height “h”, namely K = d/h. After the introduction of the "K" factor, the condition of stability can be expressed as:

$$K = \frac{d}{h} = \frac{n}{4} + 1 \qquad \text{(G9)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, while the symbol "+" means addition, the condition (G9) takes the following form: K = d/h = n/4 + 1.

If we build the Magnocraft in such a way that the "K" factor takes only integer values from the range of K = 3 to K = 10, then the number "n" of side propulsors, as well as the ratio "d/h" of the craft's dimensions, is strictly defined and constant for every different "K". For this reason, all vehicles having the same "K" are classified as belonging to the same type. In turn the name of this type is derived from the values that this factor acquires. Therefore this name of subsequent types of the Magnocraft is expressed as K3, K4, K5, K6, K7, K8, K9, or K10.

G4.4. The condition for expressing the “K” factor by the ratio of outer dimensions

The propulsors of the Magnocraft are hidden inside its shell and are usually invisible to an outside observer. Therefore it would be rather difficult to determine the value of "Krotność", as also the type of craft under observation, only by the number of its side propulsors or their positioning in relation to the main propulsor (i.e. by the "d/h" ratio). On the other hand, the type must be quickly recognizable by the crews of other vehicles and also by the technical personnel on the ground, as it defines their relationship towards the observed craft. Therefore it is necessary to introduce the additional condition that "K" is not only expressed by the ratio of inner dimensions "K = d/h" that remain invisible for the outside observer, but it must also be expressed by the ratio of outer dimensions "D/H" which everyone can easily see (for details see Figures G18 and G20). When this additional condition is met, the crews of other vehicles, as well as the personnel on the ground, can easily determine the type of an approaching vehicle solely by determining the ratio (K=D/H) of its outer dimensions, means the ratio of maximal outer diameter “D” to the entire height “H” of the vehicle (from the floor to the top).

After the introduction of this condition, every Magnocraft must fulfil not only the equation (G9), but also the following equation:

$$K = \frac{D}{H} \qquad \text{(G10)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, the equation (G10) takes the following form: K=D/H.

This equation (G10) makes the determination of the type of observed Magnocraft very simple and almost automatic. It is sufficient only to find out how many times the vehicle's apparent height "H" (base to top) is contained within the vehicle's apparent outer diameter "D". Of course, determining this ratio K=D/H is a purely routine calculation, so it can be completed automatically by the appropriate computer system linked to an identification radar. This in turn allows building simple systems and devices for automatic identification of types of observed Magnocraft.

The factor "K" is able to fulfil simultaneously the equation (G9) and the equation (G10) only if the width "L" of the Magnocraft's flange is described by the equation (see Figures G18 and G5):

$$L = \frac{K}{4} \cdot D_M \qquad \text{(G11)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, while the symbol "*" means multiplication, the condition (G11) takes the following form: $L = (K/4)*D_M$.

This equation (G11) together with the equation (G10) are the mathematical consequences of the necessity to express the type factor "K" by the ratio of outer dimensions of the Magnocraft.

G4.5. The condition for optimum coupling of Magnocraft into flying systems

In subsection G3.1.5 the most advanced homogenous configuration of the coupled Magnocraft is presented. It is called a “flying system” - see Figure G12. The single cell of this configuration is formed from four stacked cigars, the flanges of which mesh with one another. (How such meshing is achieved for every two consecutive cigars is presented in Figure G17.) In order to pack into the flying system the greatest number of vehicles occupying the smallest space, the additional condition of "optimum coupling" must be involved. In accordance with this condition, all vehicles belonging to a particular cell must touch with their rims the central axis "Z" of this cell. (This hypothetical central axis “Z” is an axis of symmetry that runs vertically through the centre of such cell, and that around which all four cigars are allocated.) The geometrical configuration defined by this condition is presented in **Figure G16** (which illustrates such a cell from an overhead view - compare also Figure G17 with Figure G12). After joining the vehicles in this way, the distance between the central axes of every two spaceships located on the opposite sides of the "Z" axis is equal to "D", whereas the distance between the axes of every two vehicles coupled together by their side propulsors is equal to "d". Using the Pythagoras theorem "$D^2=d^2+d^2$", the above can be expressed as:

$$D = d\sqrt{2} \qquad \text{(G12)}$$

(i.e. "D" is equal to "d" multiplied by a square root of "2").
Simultaneously both diameters "D" and "d" must also fulfil the equation (see Figures G18 and G20):

$$D = d + 2L \qquad \text{(G13)}$$

in which the "L" can be replaced by (G11) combined with (G10); therefore after necessary reductions the final expression for the condition discussed here takes the form:

$$D_M = H(2 - \sqrt{2}) \qquad \text{(G14)}$$

The equation (G14) reveals that the ratio "H/D_M" (i.e. the height "H" of the vehicle to the diameter "D_M" of its main propulsor) is constant for every type of Magnocraft and equal to about: $H/D_M = 1.7$.

G4.6. The condition under which the flanges coincide

The optimum coupling of Magnocraft into flying systems also requires that the meshing of the flanges of all craft must coincide exact with one another. The principle of such coinciding of flanges is shown in **Figure G17**. As this Figure reveals, the entire space left between two stacked vehicles is taken by the mutually coinciding flanges and complementary flanges of the meshing crafts. Because the thicknesses of the flanges are equal to "D_s", whereas the distance between the bases of two consecutive stacked vehicles is equal to "D_M", the thicknesses "G_s" of the Magnocraft's complementary flanges must be expressed by the equation:

$$G_s = D_M - D_s \qquad \text{(G15)}$$

(i.e. "G_s" is equal to "D_M" minus "D_s").
The fulfilment of the equations (G14) and (G15) forms the Magnocraft's shell in such a way that after these vehicles are coupled into a flying system, there is almost no space left which would not be occupied by a craft.

G4.7. Types of Magnocraft

Here is the definition for the "type of Magnocraft" that I adopted in this monograph and in other my publications. **Type of Magnocraft is a name for the entire group of almost identical vehicles, which share exactly the same values of their basic design parameters, especially their: "K" factor, number “n” of side propulsors, major dimensions such as “d”, “D” and “H”, external shape, and various standardized features subjected to international (or interplanetary) agreements (e.g. the SUB system)**.

Therefore any group of Magnocraft belonging to the same type, is able to couple together into homogenous arrangements, independently of who produced these vehicles and when, what is their purpose, etc. All Magnocraft of the same type must also look identical from the outside, and must have the same number "n" of side propulsors. But they can be subdivided into slightly different internal rooms, may use different materials for their shells, be produced by different countries, companies, or civilisations, be made in different years, serve different purposes, and so on.

It is worth to mention here that a whole number of different series of the Magnocraft will probably be built in the future for various purposes. Already at this stage we can imagine a minimum of two such series being constructed, i.e. (1) the basic series of crew-carrying vehicles, and (2) an additional series of the computer controlled (unmanned) probes that are also based on the design of Magnocraft. In these computer-controlled miniature probes, types K3 to K5 could perform the functions of personal implements (e.g. personal weapon, couriers, spy vehicles, carriers of cameras and microphones, etc.), whereas types K6 to K10 could perform the function of automatic probes and explorers. In subsection U3.1.2 such computer controlled, unmanned flying probes of the second generation are described under the name of "**rods**" that currently is used for them in Internet. In each of these two series, the dimensions of particular types of vehicles must be different, but the general appearance, the number of side propulsors, and the mutual ratio of external dimensions must remain the same for all vehicles of a given type. For the series of the crew-carrying Magnocraft, the best use of space seems to occur when outer diameters "D" of the subsequent types of vehicles fulfil the equation:

$$D = 2^K \text{ [cosmic cubits]} \qquad \text{(G16')}$$

(i.e. "D" expressed in so-called "cosmic cubits" is equal to "2" to the power of "K"). The unit of measure from this equation is not our Earthly meter, but the cosmic universal unit of length, in this monograph called the "cosmic cubit". The conversion of this unit into our meters amounts to the value of C_c=0.5486 [metres]. If the outer diameter of "D" of the Magnocraft is expressed in our Earthly meters, then it is described by the equation:

$$D = C_c \cdot 2^K \text{ [metres]} \qquad \text{(G16)}$$

(i.e. "D" expressed in metres is equal to "C_c" multiplied by "2" to the power of "K"). Of course, instead of the conversion constant "Cc" in equation (G16) used also can be the value of this constant. Then equation (G16) takes the following shape:

$$D = 0.5486 \cdot 2^K \text{ [meters]} \qquad \text{(G16")}$$

The outer diameters D' of the computer controlled unmanned Magnocraft should probably be 2^8=256 times smaller, thus it could be expressed by another equation of the form:

$$D' = 2.143 \cdot 2^K \text{ [millimetres]}.$$

Such defining of their values would cause that the outer diameter D'_{K10} of the K10 type of a computer controlled Magnocraft would be equal to a half of the outer diameter D_{K3} of the K3 type of a crew-carrying Magnocraft, i.e.:

$$D_{K3} = 2 \cdot D'_{K10}.$$

The above demonstration of possibility of building of not only the series of the crew-carrying Magnocraft, but also additional series of miniature unmanned Magnocraft probes, convinces to be careful. This is because it warns that for the complete categorizing of a given Magnocraft being observed, there is a need to identify not only the type to which it belongs, but also the series to which this type belongs (i.e. a large crew carrying vehicle, or a miniature computer controlled unmanned vehicle). Fortunately, because the computer-controlled Magnocraft are going to be around 256 times smaller from manned Magnocraft of the same type, the distinguishing between these two series of flying vehicles should not be difficult.

I would also like to add here, that for a scientific exactitude I signalled here the fact, that in the future more than one series of Magnocraft can be build. The starting equation that describes the outer diameter "D" for vehicles of these series is going to differ. However, in the further parts of this monograph I am going to concentrate exclusively on the discussion of crew-carrying Magnocraft, the outer diameter of which is described by the above equation (G16): $D = 0.5486 \cdot 2^K$ [meters]. Apart from this paragraph, in the remainder of the text any

reference to a computer controlled series of the Magnocraft will not be elaborated. Therefore any further reference to a type of Magnocraft will relate solely to the crew-carrying series of this vehicle.

The equation (G16) highlights the fact that the outer diameters of successive Magnocraft are organized in a binary fashion. By way of their organizing, the diameter "D" for each following type of Magnocraft is obtained by doubling the same diameter from the previous type. Because there is a linear relationship between the outer diameters "D" and some other dimensions and parameters of the Magnocraft, a number of various dimensions of these vehicles are also aligned in such a binary fashion. For example the diameters "d" of the circles of scorched vegetation left by landed Magnocraft (see Figure G33) are also organized in such a way that each subsequent circle is twice as big as the circle produced by the previous type of this vehicle.

The conditions defined in earlier subsections led to the deduction of a number of mathematical equations which completely describe the geometrical shape of the shell in each type of Magnocraft. These equations are listed in **Figure G18**. If we use the equation (G16) for defining diameter "D" of the subsequent vehicles, if we use these further equations we determine the values of all main dimensions for the crew-carrying series of Magnocraft. These dimensions are presented in **Table G1**.

Transforming the dimensions from Table G1 into diagrams, the outlines of all eight basic types of the Magnocraft are obtained. The final form of these outlines is presented in **Figure G19**. This Figure reveals that each subsequent type of Magnocraft possesses a unique and very distinct shape, which in the future will help us to identify visually Magnocraft in the manner equally fast and easy, as presently experienced pilots identify the type of an aeroplane that flies by them.

G4.8. Manners of identifying the types of Magnocraft

From the fact of shaping the hulk of the Magnocraft according to design conditions described in previous subsections stems a whole array of practical consequences. One of the most important out of these, is the possibility of a fast and easy identification of a type, size, and design parameters of a vehicle that someone is just observing. This in turn opens possibilities for an immediate learning of all design parameters and performance features of a vehicle that someone is observing. Effective methods of such a fast identification of Magnocraft are illustrated in **Figure G20**. These methods are based on several different principles. Out of these the most effective and useful are as follows:

#1. **Determination of the ratio of outer dimensions K=D/H**. This method of a quick identification of the Magnocraft's type is well illustrated in Figure G20. All that is needed is to place a piece of thread, a blade of grass, a ruler, or any other linear object towards the flying Magnocraft or on a photograph of it, and then measure its apparent "H" and "D" dimensions. Next, the value of "Krotność" coefficient "K" can immediately be established from the equation (G10) by a simple division of "D" by "H". If by this means the value of "K=D/H" is determined, it is known that the type of this vehicle is equal to this coefficient, e.g. for vehicles with K=3 the type is K3. Thus, almost all of the vehicle's parameters can later be found for this type either by reading them from Table G1, or by calculating them from equations (G9) to (G16).

#2. **Counting the number "n" of side propulsors**. The "K" coefficient is then determined from the following equation: K=1+n/4. This equation results from transforming appropriately the explained previously equation n=4(K-1) – see equations (G2), (G6) and (G9). It is worth to add here that the so-called "black bars" (described in subsection G10.4), which appear in some configurations of coupled Magnocraft, introduce a significant assistance in counting the number "n" of side propulsors – for details see Figure G28b. Also areas of ionised air that prevail on outlets from side propulsors of this vehicle may be utilised as clues as how many propulsors a given vehicle has – compare Figures G20 and G28a.

#3. **Counting the number of lamps of the "SUB" system**. These lamps are assembled into the structure of each vehicle. Each one of them is a well-visible source of colourful light, that is attached to the flange of these vehicles in such a manner, that it should be noticeable from possibly the largest number of sides – for more details see descriptions from subsection G8.2. A number "SUB" of these lamps is equal to a half of the total number "n" of side propulsors in a given type of vehicle, and is expressed by the equation: SUB = n/2 = 2(K-1) lamps.

#4. **Counting the number "f" of magnetic waves** which circulate around the spaceship. The magnetic wave is a clearly distinguishable concentration, or a strand, of force lines of magnetic field that circulate between the main propulsor and side propulsors of a given vehicle – for more descriptions see subsection G7.2 and Figure G26. For example, just on the basis of the number "f" of these magnetic waves it was possible to establish, that the vehicle shown in Figure P19D is the type K6, while vehicles from photo in Figure P29 are types K5 and K3. The "K" coefficient is then determined from the following equation: K = 1+f, where f = n/4 – as this is explained in subsection G7.2).

#5. **Counting the number of crew members**. In Magnocraft of all types the "K" coefficient is equal to the number of crew members, and vice versa, i.e. K = crew (see Table G1). The problem with this method is, however, that independently from the crew in some cases a given vehicle may also carry passengers or visitors, whom by an outside observer may be mistaken with crew members and thus may lead to erroneous findings. Therefore this method is yielding approximate values only.

#6. **Measurement of the nominal diameter "d" of the scorched ring left on the soil during landing by side propulsors of a given spacecraft**. The relationship between this diameter "d" and the coefficient "K" is expressed by the following equation: $d = (0.5486/\sqrt{2})2^K$ [meters] – see equations (G34), and also (G16) and (G12). Thus knowing "d" it is possible to either calculate the value of "K", or finding this value from columns "d" and "K" of Table G1.

#7. **Identification of outlines of a given type of Magnocraft**. This method depends on comparison of outlines of an observed vehicle to outlines of all types of these vehicles which are presented in Figure G19. The "K" coefficient is then determined on the basis of this identification.

#8. **Identification of a type of given Magnocraft by recognising the characteristic attributes of its interior**. This method depends on recognising the number, mutual positioning, and destination of subsequent levels, compartments, hermetic divisions, and gates that lead through these hermetic divisions. The principle of such recognising stems from the fact, that each type of the Magnocraft has an unique utilisation of its interior. This unique utilisation of the interior results from the shape and dimensions of a given spaceship, from the design requirements – e.g. from the requirement that the hulk must accomplish the highest possible mechanical strength, from ergonomic requirements, from safety regulations, etc. Data that are required for this manner of identification are presented in subsections G2.5, while descriptions of an example of just such an identification are elaborated in subsection P6.1 and illustrated in subsections P30 and G39. The basic requirement of this manner of identification is that a person who carries out an identification, or who provides data for It, is physically present on the deck of a given vehicle and makes all necessary observations.

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Let us now discuss method #1 in more details. It determines the value of the "K" factor on basis of outer dimensions "D" and "H" of the observed vehicle. For a single Magnocraft determining the value of this "K" factor is simple. We just use equation (G10). Also when two Magnocraft are coupled together into a spherical flying complex described in subsection G3.1.1, "K" factor may be calculated from the following relatively simple equation:

$$K_{spherical} = (2D)/(\Sigma H) \qquad (G17)$$

This equation (G17) is discussed in table G2. In this equation the symbol “ΣH” means the total height of the entire spherical complex. In turn symbol “D” means the outer diameter of vehicles from this complex (thus the symbol “2D” means a double value of the outer diameter “D”).

However, the "K" determination starts to be more complicated when one of the cigar-shaped flying complexes is analyzed. In this instance the final form of the equation used depends on the value of the following ratio:

$$\frac{H}{H - D_M} = c \qquad \text{(G18)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, while the symbol "-" means subtraction, the equation (G18) takes the following form: H/(H - D_M) = c.

This ratio can be determined from the equation (G14) expressing the condition of optimum coupling into flying systems. After it is determined from this condition it takes the following value:

$$C = 1/(\sqrt{2} - 1) \qquad \text{(G19)}$$

After using this value for "c" for deducing the equation describing the "K" factor in cigar-shaped flying complexes, these equations take the following form:

- for the **stacked cigar**-shaped complex:

$$K = \left(m - \frac{m - 1}{c}\right)\cdot\frac{D}{\Sigma H} = (m - (m - 1)\cdot(2 - 1))\cdot\frac{D}{\Sigma H} \qquad \text{(G20)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "*" means multiplication, the symbol "/" means division, the symbol "+" means addition, the symbol "-" means subtraction, division, while the symbol "sqrt(2)" means the square roof from "2", the equation (G20) takes the following form: K = (m - ((m - 1)/c))*(D/(ΣH)) = (m - (m - 1)*(sqrt(2) - 1))*(D/(ΣH)).

- for the **double-ended cigar** shaped complex:

$$K = \left(m - \frac{m - 1}{c}\right)\cdot\frac{D}{\Sigma H} = (m - (m - 2)\cdot(2 - 1))\cdot\frac{D}{\Sigma H} \qquad \text{(G21)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "*" means multiplication, the symbol "/" means division, the symbol "+" means addition, the symbol "-" means subtraction, division, while the symbol "sqrt(2)" means the square roof from "2", the equation (G20) takes the following form: K = (m - ((m - 2)/c))*(D/(ΣH)) = (m - (m - 2)*(sqrt(2) - 1))*(D/(ΣH)).

The "m" represents the number of Magnocraft coupled together into a given flying complex, whereas "ΣH" is the height and "D" is the outer diameter of the resultant arrangement.

Note that when the number of units takes the value m = 1, the equation (G20) reduces itself into the form of equation (G10): K=D/H. Similarly equation (G21), when applying the value of m = 2, transforms itself into equation (G17): K = 2D/ΣH.

The final formulas for identifying the type of Magnocraft that form one of the flying configurations considered above are listed in **Table G2**.

G4.9. The magnetic framework

A vital consequence of the "stability condition" described in subsection G4.3, is the resistance of the Magnocraft's structure to the action of even the highest of external pressures. This resistance is called the “**magnetic framework**”. This subsection describes the mechanism of action of this invisible yet powerful framework.

As this is explained more comprehensively in subsection G7.2, during operation of the Magnocraft in a so-called “magnetic whirl” mode of operation, a spinning cloud of electrified plasma is formed around this vehicle. This cloud is kept at some distance from the surface of the vehicle by a number of magnetic forces that are formed by propulsors of the vehicle. Due to the existence of this cloud, any external effects directed onto the craft, are taken up by this magnetic whirl, not by the physical structure and material of the shell. In turn this whirl is supported by the "magnetic framework" described in subsection G4.3. Therefore the environmental pressure is not transferred into the body of the craft, but is neutralized within the magnetic field's force interactions. This makes it possible for the vehicle to withstand high pressures that otherwise would be destructive to its physical structure. Therefore the Magnocraft have the ability to penetrate even to the bottom of oceanic trenches, where any other structure would be crushed by water pressure. Also the Magnocraft should not be in danger from any nearby explosion because the shockwaves would be stopped by the magnetic framework.

The other property of the Magnocraft, called the "magnetic whirl", prevents any extremely hot medium from touching the craft's surface. This is because such a magnetic whirl forms the so-called **“vacuum bubble**”, which prevents all media through which the Magnocraft flies from touching the vehicle’s shell. Simultaneously, the strong magnetic field that forms the s-called "magnetic lens" (described in subsection G10.4) bends the thermal radiation, making it impossible to illuminate the surface of the craft. Therefore, Magnocraft are able to fly through any environment consisting of melted materials. This ability, together with the magnetic framework discussed before, should allow this vehicle to penetrate the Earth's nucleus, and also perhaps the centres of stars.

G5. The magnetic field of the Magnocraft

The operation of the Magnocraft involves a number of issues concerning the magnetic field of this vehicle. Some of them are very important and sensitive. For example, the issue of the **effective length** of the Magnocraft's propulsors is overlooked by the majority of those raising critical comments that refer to the uniform character of the Earth's magnetic field. Thus, if people who put forward such comments would become familiar with these deductions before they formulated their objections, most of the criticism directed towards the Magnocraft to date would be avoided. For this reason, the issues mentioned need to be addressed here to give readers a complete understanding of the scientific foundations behind this vehicle. Such an understanding would also enable readers to defend this spaceship from unjustified attacks by various sceptics who do not bother to learn the details of the Magnocraft's theory, but who are nevertheless quite eager to attack it. Unfortunately, the major issues concerning the magnetic field of this vehicle are rather difficult to understand, and also their comprehension seems to require some background in science or technology. Therefore some readers may find this subsection quite difficult. To minimize the gaps when someone omits the material on the Magnocraft's magnetic field, I have arranged this chapter so that skipping through the subsection that follows should not disadvantage their comprehension of the entire material. But for those readers who are able to work through this subsection, I highly recommend that they do so.

G5.1. The starting flux

Planet Earth, apart from numerous other properties, also acts as a huge magnet. If any man-made source of a magnetic field (e.g. a propulsor) is placed in the range of its field, then magnetic interactions between the Earth and this source must occur. A visual illustration for these interactions in action is the operation of a magnetic compass.

It is commonly known from physics that any two magnets can be so oriented that they repel each other. This can also be achieved with the Earth and any man-made source of magnetic field. Unfortunately in this latter case, the low density of the Earth's magnetic field and its high uniformity cause that the forces of repulsion so created are negligible. But if the man-made device is capable of increasing its magnetic output (and thus also its effective magnetic length), the force of its repulsion from Earth must also increase. Assuming that this source has unlimited capabilities to increase its output, such a moment must inevitably occur when the force of its repulsion from Earth will exceed the gravity pull. Therefore, at this significant moment a very critical output from this device is achieved which initiates its ascent into space. This critical output is called here the "**starting flux**".

The starting flux represents an extremely important constant for the devices that propel the Magnocraft. Its definition is as follows:

"The name, **starting flux** (F_s), is given to such a ratio of the magnetic flux (F) to the mass (m), i.e. $F_s = F/m$, that any device oriented repulsively towards the field of the Earth which achieves this ratio must autogenously begin to ascend."

Every man-made source of a magnetic field whose output exceeds the starting flux is able to break a gravity pull by its own force of magnetic repulsion from the Earth's field, and to ascend. Therefore the starting flux represents the magnetic equivalent of the "escape velocity" as applied in conventional space travel. Its value relates to geographical location and is lowest for the magnetic poles and highest for the magnetic equator. For the north magnetic pole of Earth it is equal to F_s=2.59 [Wb/kg]. But for the area of Poland it rises to the value of about F_s=3.45 [Wb/kg].

The starting flux is a physical constant of extreme importance for the magnetic propulsion of flying vehicles. It defines which sources of a magnetic field are only ordinary magnets and which of them can be used as magnetic propulsors. The primary condition for employing any source of a magnetic field as the magnetic propulsor is that its field-to-mass ratio must exceed the value of the starting flux.

From an historic point of view the starting flux constitutes an important breakthrough separating two eras. Until the completion of the device (Oscillatory Chamber) whose output will exceed the starting flux, the era of propulsion systems operating on the principle of circulation of matter - see Table B1 - prevails on Earth (these systems keep our civilization tided to our planet). Upon completion of such a device, the era of the magnetic propulsion of flying vehicles will arrive on Earth. With the arrival of this era our civilization will evolve from a planetary into a galactic level – see the classification of subsequent cosmic civilisations provided in subsection M6.

Up until now our devices for producing a controlled magnetic field (called electromagnets) possess a number of drawbacks which makes it impossible to attain the outputs equal to, or greater than, the value of the starting flux. These drawbacks are listed in subsection F1. The Oscillatory Chamber described in chapter C of this monograph is the first device whose principles of operation allow us to achieve outputs higher than the value of the starting flux.

G5.2. The naming of the magnetic poles

In contemporary physics there is a rule for the naming of the magnetic poles which states that: "the 'North (N) magnetic pole' is understood to be the pole of the magnetic needle tip pointing northward". As a result of this notation, the North geographic pole of Earth is actually adjacent to the South magnetic pole, and vice versa. (Thus all maps that place the northern magnetic pole on the northern hemisphere, while the southern magnetic pole on the southern hemisphere, actually are contradictive to the currently prevailing notation of physics. Thus in the light of physics these maps supposedly misinform their users.)

Perhaps the above complication does not matter in the physical interpretation of electricity and magnetism, and during preparation of maps. But if it is used for the indication of polarity of the Magnocraft's propulsors in relation to geographic location of this vehicle, it would introduce enormous confusion in all the analysis of the Magnocraft's attributes and behaviours. Therefore, to standardize our understanding of the geographic and magnetic poles, and also to rationalize the description of the Magnocraft's polarity in relation to the geographical location of this spacecraft, in this monograph and in all other my publications, the magnetic poles are named similar to these in cartography not in physics, means as follows: "**The north 'N' magnetic pole, or the inlet pole 'I', is understood to be the pole of the Earth's field which exists adjacent to the Earth's north geographic pole, whereas the south 'S' magnetic pole, or the pole 'O', is the one that exists near the Earth's south geographic pole**". Simultaneously the colour code that is used to indicate the polarity of magnets is changed, so that it corresponds to colours of the glow of air at outlets from Magnocraft's propulsors of a given polarity. Thus the colour "yellow" is used to indicate the pole "N". In turn the colour "green" is used to indicate the pole "S".

At this point it is worth to indicate, that the above changes in naming poles of magnets, are still extended by interpretational changes introduced in subsection H5.2 of this monograph. Subsection H5.2 explains what magnetic field actually is according to the new Concept of Dipolar Gravity. According to this explanation, magnetic field is simply a circulating stream of extraordinary substance, in chapters H and I called the "counter-matter". This stream enters every magnet through the "N" pole, and exits this magnet through the "S" pole. Therefore the pole of magnetic field indicated in this monograph as "N" is actually an "inlet" for such a stream of counter-matter. Thus, subsection H5.2 introduces an additional, or new marking "I" for the pole "N". This "I" originates from the word "Inlet". In turn in that subsection H5.2 the pole "S" is marked as "O", means as "Outlet".

It should be stressed that the above definition "N" and "S" is the reverse of the naming of the magnetic poles as used in orthodox physics. It renames the pole "N" from physics into the pole "S", and vice versa. It also changes colours assigned to indicate subsequent poles. This new colours of poles are illustrated in Figure P15. So according to this new naming of poles, at the tip of a magnetic needle pointing towards north the "S" magnetic pole or the "I" pole prevails now (not "N" as previously it was assumed in orthodox physics). Herewith I am appealing to scientists, authors of textbooks, lecturers, teachers, engineers, and students, to follow my example and to gradually introduce this new notation to the use. As I am aware, cartographers turned out to be more rational from orthodox physicists, and introduced this new notation a long time ago. This introduction of a new notation can be initiated by mentioning in newly written textbooks, or on new lectures, that the Concept of Dipolar Gravity from chapters H and I of this monograph provides an extensive explanation for the nature of magnetic field, and thus also for the polarity and naming "I" and "O" of magnetic poles. (For more details see subsection H5.2.)

G5.3. The effective length of the Oscillatory Chamber and the net magnetic force

There is a popular although completely erroneous claim repeated frequently by various "experts" in magnetism, that because of the **highly uniform** nature of the Earth's magnetic field, a magnetic propulsor is not supposed to be able to produce a sufficiently high net magnetic force to lift a spacecraft. (In this claim two names are used, which require explanation. These are the "uniform" nature of Earth's magnetic field, and the "net" magnetic force. By the "uniform" nature usually is understood the extremely small gradient of change of this field that takes place in case of changing the coordinates of location. In turn the "net" force is understood as the resultant force of mutual interaction between two magnets, means the difference between mutual repulsion of the like poles of these magnets (e.g. repulsion of N from N and S from S), and mutual attraction of dislike poles (e.g. attraction of N to S, and S to

N).) As is explained in this subsection, such a claim is groundless, and it also overlooks many phenomena that are vital for the subject area discussed here. But because it is stated by "experts", who should know what they are talking about, its repetition introduces a significant confusion in people whose educational backgrounds do not concentrate on the area of magnetism. For this reason, the subsection that follows explains the common mistake of "experts" stating this claim, and why the net magnetic force produced by the Oscillatory Chamber is in fact sufficiently high to lift a space vehicle.

The operational size of every bar magnet is described by two parameters, called a "physical length" and an "effective length". The **physical length** is the length of the physical body of a magnet; the **effective length** is the length of space in which the field of this magnet prevails. The physical length is very easy to measure, but the measurement of the effective length of a magnet is very difficult and impossible without very precise and complicated equipment. For this reason elementary books on magnetism simplify the equations for the forces of interaction formed by magnets. They express these forces as depending on physical length, whereas in fact they depend only on the effective lengths of the magnets involved. Such simplification does not matter at secondary school level, but it is inexcusable in a consideration of the Magnocraft's behaviour in space. This is the reason why the problem of the effective length of a magnet is highlighted here.

Contrary to physical length which is difficult to change, the effective length of a magnet changes easily. It can be increased in the following three ways, by:

(a) An increase of the physical length of a given magnet.

(b) An increase of the ratio between the density of the field produced by this magnet and the density of an environmental magnetic field.

(c) Spinning of the force lines of the magnet with a very high angular velocity (see the relativistic phenomenon described at the end of subsection D2).

The Oscillatory Chamber represents a magnet of a relatively short physical length, but the ratio of its field density over the density of the Earth's magnetic field may be increased unlimitedly. Therefore the effective length of the Oscillatory Chamber can reach any desired value. The value of the Earth's field density determined for the latitude of the southern boundary of the United States is 5.4×10^{-5} [weber/m^2] (see the book **[1G5.3]** "General Physics" by O.H. Blackwood and others, 4th edition, John Wiley & Sons Inc., New York 1973, ISBN 0-471-07923-5, page 424). Thus the ratio of the Magnocraft's flux density to the Earth's flux density exceeds the range of 10^8 (i.e. 10 to the power of 8) when the vehicle produces only the starting flux. But because this spacecraft needs a further power reserve for the purpose of accelerating and manoeuvring, the above ratio should be additionally increased by a range of 10^4 or even more. This allows us to estimate that the effective lengths of the Magnocraft's Oscillatory Chambers will exceed over a million times their physical dimensions. So in fact a chamber with a physical length of around one meter will extend its effective length to a value of above a thousand kilometres, thus being comparable to the diameter of the Earth. This means that in spite of a small physical size, magnetically the chamber would behave in the same way as would a magnet of such enormous length.

When the magnetic propulsor is so oriented that it is repelled by the Earth's magnetic field, and if the effective length of its Oscillatory Chambers covers the appropriate gradient of the environmental field, a significant repulsive net force must be produced. We know that planetary, solar and galactic magnetic fields are uniform by human standards, i.e. their values do not vary appreciably over the physical dimensions of any man-made object. Therefore, it is not expected that a significant net translation force is exerted on an ordinary magnet of a low output (whose density is comparable to that of the environmental magnetic field), because its effective length could not greatly exceed its physical dimension. But for the outputs from the Oscillatory Chamber exceeding the value of the starting flux, the effective length of this device is comparable to the size of the Earth. Thus it easily overcomes the uniform character of the field of the Earth, Sun or Galaxy. Therefore such a chamber must produce a significant net repulsive force capable of lifting not only this device, but also a heavy spacecraft attached to it.

This is why the Oscillatory Chamber **can be used** as a magnetic propulsor, and why individuals claiming otherwise are mistaken while their real knowledge on magnetism is probably shallow and incomplete.

G5.4. The determination of the value for the "starting flux"

Let us assume for a moment that we have a hypothetical bar magnet whose properties correspond exactly to those of the Oscillatory Chamber. This means that the output (F) of this magnet can be increased to an infinitively large value, and also its length is comparable to the effective length of the Oscillatory Chamber (i.e. about a thousand kilometres). Let us also assume that we place this hypothetical bar magnet in a vertical orientation on the north (N) magnetic pole of the Earth. Thus its north pole (N) is close to the ground and is pointed downwards, whereas its south pole (S) extends to the height where the Earth's magnetic field is almost completely non-existent. Because of the enormous length of this hypothetical magnet, the repulsive force (R) created by the north pole of the Earth acts on its north magnetic pole, whereas no force acts on its south pole as it is extended too far in cosmic space. Therefore the net magnetic force acting on this magnet is equal to the repulsion (R) of its north pole with the north magnetic pole of Earth (the attraction between the north magnetic pole of Earth and the south pole of the magnet is negligible).

Simultaneously with the magnetic force (R), the hypothetical magnet will also be acted upon by the gravitational pull (G) which is determined by gravitational acceleration (g). If we assume that the mass of this source of field is equal to (m), we can determine the value of this gravitational attraction:

$$G=mg \tag{G22}$$

On the other hand we know the magnetic flux (F) which is produced by our hypothetical magnet and we know also the strength (H) of the Earth's magnetic field. This allows us to determine the force (R) of reciprocal repulsion occurring between our source of field and the Earth's magnetic field. The value of this force is described by the definition of the field's strength, fundamental in magnetism. This definition states that "the field strength (H) at a point is the force (R) exerted on a unit north pole (F) at that point" (see **[1G5.4]** Loeb L.G. "Fundamentals of electricity and magnetism", Dover Publications Inc., New York 1947, pp. 29 and 49). This can be expressed by the following equation:

$$R=HF \quad [\text{dyn}] \tag{G23}$$

For the hypothetical magnet to ascend, the condition must be met that its repelling force (R) must overcome the gravitational pull (G):

$$R > G \tag{G24}$$

If in the relation (G24) we replace the variables by the equation (G22) and (G23) we find that our hypothetical magnet begins to ascend when the ratio of its magnetic flux (F) to its mass (m) exceeds the value:

$$\frac{F}{m} > \frac{g}{H} \quad [\text{Mx/gram}] \tag{G25}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "/" means division, the equation (G18) takes the following form: F/m > g/H.

The relation (G25) has been derived for the CGS Unit system only. After its conversion into SI Units it takes the form:

$$\frac{F}{m} > \frac{4\pi g}{H} \quad [\text{Wb/kg}] \tag{G26}$$

The ratio of F/m in the relation (G26) is called here the "starting flux" and we label it with the letters F_s:

$$F_s=F/m \tag{G27}$$

After introducing the definition of the starting flux, the final form of the relation (G26) is the following:

$$F_s > \frac{4\pi g}{H} \ [\text{Wb/kg}] \qquad \text{(G28)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "*" means multiplication, while the symbol "/" means division, the relation (G28) takes the following form: $F_s > 4*\pi*g/H$ (where the symbol "π" is a constant "pi" approximately equal to π = 3.1415926…).

The relation (G28) describes the value of the starting flux which must be produced by the Oscillatory Chamber in order to begin the ascent.

To determine the value of the starting flux at the north magnetic pole of the Earth, we must substitute the variables in the relation (G28) with their appropriate values. Taking the strength of the Earth's magnetic field at the north magnetic pole H = 0.6 [Oe] = 47.75 [A/m] and the gravitational acceleration g = 9.81 [m/s^2], we will receive $F_s > 2.59$ [Wb/kg]. This means that the Oscillatory Chamber starts to ascend from the north magnetic pole of the Earth when each kilogram of its mass yields a magnetic flux larger than 2.59 Weber. Because the Earth's field is strongest at the pole, the starting flux will increase proportionally to the distance from the Earth's magnetic pole. For example, at Poland's latitudes it is over 3.45 [Wb/kg]. Certainly the field sources utilized for propulsion must be much more efficient than this, because they carry not only themselves but also the whole structure of the craft. As well, they must possess the reserve of power to enable them to accelerate the vehicle in the weakened fields of free space.

The above deduction of the equation for the starting flux, and also the determination of its value, were presented for the first time in the article [1A] "Teoria rozwoju napedów" (i.e. "The theory of propulsion development"), published in the Polish Journal Astronautyka, no. 5/1976, pp. 16-21.

G5.5. The “energy of inflation” contained in the Magnocraft's field

We also need to consider the problem of the amount of energy contained the magnetic field of the Magnocraft, and the amount of this energy consumed during flights. The first impression is that this energy should be high. After all, the calculations of the starting flux indicate that the special density of energy contained in propulsors of the Magnocraft is huge. But analysis provided in this subsection has shown that such an impression is erroneous. Although this vehicle in fact does accumulate in propulsors an enormous amount of energy, similarly like a balloon accumulates a lot of gas in the casing, but out of this huge energy only a small fraction is actually being consumed. So during flights the Magnocraft consumes only a small fraction of the energy required by a supersonic aeroplane of the same size (mass).

Our deductions regarding the energy of Magnocraft’s field we need to start from reminding ourselves, that according to principles of physics, the production of attracting or repelling forces by a magnetic field do not consume energy. For example, a permanent magnet can interact with the Earth's field for millions of years without losing its power. Also the electric current in the closed circuit of a superconductive electromagnet can circulate for many years and produce the same value of the magnetic field which interacts with the field of the environment. Therefore, producing the thrust and stabilization forces in the Magnocraft does not require the expenditure of any energy, and this fact is independent of the speed of the craft. The Magnocraft flying in this manner is similar to a balloon soaring rather than to the thrust of a rocket.

The energy consumption of the Magnocraft is caused only by: acceleration of the craft; production of the magnetic whirl which has to fight against friction (this friction is absent in free space); inducing currents in objects in the environment; electromagnetic radiation; and the

so-called “energy of inflation”, which also can be called the "initial energy", necessary to create (but not maintain) the magnetic field of high intensity.

We should also remember at this point that the energy of the Magnocraft's field is self-rechargeable, i.e. its consumption during an acceleration of the vehicle is replaced by its recovery during deceleration. More on this subject is explained in subsection G5.6.

The “**energy of inflation**”, which also can be called the **initial energy**, is the entire energy accumulated in the magnetic field of this vehicle. Illustratively it could be compared to the electrical energy consumed by a car's starter motor during the starting of the engine, or to the energy used for pumping gas into a balloon casing. It is spent only once - during the starting of the Magnocraft's propulsors. Therefore it is obtained from an outside source of energy, which is accessible at the starting sites of the Oscillatory Chambers. The value of this energy is equal to the sum of energy contained in the fields generated by each vehicle's propulsor.

It is possible to calculate the energy involved in this “energy of inflation” or "initial energy". Because this calculation provides scientific foundations for many of my claims and theories, it is presented below. One of best examples of the application of this calculation, is my theory published in monographs from series [5], e.g. in the monograph marked [5/3] in chapter Y. This theory states that in 1178 AD the magnetic energy contained in propulsors of seven UFOs type K6 were released rapidly near a small township Tapanui in New Zealand. The release of this huge energy caused in turn a total destruction of New Zealand and a significant destruction of the rest of world, as well as a polar shift of our planet.

Let us now proceed with the calculation of the amount of “energy of inflation” contained in the field of a smallest Magnocraft type K3. We know that if the density of the magnetic flux (f) is increased from zero to f, the energy density stored in the magnetic field (e) will be expressed as (see **[1G5.5]** Slemon G.R. Straughen: "Electric Machines", Addison-Wesley Publishing Company, USA, 1980, page 18):

$$e = \int_{o}^{f} \frac{f}{\mu_o}\, df = \frac{f^2}{2\mu_o} \quad [J/m^3] \qquad \text{(G29)}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "*" means multiplication, while the symbol "itgs(0,f(F,x))" means the integral from function F along variable x within the boundaries 0 to f, the equation (G29) takes the following form: e = itgr(0,f((f/μ_o)f) = (f*f)/(2*μ_o).

Our calculations of the “energy of inflation” contained in the magnetic field of the smallest Magnocraft type K3 we start from determining this energy density “e” for the magnetic field that surrounds this vehicle. In order to determine this density, we need to make several substitutions in the above equation (G29). For the density “f” of magnetic flux we substitute the ratio $f=F_s/s$. This ratio represents the value of the smallest starting flux F_s=2.59 [Wb/kg] obtained from equation (G28), divided by this part s=0.00785 [m^2] of the K3 Magnocraft's entire base area “S”, which belongs to one kilogram of the mass “m” of this vehicle, i.e. $s = S/m = \pi D^2/4m$. (Notice that data required for determining the value of “s” provides Table G1.) For “μ_o” we substitute the magnetic permeability of free space $\mu_o=4\cdot\pi\cdot10^{-7}$ [T·m/A]. After the appropriate calculations are carried out, we obtain the result that the initial energy density “e” required for a K3 type Magnocraft to ascend from the North magnetic pole of the Earth is approximately e=12 [MWh/m^3] for each kilogram of the craft's mass. This density is to prevail only in cases when the Magnocraft type K3 is to produce the smallest value of the starting flux “F_s”. (I.e. “e” is the density of energy required for a Magnocraft type K3 to ascent in space from the Northern magnetic pole of Earth, on which prevails the most dense magnetic field of Earth.) Of course, this value of “e” must be increased, if the strength of the local environmental field at the area where the Magnocraft operates is smaller than the strength of the Earth’s field at the North magnetic pole of Earth – this practically is to be the case for every area of Earth other

than the North magnetic pole. Value of “e” must also be increased proportionally to the maximal acceleration for which the craft is designed.

After determining the density of energy “e”, while knowing also values of the mass “m” for subsequent types of Magnocraft which are listed in Table G1, and considering the distribution of the magnetic field around the Magnocraft, the total energy of inflation “E” can now be found. For example, the estimative calculation of this energy for the smallest Magnocraft of K3 type gives an approximate result of 1.5 [Tera·Watt·hours]. To give an idea of how great this is, it is worth to disclose that around 1984 it represented the equivalent to two months' consumption of all types of energy by the entire country such as New Zealand. Means it represented the equivalent for two-month consumption by all New Zealand not only the electrical energy, but also petrol and other liquid fuels, coal, gas, crude oil, etc., means everything that provided New Zealand with energy. It is also worth to notice, that from then until today this total consumption of energy have not increased so much at all.

The storing of such enormous amounts of energy within the Oscillatory Chambers of a Magnocraft transforms this vehicle into a flying bomb of tremendous power. Let us now determine the destructive potential of this bomb in the event of the Magnocraft accidentally exploding. We know that one ton of TNT releases $E_{TNT} = 4.18 \times 10^9$ [Joules] (or $E_{TNT} = 1.61$ [MWh]) of energy - see the book **[2G5.5]** "McGraw-Hill Dictionary of Scientific and Technical Terms", Third Edition, 1984, ISBN 0-07-045269-5, page 1656 (term: "ton"). This means that the explosion of the smallest, K3 type Magnocraft whose Oscillatory Chambers are loaded with E = 1.5 [TWh] of magnetic energy, would be equivalent to a blast of almost one-megaton thermonuclear bomb, or to the simultaneous exploding of almost 80 atomic bombs similar to the one dropped on Hiroshima. Also, the major effects of a detonation of the smallest Magnocraft type K3 would be the same as the effects of such a powerful hydrogen bomb explosion. Only the area destroyed would not be polluted by any radioactive isotopes, so that this area could be populated again almost immediately.

At the end of this subsection it needs to be emphasised, that the determined above value E = 1.5 [TWh] of magnetic energy, was calculated after the assumption, that the Magnocraft K3 produces only the starting flux equal to $F_s = 2.59$ [Wb/kg], which lifts it in space from the northern magnetic pole of Earth (i.e. the weakest out of all starting fluxes that would be required to list it to space). But as this is highlighted in subsection G5.3, the real magnetic flux that is required for the reliable flight and manoeuvring of this vehicle can be even by 10^4 more powerful. Thus it is possible that the amount of magnetic energy contained inn the field of a smallest Magnocraft of K3 type is also larger from that calculated above by the range of 10^4 times.

G5.6. The energy of the Magnocraft's field is self-rechargeable

The electric motors operating on the principle of interaction between magnetic fields have introduced a new quality unknown before in steam or combustion engines. They are able to recover during their decelerating the energy consumed for accelerating. Therefore an electric train or tram, when decreasing its speed, may turn its own motors into generators and return the electricity to the overhead powerline.

The above phenomenon also applies to the Magnocraft. This vehicle, when accelerating, transforms the energy of its magnetic field into a kinetic energy of its motion. But when decelerating the process is reversed, and its magnetic field becomes recharged. Therefore, if a long interstellar voyage which does not involve any friction is completed, the Magnocraft's field should contain the same amount of energy it had at the moment of starting (initial energy). Thus we may say that the energy resources within the Magnocraft are self-rechargeable.

G5.7. Why the Earth's magnetic field should not be called "weak"

In our view of the Earth's magnetic field a stereotype opinion prevails that it is too "weak" to be able to support a space vehicle. Let us analyze the validity of this view.

As far as the magnetic field is concerned, the terms "weak" and "strong" describe the amount of energy contained in this field. The indicator for this amount is the work needed to remagnetize a given source of the field, i.e. to exchange its north magnetic pole into south and vice-versa. So by a weak magnet is understood a magnet which, when acted upon by the field of the other magnet, easily changes the orientation of its poles, almost without absorbing any energy during this process. However, if we try to imagine or calculate the amount of energy necessary for remagnetizing the Earth - that means to change its north magnetic pole into its south magnetic pole and vice-versa - we very quickly come to the conclusion that the Earth's field is extremely strong. It is not possible by any means to remagnetize this field by the field of even the heaviest spacecraft that can be built. However, the field of the Earth, because of the dimensions of our planet, stretches into a vast distance in space. This in turn decreases its density. People who do not understand the direct relationship between the amount of the field's energy and its strength wrongly use this low density as justification for calling the Earth's field "weak". I would suggest, that instead of calling the Earth’s field “weak”, we should rather describe it with the more precise expression of a field of “low density”.

G5.8. The Earth's magnetic field is able to carry out technically useful work

The spreading of the Earth's magnetic field over a large area causes a decrease of its density to the level where it is unable to form any technically significant force interactions. This is the reason why in our technical projects we ignore the influence of the field of the Earth. This tendency is now advanced to the extent that we automatically assume that this field is unable to complete any technically useful work at all. The following example indicates how wrong this assumption is.

Mr H.G. Slingsby (Half Moon Bay, Stewart Island, New Zealand) built a magnetic motor which, instead of having a stator, uses the Earth's magnetic field. This motor works on a principle which is a combination of a DC motor and the magnetic needle of a compass. Mr Slingsby connected twelve horizontal electromagnets, positioned like the points of a star around a vertical axle, with the commutator attached to this axle. The commutator provided the current only to the electromagnets which were oriented in an east-west direction, and disconnected the electromagnets which were oriented north-south. The switching on of the current caused the electromagnets to act like the needles of a powerful compass which tried to turn in a north-south direction. This forced the rotation of the whole set of magnets that were joined to the commutator. As a result, when some of these electromagnets were disconnected from the current after reaching a north-south orientation, the current was then supplied to the next electromagnets pointed east-west, and so on. So in the final outcome, the entire device rotated continually like an ordinary electric motor, providing the user with a continuous mechanical power.

Mr Slingsby's motor proves that mechanical motion can be obtained from the Earth's magnetic field, and that this motion can display the same power that some people believe could only be produced by a technically induced field of high density (i.e. similar to that which appears in modern electric motors). Thus, his motor empirically demonstrates that the natural magnetic field of the Earth, Sun, or Galaxy, can be a source of technically useful motion which carries significant power and speed, including into this also motion required for propelling flying vehicles. In this way the Slingsby's motor proved empirically that the Magnocraft definitely can be built, and that it will operate correctly while utilizing the natural environmental field for flights.

G5.9. Joe Newman's experiment which demonstrates a magnetic propulsion for balloons

In quarterly **[1G5.9]** Borderlands, vol. XLIX, Four Quarter 1993, page 40, a report by Peter A. Lindmann is published. It comments on the conference entitled "Extraordinary Science", which was organised by the "International Tesla Society" (POB 5636, Colorado Springs, CO 80931, USA), that took place on 22 to 25 July 1993 in the Hotel "Sheraton South" from Colorado Springs, Colorado, USA. This report describes, amongst others, an experiment demonstrated by one of the paper presenters from this conference, i.e. a person named Joe Newman. This experiment, according to the interpretation of its creator, was carried out in order to directly prove the possibility that a lifting force can actually be produced by the magnetic field of Earth. Here is description of it, quoted from the above report:

"Next came Joe Newman. {...} He gave two demonstrations. {...} Joe's second demonstration was quite novel. A large mylar baloon filled with helium was wrapped with many turns of fine copper wire. The balloon was blasted so that it was nearly weightless, but resting on the ground. Current was applied to the wire and the balloon rose. Joe explained that the balloon lifted off the ground because a large {...} magnetic field around the balloon was floating on the earth's magnetic field. No one believed it. Everyone I spoke with thought that the current in the wire warmed the balloon slightly changing the buoyancy point, causing lift-off for convectional reasons {...} At one point, {...} the wires came off the power supply, but the balloon showed no immediate tendency to drop. This seemed to strengthen the skeptics explanation of lift caused by heating, which would have a residual effect. Joe's demonstrations worked perfectly, but no one believed his explanations."

The above description reveals several interesting g facts. The first of these is, that the ability of Earth's magnetic field to lift a magnetic spaceship in space, can be confirmed with relatively simple experiments. These experiments allow even to complete quantitative measurements, such as e.g. determining what value of propelling field introduces which value of lifting buoyancy. The second fact is, that the present stereotype of thinking, according to which many people believe that the Earth's magnetic field is unable to carry out any useful work, is already so rooted into minds of people, that even the visual observation of effects of actual action of this field is unable to change this stereotype thinking. The third fact is, that in matters of sticking to views rooted into their minds, people do not use any logic. For example, it is logical that that the electrical resistance of a copper wire is so small, that without a precise control equipment it would be extremely difficult to cause a slight heating of this wire, without simultaneous overheating it. Simultaneously, even a short-term overheating of this wire would cause the melting of plastic casing of the balloon. On the other hand, any balloon close to weightlessness hovering in the air, will not descend immediately on the ground, because of the friction with the air. So if the above premises one applies logically to the experiment of Joe Newman, then the objections of observers described above (that this experiment did NOT demonstrated what the creator of it intended) have no validity. In order to verify this, readers are encouraged to repeat this experiment with appropriate prevention measures, e.g. with the use of thermal insulation that would completely eliminate the possibility of heating of balloon by coils of wire. After all, the truth always can be proved, if someone does not close his or her mind to it. (Or more strictly – if someone's mind is not manipulated by UFOnauts to not even consider a given truth which is running against occupational interests of these cosmic parasites of humanity – for details see subsection VB4.2.)

G6. The manoeuvring of the Magnocraft

The behaviour of the Magnocraft in space is determined by the vectorial sum of all external forces and torques acting upon its body. These forces and torques in turn are formed

as the effect of interactions occurring between the field produced by the vehicle itself and an environmental magnetic field. There are different kinds of such interactions with the environmental magnetic field, which the Magnocraft may create at every wish of its crew. The most important out of these are as follows:

#1. A lifting force and stabilization forces. The lifting force originates from a magnetic buoyancy. In turn stabilization forces are formed due to magnetic attraction. A precise control in mutual proportions between the lifting force and stabilization forces cause the ascend, hovering, or descend of the Magnocraft.

#2. A meridional thrust. This force pushes the Magnocraft in a north-south or south-north direction.

#3. A latitudinal thrust. This one pushes the vehicle in an west-east or east-west direction. It is formed by the magnetic equivalent of the Magnus Effect known in hydromechanics. For reasons explained before this equivalent is called the “Pajak effect”.

#4. A rotary torque. This is a torque which on every wish of the crew is able to rotate the vehicle, and also a torque which is able to prevent such a rotation. It is used for example for orienting the pilot’s sit in the direction in which the Magnocraft flies in a given moment.

#5. A rocking torque. This one either causes a slanting, or rocking, of the Magnocraft in relationship to one of many possible horizontal axes, or causes prevention of such slanting – if the crew wishes so. It is to be used e.g. in case of aligning the floor of the Magnocraft with the surface of the ground on which the Magnocraft intends to land (e.g. parallel to the slope of a hill).

To cause the flight of the Magnocraft in a desired direction, a coordination of the effects of all the interactions above is required, so that the resultant force pushes the vehicle according to the crew's intentions. This gives the Magnocraft the required parameters of flights and required orientation in space.

The propulsion of the Magnocraft, which abruptly switches on one, or several, out of propelling interactions described above, causes the unique magnetic flight of this vehicle. Such magnetic flight displays characteristic jerky motion, which drastically differ from aerodynamic, means fluent and continuous, flights of present aeroplanes, and from inertial flights of our rockets. For an outside eye-witnesses the flight pattern of this vehicle will resemble the manoeuvres of an insect called a "dragon fly". Independently, from silent flights with huge velocities (i.e. up to around 70 000 km/h in the atmosphere and these close to the speed of light in free space), following attributes are characterising magnetic movements of the Magnocraft:

(a)Always assuming **the same orientation** of the vehicle, independently from the direction in which it moves (i.e. the base of the Magnocraft always takes a position almost perpendicular to the local course of force lines of Earth’s magnetic field).

(b)Flying mainly **along straight lines**. These lines in many cases coincide with force lines of Earth’s magnetic field, or with magnetic north-south direction. (After all, flights in meridional directions require switching on of magnetic whirl, which in many cases is undesirable.)

(c)Motionless hovering finished with a rapid accelerating along one of the above straight lines.

(d) Making abrupt right-angle turns without the benefit of a curve radius.

(e) A zigzag or jerky motion.

(f) Rotating around its central axis while remaining motionless.

(g) Wobbling on a horizontal axis that is oriented east-west, combined with the motion of the entire vehicle that resembles a flight of a falling leaf.

It is worth to add to the above, that because of a complex control over this vehicle, almost all flights and manoeuvres of the Magnocraft must be controlled by a computer (i.e. by an automatic pilot). Such a computer control, of course, additionally increases in a casual observer the impression of strangeness and automatic origin of this flight.

At this point emphasised should be a vital difference between a jerky motion of the Magnocraft and the **accelerations experienced** by its crew. The character of flight is a purely subjective feeling that results from our lack of getting used to observations of rapid (means magnetically induced) changes in orientation and in direction of flights of this vehicle. In turn accelerations experienced by the crew are measurable quantities and result from the value of propelling force created by propulsors of this vehicle. Because twin-chamber capsules used in these propulsors allow for a fluent control over their magnetic output (see descriptions from subsection F7.1), thus also accelerations acting on the crew of these vehicles may be strictly controlled by the control computer that pilots this vehicle, and may be kept by this computer at the level that is accepted by the crew. Therefore the majority of accelerations that acts upon the crew of the Magnocraft may be set at the value which is even much smaller than values of accelerations acting on pilots and passengers of present airliners.

The manner of flying utilized by the Magnocraft poses a number of requirements which this vehicle must fulfil. The most important of these is that the magnetic axes of the propulsors should be close to their parallel orientation towards an environmental field. Practically, this means that during flights **the Magnocraft tends to be oriented with its base almost perpendicular towards the local course of the force lines of the environmental magnetic field** (i.e. we may never see this vehicle flying {stable} with its base parallel to these force lines). The above requirement makes the principles of the Magnocraft easily distinguishable from all the different principles possible to be applied for flight. This is because in order to prove that the observed craft does **NOT use magnetic propulsion**, it is sufficient to document that it flies stable with its base parallel to the Earth's field force lines. However, such a case never is to appear in reality, because for reasons explained in chapter G there is not possible to use for interstellar trips any propulsion system that is other than one of generations of magnetic propulsion. In turn each generation of magnetic propulsion always must fly with the floor being perpendicular to the force lines of an environmental magnetic field.

G6.1. Ascent, hovering, and descent of the Magnocraft (magnetic buoyancy)

In every stage of the Magnocraft's flight one kind of propulsor remains oriented so as to be repelled by an environmental magnetic field. For vehicles flying in the upright position it is the main propulsor, whereas for vehicles flying in the inverted position the side propulsors are thus oriented – for details see Figure G4. The resultant force "R" formed by the propulsors so oriented is called the **lifting force**, or - because of its similarity to hydraulic buoyancy - the **force of magnetic buoyancy**. This force allows the craft to overcome the gravity pull "G" and thus upward ascend into space.

In order to produce magnetic buoyancy, it is sufficient that the Magnocraft's lifting propulsors fulfil conditions #1 and #2 specified in the introductory part of subsection G1. Notice that these conditions also make it possible to form the lifting force above the Earth's equator - the principles for achieving this are illustrated in **Figure G21**.

Independently of the lifting force "R", the Magnocraft also produces counteracting interactions called **stabilization forces** "A". These are formed by orienting the propulsors so that they are attracted by the environmental magnetic field. In cases of the Magnocraft flying in the upright position a number of stabilization forces is created (not just a single one), each one of which is formed by a separate side propulsor. In case of vehicles flying in the inverted position the main propulsor is forming such a single stabilization force – for details see Figure G4. The main function of the stabilization forces is to ensure the steadiness of the vehicle in space. They can be used additionally to cause the spacecraft to descend.

Control over the relation between the value of lifting force "R" and the value of stabilization forces "A", similarly to the changes in buoyancy of a balloon, makes possible for the Magnocraft to ascent, to hover, or to descend. Principles of this ascent, hover, or descend, are as follows:

#1. Ascend. In general, if the lifting force "R" dominates over all the forces directed downwards, i.e. over the stabilization forces "A" and the gravity pull "G", the Magnocraft ascends. The acceleration “a” with which this ascend takes place is defined by the difference between forces discussed here. It can be calculated from the following modification of the Newton equation:

a = (R – (A + G))/m

#2. Hovering. If an equilibrium appears between these two groups of forces, means between “R” and “A + G”, the vehicle either hovers motionless at the same height, or continues its previous flight with a constant speed.

#3. Descend. But when the forces "A" directed downwards are dominating, the spacecraft descends. The acceleration “a” with which this descend takes place is defined by the difference between forces discussed here. It can be calculated from the following modification of the Newton equation:

a = ((A + G) - R)/m

Because the mutual relation between both types of magnetic forces mentioned above (i.e. “R” and “A”) depends on the outputs provided by both kinds of propulsors, i.e. main and side, control over the discussed behaviour of the Magnocraft is limited to an appropriate selection of the values of the resultant fluxes yielded from the craft's twin-chamber capsules (for details see subsection F7.1).

G6.2. Flights along magnetic meridians (i.e. in north-south or south-north directions)

Flights of the Magnocraft in meridional directions, i.e. from north to south and south to north, are achieved by slanting for angle (I) the magnetic axes of the craft's propulsors from their parallel orientation towards the local course of the Earth's magnetic field. This slanting creates a meridional thrust force. Above equator, where force lines of Earth’s magnetic field are parallel to surface of the ground, such a meridional component of the thrust force is accomplished through slanting of magnetic axes of propulsors from their horizontal orientation – for details see Figure G21.

As the effect of such slanting of magnetic exes of propulsors from their orientation parallel to the local course of magnetic field force lines, meridional components of the force interactions between the craft's field and the environmental field are created. The value of these components and the direction of their thrust depends on the outputs from the slanted propulsors and on their inclination angle "I" (see **Figure G23**). By appropriate differentiation between the outputs and "I" angles from the main and the side propulsors, a suitable meridional thrust force is formed. This force pushes the vehicle into the direction desired.

G6.3. Latitudinal flights (i.e. in east-west or west-east directions)

In hydromechanics the so-called "Magnus Effect" is known. It employs a rotary object, e.g. a spinning cylinder, to produce a thrust force acting perpendicularly to the drift lines of a flowing medium that washes this object. One of the most commonly known examples of application of this effect, is shooting a goal by a soccer player from a corner point of football field. During such a shooting the soccer player induces a spinning of the ball, so that the ball does NOT fly along a straight line, but it follows an arch, thus scoring a goal. A magnetic equivalent of just this "Magnus Effect" is to be used by the Magnocraft for creating forces of latitudinal thrusts. Only that instead of a spinning cylinder, this magnetic equivalent is utilising a spinning pillar of magnetic field to form a thrust force that acts in the direction from east to west or from west to east. This subsection explains basic facts concerning this unknown yet effect.

Since quite a long time I am aware of similarities between dynamic fields of flowing liquids, and a magnetic field. For example, the explanation of the Concept of Dipolar Gravity for magnetic field presented in subsection H5.2, originates from my awareness of these similarities. Relying on this awareness, at the beginning of my developmental works on the Magnocraft I proposed a hypothesis, that a version of the "Magnus Effect" from hydromechanics must also appear in magnetism. Already from the very first moment of proposing this hypothesis, it encountered a vivid criticism. Many of my orthodox colleagues of that time attempted to undermine the validity of it. (Actually even now the majority of orthodox scientists do NOT believe that this hypothesis is correct, in spite of the enormous body of evidence which I managed to accumulate in support of it.) With the elapse of time the loud attacks of these orthodox scientists forced me to justify the merit of my hypothesis and to formally prove that the magnetic equivalent of the Magnus Effect in fact does exist and does operate in magnetism. To accomplish this:

#1. I completed theoretical deduction that revealed the actual existence of this effect. A description of this deduction is provided in subsection G6.3.2.

#2. I indicated already well-known examples of operation of this effect in natural phenomena. These examples are described in subsection G6.3.2.

#3. I developed a scientific experiment, which in an obvious manner proves the actual existence and operation of this effect. This experiment is described in subsection G6.3.1 under the name of "magnetic transmission".

#4. I also developed a simplified version of this "magnetic transmission" experiment. This simplified version is based on the use of an ordinary magnetic compass. It can be completed by almost everyone in just a few seconds. After one completes it, it empirically proves that my claims are supported real phenomena. The description of this simplified version of the "magnetic transmission" experiment I provided in subsection G6.3.1.

In this way, the voluminous documentation for the actual existence of magnetic equivalent for the Magnus Effect, presented in this monograph, gradually eventuated. This documentation results from a simple fact, that my hypothesis about this effect was viciously attacked, while the effect itself was decisively and stubbornly denied, by numerous orthodox scientists. Unfortunately, in spite of all these evidence and deductions which I already accumulated, and which I described in this monograph, many orthodox scientists still do not believe, that a magnetic equivalent of the Magnus Effect does exist and operate in magnetism, and that it can be utilised for causing latitudinal flights of the Magnocraft. In face of such stubborn insisting that "black is what already is proven to be white", I have no option but to be sorry for these "scientists", and to accept that they miss out on their live mission. Instead of pretending to be scientists, they should free their real nature and act as parrots or as broken records.

The main technical application of this magnetic equivalent of the Magnus Effect, is to create a latitudinal thrust force for the Magnocraft. Such a force is to propel the vehicle from east to west or from west to east. To obtain it, it is sufficient for the vehicle to spin the magnetic field around the central vertical axis of its discoidal body. Such a spinning field in this monograph is called a "**magnetic whirl**". Principles of formation of this whirl are described in subsection G7.

According to what I explained here, flights of the Magnocraft in one of two possible latitudinal directions (i.e. from east to west or from west to east) will be accomplished by creation around the body of this vehicle a magnetic whirl with the appropriate direction of spinning. (For details see subsection G6.3.3.) In turn this whirl is to release the magnetic equivalent of the Magnus Effect, which is going to push the Magnocraft in a required direction.

The magnetic whirl that is utilised for formation of the magnetic equivalent of the Magnus Effect, is obtained similarly in the Magnocraft as it is obtained in asynchronous electric motors. Namely it is created due to the introduction of 90 degrees phase shifts in pulsations of magnetic field from subsequent side propulsors. In turn this whirl creates the latitudinal thrust force that acts perpendicularly to the force lines of Earth’s magnetic field. The

direction of the thrust force that it creates, is described by the so-called "rule of the rolling sphere" described in subsection G6.3.3. For example, if this whirl rotates in such a manner, that a landed Magnocraft in the Southern Hemisphere is lying down vegetation in the counter-clockwise direction (or clockwise in the Northern Hemisphere), then the latitudinal thrust force is propelling the Magnocraft from west to east. An opposite magnetic whirl propels the Magnocraft from east to west. It is worth to emphasize, that the whirl described here, independently from the thrusting and manoeuvring function, is also performing several other functions. For example, centrifugal forces that it creates reject the air from the shell of the vehicle, thus forming the "vacuum bubble" mentioned before. The Magnocraft protected by this vacuum bubble may exceed speeds of the heat barrier. The magnetic whirl causes also ionisation and spinning of the air surrounding the Magnocraft, thus creating a kind of "plasma saw". This saw makes possible flights through solid matter, e.g. through rocks, buildings, bunkers, etc. – for details see descriptions from subsection G10.1.1. After the Magnocraft flies through such solid matter, it leaves in it characteristic glossy tunnels of geometrical shapes. Examples of such tunnels, discovered in Ecuador, Australia, and Borneo, are described and illustrated in subsection O5.3 of this monograph, and also in separate monograph [5/3].

As a kind of curiosity I should also explain here a rather non-typical history of assigning a name to this magnetic effect. Well, during the initial period of developmental works on the Magnocraft, I still believed idealistically, that orthodox scientists can be convinced with logical argumentation. (Presently I already know, that convincing with logic is impossible for orthodox scientists. Only scientists with totaliztic views can be convinced in a logical manner. Therefore in order a new idea triumphed over orthodox science, it must await until its enemies gradually die out.) So in past I repetitively initiated fruitless efforts to logically convince my sceptical orthodox colleagues to the idea of the existence of this previously unknown magnetic effect. During these very hot sometimes discussions, my orthodox colleagues assigned to this effect the name "**Pajak Effec**t". They pronounced this name with a meaningful accent, sometimes with even a special blinking of an eye, treating this name as a kind of “sarcastic joke”. They probably did so because I was so persistent in my efforts to logically convince them about the existence of this effect. Perhaps in the selection of just this name helped the similarity of the expression the "Pajak Effect" to the name the "Magnus Effect" used in hydromechanics. Probably some impact had also the fact that I really was the first scientist in the world, who insisted that this effect does exist and does work – in spite of the lack of the descriptions of it in literature and in spite of a highly sceptical attitude of orthodox "experts" in magnetism towards it.

From times of my youth I remembered a Polish proverb stating that "he is really laughing who is laughing at the very end" (in Polish: "ten się śmieje naprawdę, kto się śmieje ostatni"). So I decided to use in my publications this sarcastic name of my orthodox scientific colleagues, as the name for the effect that I discovered. In the same way as these my sarcastic colleagues did this then, I also started to call this effect with the name of the "Pajak Effect". Personally I would also recommend to people with totaliztic views to call this effect with this name of the "Pajak Effect", originally intended to be a sarcastic one. After all, it would be a kind of a "historic justice" and also a kind of a "moral lesson" for the future scientists with parasitic inclinations, if this name is actually accepted. After all, the initiated with sarcasm and scoffing history of this name would teach them a lesson, that "whatever at first stages of the development is a subject of sceptical scoffing for people with a primitive knowledge, for more knowledgeable people of the future it may become a vital accomplishment that is going to carry them to stars". (Further cases of just such type, when some undereducated "scientists" scoffed at something that later introduced a significant progress for humanity, are listed in subsection JB7.3.)

G6.3.1. An experiment proving the existence of the latitudinal thrust force

Hard scepticism which my hypothesis encountered amongst “experts” in magnetism, caused that I developed a scientific experiment which conclusively proves the existence and the operation of the magnetic equivalent for the Magnus Effect. This experiment can be called an "**experimental proof for the existence of the Pająk Effect**". It is relatively simple for completing, while in case of being done it conclusively proves the ability of Magnocraft for forming a latitudinal thrust force. The completion of this experiment boils down to the building of a "magnetic transmission". Such a transmission simulates the spherical Earth, and a discoidal Magnocraft that flies near the surface of it. It is formed from two circular magnets that do NOT touch each other physically, although they mutually interact with each other through their magnetic fields. One of them simulates magnetic properties of Earth, while other magnet simulates magnetic properties of the Magnocraft. These magnets are placed in parallel to each other, and axled rotary on two parallel axels like two cooperating gear wheels in e.g. a car gearbox. They should not touch each other, so that their mutual interactions must be passed from one to the other solely through their magnetic fields, or more strictly – solely through the magnetic equivalent of the Magnus Effect. The axes of rotation of these magnets should be parallel to each other, so that their fields could interact in the same way as the magnetic whirl of the Magnocraft interacts with the field of the Earth. Even though these magnets physically do not touch each other, by spinning the first of them, a detectable torque is formed which acts on the other magnet forcing it to rotate also. So the fields of these magnets act like a kind of magnetic gears. When we rotate one of these magnets, the second one also is turning, similarly like two cooperating gears are rotating in a gearbox - if someone rotates one of them. Thus magnetic fields of these magnets act like kinds of "magnetic transmission", in spite that the magnets do not touch each other.

Exactly the same phenomenon occurs between the Earth and the Magnocraft. The spinning field of the Magnocraft forms a kind of similar "magnetic transmission" with the field of Earth. Therefore if the mass of a Magnocraft would be comparable with the mass of Earth, then this vehicle while flying above the equator and spinning its magnetic field would also turn the Earth, just as our experimental magnets in the "magnetic transmission" do to each other. But because the Magnocraft has an insignificantly smaller mass than that of the Earth, instead of turning the Earth this vehicle is displaced by its magnetic whirl and flies around it. Of course, such a displacement would also appear in case of the "magnetic transmission" described above, if only one of the magnets has appropriately large mass in comparison to the second one, while the second magnet is not hold in one place by the axel on which it rotates.

It should be noticed, that because of the limited powers of the fields produced by ordinary magnets, a successful completion of the experiment explained here requires a high degree of precision in the balancing of both magnets and in the sensitivity of their bearings.

There is also a possibility of completing a simplified version of this experiment which also proves the existence of the "Pajak effect" described here, but which does not require any special device to be built. In this experiment a magnetic compass and a single magnet are used instead of two magnets from the previous experiment. If we place a single magnet in the vicinity of such a compass, and then rotate it with our hands, its field forms with the compass a "magnetic transmission" described above. In this way the hand rotation of the magnet around an axis that it parallel to the axis of compass, is magnetically transmitted onto the needle of the compass which also starts to rotate around its own axis. In turn the fact of magnetic transmission of the torque which rotates the needle of the compass is also the experimental proof for the existence and action of the magnetic equivalent for the Magnus Effect described here.

G6.3.2. The deduction that explains principles of the latitudinal thrust force formation

I have also developed a formal deduction which supports the hypothesis, that in magnetism a version of the Magnus Effect must appear. This deduction is based on the illustration from **Figure G22(a)**. Its presentation is as follows.

The density of the magnetic field which is created by the Earth, Sun or other planets and stars depends on its radial distance from the source of the field. If a point "H" is above the Earth's surface at a height greater than point "L", then the density of the Earth's field is greater at L than at H, i.e. $F_L > F_H$ for L < H. (For convenience, H and L are assumed to be above the equator.) If these points are at the same radial distance from the centre of the Magnocraft, then the whirling magnetic field must induce local electrical fields U_L and U_H, where $U_L = U_H$. The values of U_L and U_H are determined by Maxwell's equation. The "Contradictory Rule" which applies to electro-magnetism states that these electrical fields must create their own local magnetic fields which then react against the rotation of the vehicle's field. The whirling field of the Magnocraft interacts with these locally induced fields and tries to cause them to rotate. However, they are prevented from rotating because of their interaction with the Earth's field. The forces preventing the local fields from rotating are proportional to the local density of the Earth's magnetic field. The reaction force T_L at L is thus greater than the reaction force T_H at H, i.e. $T_L > T_H$. These elemental forces represent the magnetic resistance which the environmental field gives against the magnetic whirl. As the elemental reaction forces differentiate with height, an elemental thrust force acting on the Magnocraft is produced. Its magnitude is given as $dP = T_L - T_H$. This force acts along an equipotential surface of the environmental field, perpendicularly to the whirl's axis. The resultant thrust force "P" can be calculated by summarizing the elemental thrust forces "dP" along each force line of the Magnocraft's field "f" over the number of these force lines "n":

$$P = \int_f \int_n dP \qquad \text{(G30)}$$

It can be observed that similarities to the "Pajak Effect" also exist in every other kind of heterogeneous field, e.g. a pressure field. There is only one condition necessary for this effect to occur: a whirl must be formed from the medium which is creating the field, and the axis of the whirl's rotation must lie on the equipotential surface. For this reason, the magnetic thrust force "P" in the atmospheric pressure field (or in the ocean) is increased by an aerodynamic (or hydraulic) version of the "Pajak Effect" due to the Magnocraft producing a whirling of the environmental medium.

The "Pajak Effect" described above is similar to the mechanism which is the basis of a number of other phenomena that are already well understood. One example of such phenomena is the Lorentz force. If an electrically charged particle in an environmental magnetic field moves, it produces its own vortex magnetic field. This vortex magnetic field, by interacting with the environmental field, causes an action similar to the "Pajak Effect", and as a result the path of an electrically charged particle is bent in a direction perpendicular to the force lines of the environmental magnetic field. Another example of this is Fleming's right-hand rule (or its opposite version, the left-hand rule - often called the motor effect). When an electric current flows through a straight wire, a vortex magnetic field which surrounds this wire is produced (see subsection H5.2). This vortex field, by interaction with an environmental magnetic field, produces a force which tries to move the wire in a direction perpendicular to the force lines of the environmental field. These examples prove that simple forms of the "Pajak Effect" are already known, therefore using this effect for the creation of the thrust force in the Magnocraft is just applying them in a different and more general way.

G6.3.3. <u>How to determine the direction of the thrust force created by the magnetic whirl (the "rolling sphere rule")</u>

The magnetic whirl spinning around the Magnocraft is able to form a thrust force which can act in the same direction as that followed by the Sun. In such a case it can be called a "solar" thrust. This "solar" thrust propels the vehicle from east to west. The Magnocraft can also produce a "counter-solar" thrust which propels the vehicle from west to east. There is a simple method, called the "rolling sphere rule", which allows for a very easy determination of the direction in which the particular rotation of a magnetic whirl pushes the Magnocraft.

In the "**rolling sphere rule**" the spinning magnetic field of the Magnocraft is replaced by an imaginary sphere which also spins around the same axis and in the same direction as does the field of the vehicle. The diameter of this sphere is so assumed that its imaginary surface touches the ground. Because the sphere spins, after its surface makes contact with the ground it must roll forward. The direction in which it rolls is also the direction in which the thrust force created by the Magnocraft's magnetic whirl pushes this vehicle - see **Figure G22(b)**.

The "rolling sphere rule" also allows us to determine the direction in which a particular type of whirl flattens plants on the landing sites of the Magnocraft (see subsection G11). This is a skill very useful in deducing the direction of the vehicle's flight from the marks left by it at a landing site. When knowing the "rolling sphere rule" one may easily determine the direction of flights of a vehicle through just an analysis of marks left in areas where it landed. The method used in such a case is identical to the one applied for determining a flight direction, with the one difference that the imaginary sphere is not rolled along the ground but swirls the plants as the effect of its rotation in one place.

When applying this method to the landings of Magnocraft or UFOs then we notice, that the "pro-solar" whirl, in the Northern Hemisphere causes clockwise swirl patterns in any plants that may have been flattened on the landing site by the whirl-induced winds. The same "pro-solar" whirl in the Southern Hemisphere forms counter-clockwise swirl patterns. A "counter-solar" whirl reverses the direction of swirl patterns already described. (Notice that the "pro-solar" magnetic whirl is a whirl which thrusts the vehicle in the direction that coincides with the apparent motion of the sun on sky, means pushes it from east toward west. In turn the "counter-solar" whirl is a whirl which thrusts the vehicle in the direction opposite to the direction of motion of sun on the sky, means in the direction from west toward east.)

G6.4. <u>The rotation of the Magnocraft (rotating torque)</u>

The magnetic whirl, because of the action of the "Pajak Effect", causes a reaction torque "T_R" to act on the Magnocraft during flight. This torque is an obvious consequence of the action of "magnetic transmission" discussed in subsection G6.3.1. It tries to rotate the vehicle in a direction opposite from the direction of rotation of the magnetic whirl - see **Figure G23**, similarly as the rotation of the main propeller in a helicopter tries to rotate the helicopter in an opposite direction. To prevent this, the vehicle must produce its own stabilization torque "T_s" which is to compensate for the torque "T_R" and which keeps the vehicle's position stable during flight (see Figure G13). In helicopters such a stabilization torque is achieved trough placing a small propeller at the end of their tails.

In the Magnocraft this stabilization torque "T_S" is created by varying the output flux "A" and inclination angle "I" of the side propulsors located on the east (E) and west (W) sides of the vehicle. The values of these two parameters (i.e. "A" and "I") are chosen so that the vertical components "V" of the stabilization forces "A" created by the side propulsors are equal, means that $V_E = V_W$. This ensures the stability of the vertical orientation of the vehicle. At the same time, the horizontal components "H" of the forces created by these propulsors differ from one another, means $H_E > H_W$. The difference between these components from the east (E) and west (W) sides, multiplied by the radius "R" of the vehicle, produces the necessary stabilization (rotary) torque "T_S", the value of which is expressed by the following equation:

$$T_s = R(H_E - H_W) \qquad \text{(G31)}$$

(i.e. the stabilization (rotary) torque "Ts" is equal to the difference ("H_E" minus "H_W") between the horizontal components of stabilization forces, multiplied by the radius "R = d/2" of the vehicle).

The value of torque "T_s" is controlled by the logcomputer of the Magnocraft. To keep it at a required level, the propulsors located on the eastern (E) or/and western (W) sides of the Magnocraft, should usually have a much greater output than the output of the other side propulsors of this vehicle. During landings such a greater output will be indicated by additional markings left on the ground (see marks "Ts" in Figure G13). Notice that such marks will be especially prominent in landings of flying clusters described in subsection G3.1.6.

The rotary torque makes it possible not only to fly the Magnocraft in a stable orientation, but also for the crew to control the rotation of the vehicle. Such rotation is utilized to orientate the pilot's seat in the direction of flight, to facilitate the crew's observation of the vehicle's surroundings, and to orientate the propulsors' outlets during a coupling manoeuvre. In free space, such controlled rotation could create an artificial gravity inside the crew cabin.

G6.5. The swaying of the Magnocraft (rocking torque)

It should also be mentioned here that principles similar to those described in the previous subsection G6.4, are involved in swaying the Magnocraft around a horizontal axis. The creation of the rocking torque is necessary in all cases when the vehicle must slant along one of its horizontal axes. An example of such slanting may be a case when the floor of the vehicle must be placed parallel to the surface of the ground on which it intends to land. (This is especially prominent when a vehicle intends to land on a slope of hill.)

In order to form the rocking torque "T_P" in the Magnocraft, the output flux "A" and the inclination angle "I" of side propulsors located on the selected sides of the vehicle must be so controlled, that the produced vertical "V" component of the stabilization force is increased or decreased by the required value. The values of these two parameters (i.e. "A" and "I") are chosen so that the vertical components "V" of the stabilization forces "A" created by these side propulsors are differing, means that e.g. $V_E > V_W$. This ensures the slanting of the vehicles base by a required angle. The difference between vertical components "V" from the required sides, multiplied by the radius "R" of the vehicle, produces the necessary rocking (slanting) torque "T_P", the value of which is expressed by the following equation:

$$T_P = R(V_E - V_W) \qquad \text{(G32)}$$

(i.e. the rocking (slanting) torque "Tp" is equal to the difference ("V_E" minus "V_W") between the vertical components of stabilization forces, multiplied by the radius "R = d/2" of the vehicle).

At the same time, the horizontal components "H_E" and "H_W" of the forces created by these propulsors must be equal to one another, means $H_E = H_W$. This causes that the rocking torque "T_P" just created is not accompanied by a simultaneous change in the rotary torque acting on this vehicle (i.e. that the torque "T_s" remains unchanged).

It is worth to notice that the action of the rocking torque "T_P" described in this subsection is very similar to the rotary torque "T_S" described in subsection G6.4. The difference between these two boils down to the type of component which is differentiated in both opposite side propulsors, and to the selection of side propulsors which are taking part in the production of a given torque. For the formation of rocking torque "T_P" varied are outputs "A" and inclination angles "I" on any possible side of the vehicle, to produce the required values of components "V_E" and "V_W". In turn for the formation of a rotary torque "T_S" varied are outputs "A" and inclination angles "I" only at the eastern (E) and western (W) sides of the vehicle, to produce the required values of components "H_E" and "H_W".

Sometimes the output “V” from side propulsors located at one side of a given vehicle may need to be extinguished partially or completely. This appears especially frequent during landings, when the floor of the vehicle must be oriented parallel to the level of the ground. The result will be, that if for example such a vehicle is photographed, like that one shown in Figure

P15, then the propulsors that are extinguished will not be visible on the photograph, although there will be a clear break in continuity of location of subsequent propulsors captured on such a photo. Especially such extinguishing of propulsors will be necessary during landings on the slope of a hill, when the Magnocraft must force its base parallel to the ground. In such cases propulsors located on one side of the vehicle can be completely extinguished. Therefore on some occasions, during landings of the Magnocraft only half-rings may be scorched in grass (see subsection G11.3.2 and Figure G38).

G7. The magnetic whirl

In the Magnocraft, the name "magnetic whirl" is assigned to the effects of fast rotation of the field's force lines around the vertical central axis "Z" of the vehicle, and also around the shell of it.

The main function of the magnetic whirl is to produce a thrust force acting along Earth's lines of latitude, means in an east-west or west-east direction. But it also performs some additional functions, such as the formation of an "inductive shield" which protects the vehicle from any missile or meteorite attack, the creation of a whirling "plasma saw" that evaporates solid barriers, the illumination of surroundings, the emission of optic (light) signals, etc.

The magnetic whirl is responsible for the creation of a unique "ionic picture" of the Magnocraft. Such a picture changes completely the external appearance of this vehicle. Moreover, this whirl puts the vehicle into a specific state of operation, called a "magnetic whirl mode". In addition to the magnetic whirl mode, the Magnocraft's propulsion may also operate in a "throbbing mode", and in a "magnetic lens mode". In a "throbbing mode" the field is non-whirling, but shrinking and expanding in a manner similar to the action of a heart. In turn in a "magnetic lens mode" a constant (i.e. non-pulsating and non-whirling) field is produced.

The creation of the magnetic whirl in the Magnocraft utilizes almost the same principles as those applied during the creation of a similar whirl in asynchronous electric motors. It involves a rather complicated mechanism initiated by the appropriate sequencing of the pulsating outputs from the side propulsors. The magnetic circuits of the Magnocraft convert these pulsations of outputs into the rotation of the field's force lines around the vehicle's central axis and body. This subsection explains the mechanism of the magnetic whirl formation.

G7.1. Magnetic circuits in the Magnocraft

The term "magnetic circuit" is introduced in this monograph to describe different paths that strands of highly condensed magnetic force lines produced by various Magnocraft's propulsors may follow. The term "magnetic circuits" originates from the analogy of the magnetic force lines to paths of electric currents in conductive wires. In the same way as electric currents produced by a given cell circulate along closed paths (i.e. after leaving from one pole of this cell they always return back to the other pole) the magnetic force lines are also endless, i.e. after leaving one outlet from a propulsor they always return to the opposite outlet of the same propulsor in order to join themselves in the middle of it. The magnetic field force lines that leave a given propulsor tend to group themselves in compact strands, each of which follows a different closed path. The path may pass through the environment and/or another propulsor. Each separate strand that loops (passes) through such a different path is distinguished as a separate magnetic circuit.

The mutually opposite orientation of the magnetic poles in the main magnetic propulsor (M) in relation to all the side propulsors (U, V, W, X) channels the field of the single Magnocraft into three separate groups of magnetic circuits - see **Figure G24**. These are called the main (M) central (C) and side (S) circuits. (Notice however from subsection G3.1.6, that if several

single Magnocraft couples with one another into more complex flying arrangements, than the number and complexity of magnetic circuits being formed by them is significantly increased.)

- The **main magnetic circuits** (M) are formed from that part of the main propulsor's output which is intercepted and bonded by the side propulsors. Therefore the force lines belonging to this group of circuits loop (circulate) through the main and side propulsors. Note that in each Magnocraft there are as many main circuits as the vehicle has operational side propulsors.

- The single **central magnetic circuit** (C) is formed from the non-bonded part of the main propulsor's output and therefore apart from the environment, it loops (circulates) only through the twin-chamber capsule of this main propulsor.

- The **side magnetic circuits** (S) are formed from the non-bonded parts of the side propulsors' output and they loop (apart from the environment) only through the twin-chamber capsules of these side propulsors.

The paths of the magnetic circuits described above apply only to a single vehicle. When a number of Magnocraft are coupled into various configurations, these paths must be appropriately modified in order to include the propulsors of other vehicles. As was explained in subsection G3.1.6 and illustrated in Figure G13, depending on the shape of a final arrangement, the functions and paths of the same circuits can become drastically different.

The course of the magnetic circuits shown in Figure G24 appears only if the field produced by a given single vehicle is stationary, i.e. does not form a magnetic whirl. When the field begins to whirl, the described course becomes dynamically deformed and the circuits transform themselves into the shapes illustrated in **Figure G25**. The largest deformation occurs in the central circuit. This is because the environmental magnetic field is stationary and is opposed to the whirling of the force lines of the vehicle's field. The central circuit, which contains the smallest part of the main propulsor's power and whose force lines penetrate the largest volume of space, receives most of this opposing environmental field. Therefore the rotation of its lines is stopped at a certain distance from both ends of the craft, and further out from the vehicle these lines remain stationary. But within this distance the force lines are whirling. The whirling force lines of the central circuit are connected to the stationary part of this same circuit at the two end points of the rotating field's axis. These are called the "slip" points.

It should also be noted that the manoeuvring of the Magnocraft requires changes in the relation between the outputs from the main and side propulsors. Such changes will affect the proportions of magnetic energy engaged within the particular circuits. In general, when the Magnocraft descends (i.e. it creates no lifting force) the central circuit tends to disappear, whereas the side circuits become reinforced - see Figure G25. During ascending the situation is reversed, i.e. the central circuit become very strong, whereas the side ones almost disappear.

G7.2. Creation of a magnetic whirl

The magnetic whirl is formed from the waves of a magnetic field which circulate around the Magnocraft. These magnetic waves are produced in a way very similar to waves on the surface of the sea, i.e. through the appropriate sequencing of rises and falls of the outputs from the vehicle's side propulsors. To achieve such rises and falls of these outputs, the pulsations of the magnetic field produced by subsequent side propulsors are appropriately shifted in phase. Below is explained the mechanism involved in such phase shifting and sequencing of outputs from the Magnocraft's side propulsors to produce a magnetic whirl.

The principle of magnetic whirl production is illustrated in **Figure G26**. As this Figure shows, the Magnocraft's side propulsors are arranged in repeated sets of four units, each labelled with the letters U, V, W and X. The main propulsor is labelled M - see (b) and (c) in Figure G26 showing two overhead views of the Magnocraft. Each section of the vehicle's

flange which contains one set of four subsequent side propulsors (marked U, V, W and X) is called a "sector". There is (K-1) sectors in each vehicle. The K3 type of Magnocraft, which possesses eight side propulsors, has two such sectors. Each successive type of craft has one sector more than the preceding type. For example, the K4 type has three sectors and the K6 type has five sectors (see Figure G24).

In each sector the same letter (e.g. U or V) labels a propulsor that is to pulsate with a given phase shift – e.g. $\varphi = 0^\circ$ or $\varphi = 90^\circ$. Simultaneously all propulsors of the Magnocraft that are labelled with the same letter (e.g. V) must also pulsate with exactly the same phase shift (i.e. in harmony with one another so that their phase shift is the same e.g. $\varphi = 90^\circ$). For this reason all side propulsors marked with the same letter are called a "group". Thus in the Magnocraft there is a "U group", a "V group", a "W group" and an "X group" of side propulsors. The number of propulsors in each group is equal to (K-1), i.e. to the number of sectors in the vehicle.

Propulsors of the same group pulsate in synchronization towards each other - see (a) in Figure G26. But between the output of the propulsors that belong to different groups there is a cumulative phase shift of one quarter of a period (¼T), or 90° for a cyclic function. Note that to fulfil the condition explained in subsection G4.2, means to not allow energy to flow between subsequent propulsors, the phase shift must have exactly the value of (¼T) or 90° and can not be even slightly larger or smaller. As a result of this phase shift, each group of side propulsors has a magnetic flux (F) of a different value at a particular moment of time (t). The variation (change) of this value in time is reflected by the course of appropriate sinusoids illustrated in part (a) of Figure G26.

As an example, let us analyze the distribution of the magnetic flux around the Magnocraft at a moment of time t = ¼T. This distribution is illustrated in part (b) of Figure G26 which shows the Magnocraft type K3 from an overhead view (letters M, and U, V, W, X label the main and side propulsors of this vehicle). At this specific time the value of the magnetic flux in the "U" propulsor of any sector is decreasing, "V" is at its maximum value, "W" is increasing, and "X" is at its minimum value. The field from the "U" propulsor in the next sector is likewise decreasing, and so on. The effect of these outputs so sequenced is to produce two **magnetic waves** around the Magnocraft. For Magnocraft of other types, the number "f" of magnetic waves is described by the following equation:

$$f = n/4 = (K-1) \qquad \text{(G33')}$$

in which "n" is the number of side propulsors. These waves are moving all the time, similarly like waves move along the surface of water. Their movement can be realized by observing the change of the waves' position after a further quarter of a period of field pulsation (i.e. from t = ¼T to t = ½T) which is illustrated in part (c) of Figure G26. At a moment of time t = ½T the "W" propulsors are now at their maximum value, and the other propulsors are similarly progressed. To measure the movement of the waves, the factor (A) which represents the angular position of the maximum of a first wave is introduced. It illustrates that with the elapse of time, the angular position (A) of the waves is also progressed in accordance with the field pulsation. After the time t=2T the waves completely circulate around the K3 vehicle. In such a way, the high frequency rotation of these waves produces the required magnetic whirl. The period T_W of the waves' rotation is described by the following equation:

$$T_W = (K-1)T = 0.25nT \qquad \text{(G33)}$$

This period is a function of the total number (n) of side propulsors and the period (T) of pulsation of the magnetic field generated by these propulsors (the value of T is expressed by equation F7).

The amplitude of the waves circulating around the Magnocraft (so also the power of the whirl) is controlled by adjusting the amplitude of the field's pulsations within the side propulsors. But the amplitudinal waves formed from the outputs of the side propulsors affect the force lines of the main magnetic circuit shown in Figure G24. The part of the field produced by the main propulsor, which previously was connected to the side propulsors which decrease their

output, must jump and connect to the next side propulsors whose outputs are increasing. In this manner, the circulation of the amplitude waves activates the changes in the paths of the magnetic circuits by pushing them to join the next propulsors, and in this way causing the force lines of these circuits to rotate also. Thus the sequent pulsations of the outputs from the side propulsors produce a magnetic whirl which manifests itself as the whirling of the Magnocraft's force lines around the vehicle's central axis.

Notice that the whirl is produced for any synchronized time-varying output of the side propulsors and not just for the sinusoidal variation, shown for convenience in Figure G26. As was explained in subsection F7.1, the Magnocraft's propulsors in reality produce a field with a variation which follows a kind of "beat-type" curve, roughly represented by F_R in Figure F7.

G7.3. The ionic picture of a whirl

The magnetic circuits of the Magnocraft during their whirling create a unique picture called the "ionic picture of a whirl". It is shown in **Figure G27**. Because air ionized by the magnetic whirl emits coloured lights, the picture is visible when the Magnocraft flies. The subsection that follows explains the mechanism of its formation and also its main characteristics.

Figure G27 gives the outlines of the Magnocraft (see broken lines) and the characteristic elements of its magneto-ionic whirl. These elements include the magnetic circuits (also presented in Figures G24 and G25) and the traces created from the air ionized by these circuits. Continuous lines in Figure G27 indicate the central magnetic circuit (C), the main magnetic circuits (M), and the side magnetic circuits (S). When these circuits are whirling they form a pattern which is visible due to the ionization, shown in Figure G27 as blackened areas. In this ionic picture of a whirl, several characteristic features can be distinguished. The most significant of these are: the central swirling pillar (2), the main swirling block (3), and the flange (4) of side swirling. These features' intensity of colour in the picture depends on the local density of the ionized layer. For example, the curving of the lower part of the main swirling block forms two bulges (5) below the side swirling flange (4). A notable feature of this picture is the "upper slip point" (1) of the central pillar. At this point, the whirling section of force lines of the central circuit (C) meet the stationary section of these lines. Above the slip point the whirling movement of the lines of the central circuit stops. Therefore the air ceases to glow and the circuit becomes invisible. The central circuit also has a "lower slip point" (6), but usually it is concealed behind the main and side swirlings, and apart for cases when the Magnocraft ascends in a standing position, it remains invisible for a casual observer.

The ionic picture of a whirl described here may change, depending on the Magnocraft's flight phase, and the vehicle's type. The whirl shape illustrated here relates only to a motionless (e.g. landed) craft of a small type (e.g. K3 or K4). But during flight the movement of air changes the shape of the whirl, depending on the orientation of the vehicle in relation to the direction of its flight. Also, other types of Magnocraft (and other configurations) create a slightly different shape of the whirl. Generally, as the "Krotność" factor (see subsection G4.7) increases its value, thus flattening the vehicle's body, also the main swirling block flattens and gradually disappears behind the flange of side swirling. Moreover, during ascending and descending of the Magnocraft, the increase or decrease of the output from the main propulsor must cause the enlarging or shrinking of the pillar of central swirling (2).

G8. Three modes of the Magnocraft's operation

The Magnocraft's magnetic field can be in one of three different states. These are: (1) whirling, (2) throbbing, and (3) constant. Thus depending on the state this field takes, the

Magnocraft can operate in one of three possible modes. The subsection that follows describes each of these modes and explains their properties and capabilities.

The state of the Magnocraft's field while a magnetic whirl is being produced is called in this monograph the "magnetic whirl mode of operation". The characteristic attribute of this mode is that the side propulsors of the vehicle produce a pulsating magnetic field with a strictly controlled mutual phase shift equal to exactly 90 degrees. A different mode, when the side propulsors of the Magnocraft still produce a pulsating magnetic field but eliminate their mutual phase shift, is called here a "**throbbing mode**". In the throbbing mode of operation the magnetic whirl is not produced at all. But the field shrinks and expands in a manner similar to the beating of the heart. The pulsating output from the propulsors of the Magnocraft can also be changed into a constant (i.e. non-pulsating) one. In such a case the vehicle's propulsion operates in a "magnetic lens mode". Notice that the Magnocraft's crew may smoothly transform any one of these modes into any other mode. Also, because the parameters of the produced field in this vehicle can be smoothly controlled, there are very flexible possibilities for passing from one mode to any other, when any intensity for each of these modes can be achieved.

The most frequently used mode of operation is the **magnetic whirl mode**. This is because the spinning magnetic field provides the Magnocraft with the latitudinal component of the thrust force, i.e. the component which acts in an east-west or west-east direction. It is necessary to combine this latitudinal component with the meridional component (formed by slanting the propulsors - see subsection G6.2) in order to achieve flights in any other direction except that of precisely meridional ones. (Meridional flights are those which exactly follow the magnetic north-south or south-north direction.) Of course the intensity of the produced magnetic whirl varies depending on the direction of flight and is the strongest for precisely latitudinal flights and decreases gradually when the direction of flight becomes closer to being meridional. For precisely meridional flights the magnetic whirl must be extinguished completely.

The **throbbing mode** of operation has a rather limited use. This is because the throbbing mode allows only for vertical and strictly meridional flights. But it provides the crew with perfect visibility of the vehicle's surroundings. Therefore it is mainly used for observational purposes or for leisure. Also, as it causes the least damage to the environment, it is particularly useful for landing and for take off.

For landings in especially protected environments, a special, safer version of the throbbing mode is introduced. This special version is called here the "four-circuits" mode of operation, or three-circuit mode of operation. The four-circuit mode of operation can be switched on in all types of the Magnocraft. In turn the three-circuit mode of operation can be switched on in only these types of Magnocraft, whose number of side propulsors "n" is divisible by 3 (means in Magnocraft types K4, K7, and K10.) Because in the sense of principle of formation both these modes (i.e. four-circuit and three-circuit) are almost identical, their presentation will be done on an example of the four-circuit mode.

In the **four-circuits mode of operation**, independently of the type of Magnocraft, only four of its side propulsors are left operational, whereas the output from the rest of them is completely extinguished (see Figure G24). Practically this means that the vehicle forms only four main magnetic circuits, which affect the environment to a much smaller extent than would be the case when the circuits of all the "n" side propulsors are active (see subsection G11). Of course, the four-circuits mode limits significantly the operational abilities of the Magnocraft therefore it is used almost exclusively for the purposes of landing and take off (i.e. to minimise the damage).

It is worth to mention, that the magnetic whirl mode of operation, as well as the magnetic lens mode, both also allow to switch on their three- or four-circuit versions. However, the justification for such switching on will appear rather rarely. An example of such cases could be to make “paintings” in crops, means to paint with propulsors various geometrical figures in crops, such as squares, rectangles, triangles, etc. For details see appropriate descriptions in subsection VB4.3.1 of this monograph.

The **magnetic lens mode** of operation, similarly to the throbbing mode, also has limited use as it only allows for strictly meridional and vertical flights. Moreover, it makes it impossible for the crew to observe the environment visually and requires all observations to be conducted with instruments. But because this mode makes the Magnocraft invisible, it can be used in all those cases when the crew does not wish to be noticed (e.g. in all spying and military missions, for the observation of the uninterrupted behaviour of people, or during visits to planets with hostile civilizations).

G8.1. Visual recognition of the mode of Magnocraft's operation

One of the most vital reasons for which it is important for people to learn how identify the mode of Magnocraft's operation, is their **safety**. This is because in the magnetic whirl mode of operation the Magnocraft is especially dangerous, and it may cause immediate death of people who unaware approach it. (It kills through instant cooking of their bodies like a huge microwave oven.) It may also cause the melting or inductive exploding of metal vehicles which approach it too closely. But in the throbbing and in magnetic lens modes of operation, this vehicle is relatively safe. (Apart from cases of a long-term exposure to the direct action of outlets from propulsors or to highly concentrated magnetic circuits.) So then it can be approached without a fear, and even it can be touched. Therefore it is vital for ordinary people, as well as for members of special services (e.g. police or pilots), to be able to easily distinguish between the dangerous and safe modes of operations of this vehicle. This is especially important in the light of a formal proof that "UFOs are already operational Magnocraft" presented in subsection P2.

During each mode of the Magnocraft's operation, the attributes of this vehicle (including visual ones) are very different. A summary of these attributes is presented in next subsections. In this subsection only those attributes are examined, which impact on the visual appearance of the Magnocraft.

The mode of the Magnocraft's operation can be determined either during a visual observation of this vehicle, during an examination of photographs of it, or during analyses of sounds that this vehicle produces when it remains invisible for our eyes while operating close by.

In the **magnetic whirl mode** of operation, when a large power is engaged into the whirling magnetic field, the vehicle hides itself inside of a cloud of ionized air formed by the magnetic whirl. In case this cloud is present, the Magnocraft is extremely dangerous and every approach of it even at the distance of several hundred meters, may cause a death. This **glowing cloud**, when observed by the naked eye or photographed with a long time exposure, displays a number of features characteristic for the so-called "ionic picture of a whirl" (which are illustrated in Figure G27, and explained in subsection G7.3). But if this cloud is photographed with a very short time exposure, the picture reveals only the strands of air ionized within the magnetic circuits – like these shown in Figure G25. (Notice that such spinning strands of the main magnetic circuit look like streams of water dispersed from a rotating sprinkler. But the direction of the whirl rotation is opposite for the Magnocraft's field, from that of the water jets from sprinklers of a similar shape. This is because the motion of the Magnocraft's field is forced at circumference of the discoidal vehicle, whereas the sprinkler is propelled at the axis of rotation.) When the power engaged in the magnetic whirl is low, the glowing of the air plasma cannot be initiated. Thus such a vehicle is not covered by the glowing cloud, and during the daylight the outer shell of this vehicle becomes equally well visible like it is during a throbbing mode of operation. However, the vehicle still remains dangerous. This is because the space which surrounds it and in which the magnetic circuits are spinning, becomes a kind of an "inductive shield" through which nothing is able to penetrate and everything is burned and explosively evaporated with the inductive currents. So people or objects that accidentally enter inside of such a shield, are immediately cooked and

burned into ashes. In case of such a lack of glowing plasma whirl, the dangerous mode of operation of this vehicle can mainly be recognised by the spinning of its **SUB system** of lights – as this is described in subsection G8.2. In turn in cases when the crew of this vehicle switches off also lights of this SUB system, then the almost only way to recognise the mode of its operation, is to either notice the direction of the flight of this vehicle (after all, the magnetic whirl allows it to fly in directions other than exact south-north), or to listen to sounds that are generated by this vehicle. This is because the fast spinning magnetic circuits of this vehicle produce a characteristic whistle of the air, which can be compared to the "**whistling of the spinning blades**" – for details see descriptions from subsection G10.1.2. So whenever someone hears this unique whistle of spinning blades, he or she should run as fast as the legs allow this, in the direction opposite to the one from which this dangerous whistle comes.

In the **throbbing mode** of operation the surface of the Magnocraft can be clearly visible if the lighting conditions are good. But during poor light conditions, at the outlets from the propulsors and also along the magnetic circuits some **glowing areas** may be noticed. These glowing areas may take the shape shown in **Figure G28(a)**, when observed by the naked eye or when photographed with a long time exposure at a motionless spacecraft. It is worth stressing here, that because the opposite magnetic poles of the Magnocraft's propulsors cause the ionized air to glow in different colours, patterns shown in Figure G28(a) allow us to determine the polarity of the vehicle's propulsors. In general, **a red-yellow glow is emitted by the air ionized at the inlets where the north magnetic pole (N) prevails (i.e. at the pole "I" where counter-matter enters the propulsor), whereas a blue-green colour is emitted by the air ionized at the propulsors' outlets where the south magnetic pole (S) prevails (i.e. at the pole "O" where the counter-matter leaves the propulsor)**.

When the Magnocraft moves fast, or when it is photographed with a short time of exposure, individual pulsations of its magnetic field produce a variety of patterns that reflect a **multiple image of the vehicle's circuits**. The principles of formation of these multiple images of the Magnocraft's circuits are explained in **Figure G29**. Shapes of patterns revealed in such cases depend on many factors, such as the orientation of the craft (i.e. the section of its magnetic circuits directed towards the observer and the curvature of these circuits), the direction of vehicle's movement, the lightning and weather conditions, the control over vehicle's oscillatory chambers, etc.

The Magnocraft operating in the throbbing mode can also be recognised with hearing. This is because sometimes it produces characteristic **buzzing** sounds similar to these of a large bumblebee or an electricity transformer – see the description of this buzzing provided in subsection G10.2.1. This buzzing is easy to be distinguished from the sinister whistle of spinning blades that is produced in the magnetic whirl mode of operation.

However, some problems may occur with visual recognition of the magnetic **lens mode** of the Magnocraft's operation, as the vehicle is then completely invisible to the naked eye and undetectable for a radar beam and for typical photo-cameras. But it can be registered with special devices (e.g. cameras that work on infrared light, or with fast cameras with a high sensitivity), and sometimes it can be captured (as a kind of unfocused shape) on a very sensitive photographic film. Such photographs only register the part of light produced by the spacecraft itself (i.e. they do not register the light reflected from it), as only this light from the inwards is able to pass outwards through the magnetic lens. Of course, the crew may intentionally eliminate any emission of light from the spacecraft. Our hearing can recognise the magnetic lens mode of operation, by the fact that the Magnocraft remains then almost completely silent.

G8.2. The SUB system for indicating the Magnocraft's mode of operation

Because of safety concerns, the actual mode in which the propulsors of the Magnocraft work, must be made known not only to the crew of a given vehicle, but also to all people on

the ground and to crews of other vehicles which are in the vicinity. This is very important for avoiding accidents, for space traffic control, and for coupling/decoupling activities. Therefore, to indicate the actual mode of propulsion operation, a special system of indication lamps must be installed in the Magnocraft. This system represents an advanced version of the positional (navigation) lights used in modern aeroplanes. It is called here the "SUB system" from the first letters of its Polish name, "system Sygnalizacji Układami Barwnymi" (i.e. system of signalling through colour patterns). This subsection explains its components, operation, and main functions.

Components of the SUB system are shown in **Figure G30**. It consists of four, or a multiple of four, large signalling lamps (lights) installed around the vehicle's perimeter, usually on the outer tip of its flange, while for the Magnocraft of large types – additionally also on the upper (external) peripheral of the crew cabin. Furthermore, it includes also further four small lamps installed on the pilot's control panel in the crew cabin. The large lamps from the vehicle's flange are positioned with equal spacing between themselves. They are marked with the letters U, V, W and X. The four small lights on the pilot's control panel are positioned in a row and marked with the letters u_i, v_i, w_i, and x_i. These lights on the control panel are duplicates of the lights on the flange and are installed for the pilot's use; i.e. they light up in an identical manner to the lights from the flange that are marked with a corresponding letter. Each lamp of the SUB system emits the colour of light which corresponds to the variation in the magnetic field of the group of side propulsors marked with the same letter (compare Figures G30 and G26). Therefore the colour pattern created by the lights is dependent on the field pulsation in the corresponding side propulsors. The light emitted by the SUB system uses three main colours, whose precise shades are closely controlled - see **Table G3**. These shades within the light's main colour may vary depending on the pole of the magnetic field and the intensity (amplitude) of the field's pulsation. On the other hand, the main colours of the lamps' glow depend on the actual state of the output's amplitude from this group of propulsors which are signalled by a given set of lamps. For example, if the value of a pulsating output in, let's say "V" propulsors, reaches the maximum of its amplitude, all the "V" lamps emit red light (compare the curve from Figure G26 with the content of Table G3). When the value of the field in the "V" propulsors reaches the middle of its amplitude, then all the "V" lights change colour to bright yellow (compare the diagram in Figure G26 with Table G3). When the value of the field in the "V" propulsors reaches its minimum, the "V" lamps emit a blue colour. In a similar manner colours also change in the lamps that reflect the output from the "U", "W" and "X" groups of propulsors.

The above explanation illustrates that the changing of colour patterns in each light is a visual indication of the field variation of the particular group of propulsors. Thus the SUB lights give complete information about the state of the vehicle's magnetic field. They indicate the mode of operation of the propulsors (by showing: the rotation of colours for the magnetic whirl mode, the stationary on/off flashing for the throbbing mode, or the continuous one colour glow for the magnetic lens mode of the propulsors' operation), the direction of whirl rotation (by the direction in which given colours apparently move), the orientation of the magnetic poles (which colour is dominant), the amplitude of pulsation (by differentiation between the depths of the colours at extreme points of pulses), and the level of the constant component in the propulsors' output (by a mean shade of main colours). So in this way the lights of the SUB system warn the crews of other vehicles and people on the ground about the field configuration and parameters that prevail around a given Magnocraft. Of course, it is vital that ordinary people also learn to recognize these warnings (see also the incidents quoted in subsection P2.13.2). This ability becomes very useful in the light of the formal proof from subsection P2 that "UFOs are already constructed Magnocraft ".

G9. Unlimited variations in observable shapes of the Magnocraft

People who got acquainted with the multitude of shapes and appearances of the Magnocraft that are presented in this chapter, are able to understand now, why the same vehicle for each single observer may appear differently. Thus witnesses who are not familiar with the theory and operation of this vehicle, are going to have a significant difficulty with description of the true shape and appearance of this extraordinary vehicle.

In this chapter sources of countless variations of the subjectively observable shapes of Magnocraft were named and explained. Let us summarise now these sources, explaining how they are going to influence the subjective perception of this vehicle. Here they are:

#1. Eight types of crew-carrying Magnocraft, and also eight further types of computer-controlled, unmanned, miniature Magnocraft-like probes described in subsection G4.7. Thus, the outside witnesses which each time are going to see a different type of these vehicles, are not going to agree about the exact shape and external details of this vehicle.

#2. The existence of discoidal Magnocraft described in this chapter, four-propulsor Magnocraft described in chapter D, and magnetic personal propulsion described in chapter E. Furthermore, the existence of smaller, unmanned probes described in subsection G4.7, which are miniature replicas of these manned vehicles. Because all these can fly in the air, outside witnesses who are not familiar with their attributes, are going to be lost in descriptions of what they actually observed as it flies. Especially, that each of these propulsion systems is able to induce a whole range of different states and phenomena. A perfect example of such conflicting qualifying of all these different propulsion systems to a single flying category, is the present state of research on the illusive telekinetic UFOs called "rods" and described in subsection U3.1.2.

#3. The existence of three generations of the Magnocraft, four-propulsor vehicles, and personal propulsion systems. (The review of attributes of these generations is presented in subsection M6.) These three generations mutually differ between themselves by attributes that they have and by phenomena that they induce. Thus for an outside observer each one of these three generations is visually perceived in a different manner. In this chapter G the first generation of discoidal Magnocraft is presented, and also changes of the appearance that it may cause are explained. The remaining two such generations are discussed in chapters L and M. These also may be characterised by an entire range of different appearances and visual attributes.

#4. An unlimited variety of coupled configurations of the Magnocraft. Due to coupling together single discoidal Magnocraft into various flying configurations, practically it is possible to receive any imaginable resultant shape that only human imagination is able to conceive. The principle of such coupling together of Magnocraft into very sophisticated and varying shapes of these vehicles, is similar to that with which from single identical bricks practically buildings of any possible shapes can be build. No wonder that people who observe such resultant flying configurations and believe that they see individual vehicles, are never able to reach an agreement about what exact shape these vehicles really have.

#5. The ability to house of numerous small Magnocraft inside of the belly of large Magnocraft. After the departure portholes are open, these small vehicles are spewing out from the inside of these large Magnocraft like bats in evenings are spewing out from inside of caves. In a similar manner individual vehicles may also separate from various large flying configurations, e.g. from flying systems. Without the knowledge of theories presented in this chapter, the naive observers of these vehicles almost never are able to gain any understanding of what they actually observe.

#6. Three drastically different modes of the active operation of the discoidal Magnocraft of the first generation. These include the following modes of operation: (1) throbbing, (2) magnetic whirl, and (3) magnetic lens. To a huge surprise and shock of outside observers, the same vehicle, literally on their sight, in several seconds may completely change its shape and appearance. For example from a silver disc well visible with a naked eye in the throbbing mode of operation (see Figure G1 b), it rapidly may change into a dark cloud of magnetic whirl mode of operation (see Figure G27). Similarly easily and fast it can also transform in an

opposite direction. Then in the magnetic lens mode of operation it may fast disappear from the view almost completely, leaving only the central oscillatory chamber of rhomboid shape visible (see Figure G32). If necessary it can also completely extinguish its propulsion system and the reflective attributes of its shell, thus transforming itself into a dark object, looking like completely inert piece of rock. All these transformations of the shape and appearance may take place literally within a few seconds and from any state into any other possible state. Simultaneously subsequent shapes are going to look so solid and material, that outside witnesses will be absolutely sure, that to the transformation was subjected the matter of the vehicle. No wonder that people who are not familiar with the theories presented in this monograph are not able to make any sense either from their own observations of the "changes of shape" of these vehicles, nor from the descriptions of other people who observed such apparent "change of shape" of these vehicles.

#7. The optical light reflectiveness of the Magnocraft shell. This reflectiveness may be fluently changed by the crew from a complete transparency to a complete reflection of the light, with all stages between these two. In the state of a complete transparency, this shell gives the Magnocraft an appearance of a vehicle made of clear glass or crystal. In turn in the state of a complete reflection of light, this shell looks as if the Magnocraft is made of a silver mirror or is cast of new soldering tin. Depending on what level of light reflectiveness and transparency a given vehicle has switched on, an observer notices completely different appearance and visible details of the vehicle. For example, a completely transparent vehicle is to show all internal components, including oscillatory chambers, pilot sits, and members of the crew. In turn the shell that completely reflects the light like a mirror, is going to show only the silvery external outline of the vehicle, that looks like it was moulded from a single lump of a new tin.

#8. Various components that may be protruding from the Magnocraft on different occasions, such as legs, supports, undercarriages, ladders, periscopes, etc. For each configuration of these components the appearance of this vehicle becomes different.

#9. Forms shaped from a dense magnetic field of the vehicle. They include so-called "black bars" (see subsection G10.4 and Figure G28 b), magnetic circuits, interiors of twin-chamber capsules, etc. In the changing lighting conditions and in appropriate parameters of the magnetic field, these forms take appearances of various solid objects that are attached to the vehicle or protrude from the shell. They additionally differentiate already so complicated shapes and appearances of the Magnocraft.

#10. Distortions of the appearance caused by the action of vehicles' magnetic field as partial magnetic lenses. In some conditions these deformations distort the appearance of Magnocraft. For example, they cause the disappearance from the view of various parts of the shell that are adjusted to the propulsors of the vehicle, such as side flanges and top parts of the upper domes. Due to bending of the light, they may also show components that normally are invisible to sight, e.g. the fragment of the side flange that is positioned at the back of the vehicle and that normally is invisible behind the body of the vehicle. The misleading influence of these optical illusions caused by the magnetic lens, is perceived especially strong, when in the eyes of the observer they start to deform the observable shape of the vehicle.

#11. The ionising and glowing of the air crossed by the magnetic circuits of the vehicle, combined with the existence of many sources of light. This ionising and also additional sources of light, are capable to change completely the appearance of the observed vehicle. Especially if the observation takes place at night, while the shell of the vehicle is controlled into complete transparency. In such a case the body of the vehicle completely disappears from the view, while visible become only these spreading sources of light and glowing magnetic circuits. In this way a discoidal Magnocraft may transform itself into a kind of glowing monster with long arched legs, or into a kind of a huge clawed paw with curved claws.

In addition to the above, people who still are thinking in categories of horse power, may easily be confused or shocked with the following capabilities of the Magnocraft:

#I. The ability to assume fast any possible configuration or shape, and the ability to change shape or split into other shapes. This ability results from a variety of reasons, although

it does not mean the capability of Magnocraft to accomplish a real change the physical shape and constitution of its shell. For example, it may be an outcome of an action of magnetic lens, or change of mode of operation, or coupling/decoupling of flying configurations combined from several Magnocraft, etc.

#II. The ability to almost immediately change the previous shape, appearance, colour, consistency, etc. This one is also caused by the action of e.g. partial magnetic lens that deforms the appearance of an unchanged vehicle, or forming various elements from the black magnetic field (so-called "black bars"), extending legs, undercarriages, ladders, surrounding the shell with a cloud of plasma, ionising the air, etc.

#III. The ability to spew countless small vehicles from the interior of a large Magnocraft. It can be the outcome of opening of launch portholes in large Magnocraft and allowing small Magnocraft to leave the interior.

#IV. The ability of small Magnocraft to decouple from a surface of something that looks like a solid vehicle, but actually is a flying configuration. This results from the decoupling of individual Magnocraft from larger configurations of these vehicles, e.g. from huge flying systems.

#V. The ability of magnetic lens to intercept, bend, and hold light. This ability is especially noticeable during night, when a flight of a Magnocraft in the magnetic lens mode of operation above our head is going to cause a spreading and dislocation of stars, and forming from these stars a kind of a garland with a centre blackened completely. Similar phenomenon can also be noted at nights, when a Magnocraft that flies low above a city with many sources of light, is observed from above. In turn an ascending Magnocraft in the magnetic lens mode of operation, observed from below, is going to cause an unique phenomenon of a concentric "collapsing of stars" into a single point. This phenomenon depends on concentric bending of light of stars when the vehicle ascends. For a motionless observer from Earth, this collapsing of stars looks as if a whole sky rapidly started to collapse concentrically onto a single spot.

No wonder that if these vehicles are watched by native people, who still remember the epoch of horse wagons, their jaws fall down because they are so impressed. After all, they never saw anything like the Magnocraft. After they return to the circle of their countrymen, they are to multiply strange stories and wild speculations about what they actually saw with this extraordinary vehicle. In this way, due to the lack of knowledge of such native people, general confusion caused by the appearance of this vehicle must rapidly grow. Especially if the crew of these vehicles, in manner described in subsection A3, refuses to get in regular contact with locals and starts to intentionally hide from observers.

The above explanations should be complemented with the information, that factors described here practically make impossible to piece together through empirical research the real shape of UFOs. Therefore the real shape of UFOs could only be discovered due to theoretical research on the Magnocraft described in this chapter. More extensively this is elaborated in subsection P2.1.1.

G10. Properties of the Magnocraft

The Magnocraft is an extraordinary vehicle. Its completion will introduce to our civilization a technological advancement that has never occurred before. This craft will send us to the stars and carry us to the centre of the Earth, will fly with a speed close to the speed of light or will hover motionless over our gardens, will save countless lives but can also be used as a tool of destruction.

The unique operation of the Magnocraft is the source of its unusual properties. Many of these are unknown to us, as no other human device has previously been able to create them. Such attributes as the magnetic framework, inductive shield, magnetic whirl, plasma saw, vacuum bubble, magnetic lens, etc., are completely unfamiliar, so they may be difficult to

comprehend as many people have no frame of reference to which these properties could be compared.

The descriptions that follow reveal the basic attributes of the Magnocraft as it appears in all three modes of operation. It should be stressed that these are very brief descriptions, and that the limited size of this monograph forces me to introduce short cuts in the explanations provided. But further details can be deducted from the material presented here. Also I welcome questions, inquiries, and comments concerning any part of this monograph.

G10.1. Properties of the Magnocraft during the magnetic whirl mode of operation

The powerful whirling magnetic field creates a circulating electrical field around the Magnocraft's surface which sweeps away any ionized molecules present in the air. These molecules collide with one another, causing cumulative ionization of the air near the vehicle, and creating a plasma whirl which follows the whirling magnetic field. So the first property of the Magnocraft caused by the magnetic whirl is a **"plasma whirl"** which also circulates around the Magnocraft's surface. This swirled plasma creates a characteristic **"ionic picture of the whirl"** which is explained in subsection G7.3 and illustrated in Figure G27.

The particles from the plasma whirl that rotate around the vehicle are acted upon by centrifugal forces. These forces cause the rejection of air from the Magnocraft's surface and the creation of a local **"vacuum bubble"** around its body. This bubble is simply an area of local vacuum that surrounds the hulk of the Magnocraft and that is created due to the rejection by the vehicle's whirl particles of surrounding matter. So when the Magnocraft flies in the air or water, it in fact flies in a small bubble of the local vacuum that it created around itself. This vacuum bubble eliminates viscous friction between the craft and the atmosphere, making it possible to reach speeds much higher than would normally be possible because of the heat barrier. A rough estimation of these speeds gives the value of around 70,000 km per hour in the air, and about 800 kilometres per hour for flights under water. In free space away from the atmosphere, this vehicle can attain a speed only a small fraction of a percent smaller than the speed of light.

The second important property of the Magnocraft is the elimination of sound waves by the plasma whirl. This principle involves the breaking of the pressure cone which is formed in front of all flying vehicles and which is the source of sound caused by their flight. This enables the Magnocraft to fly noiselessly even in cases when it reaches velocities in excess of the sound barrier. Of course, during flights in modes of operation other than the magnetic whirl mode, this cone of frontal pressure is not eliminated, thus the vehicle is going to generate appropriate sounds.

Air plasma emits a light. Therefore a next property of the Magnocraft is that in the magnetic whirl mode of operation it forms around itself a hot plasma cloud which emits a powerful incandescent light from the ionized air. Thus, in the magnetic whirl mode of operation, the body of the Magnocraft is completely hidden inside a ionized cloud. For precise manoeuvring in this mode, it is necessary to use special periscopes (see (1) in Figure G5) which extend beyond the range of the ionized air. Because the main constituents of air are nitrogen and oxygen, whose ions glow red, yellow, green and violet, depending on the conditions of fligh, these colours are dominant in the plasma cloud produced around the Magnocraft.

High energy plasma can destroy all hard materials. This is already utilised in the application of plasma lancets. Therefore, the plasma whirl of a Magnocraft forms a kind of circular saw of enormous power, which spins around the Magnocraft and which is capable of evaporating a hole in every object with which this vehicle is in contact. In my monographs it is called the **"plasma saw"**. This plasma saw provides another property, whereby the vehicle is able to cut into the hardest rock and tunnel through it. During these flights of the Magnocraft through solid materials, such as rocks, buildings, bunkers, or machinery, it leaves behind

tunnels with a geometrical shape and vitreous surface - see **Figure G31**. Attributes of these tunnels are described in subsection G10.1.1 that follows.

Both the whirling magnetic field of the Magnocraft and the plasma saw that follows it, both create a sort of **"inductive shield"** that protects the vehicle from outside attack. Therefore the next property the Magnocraft has is the ability to destroy and repulse any objects in its path which are made of electrical current conductors (such as missiles, aeroplanes, meteorites, or cosmic dust). The destruction of such objects is achieved by inducing in them powerful electric currents that cause the material from these objects to instantly evaporate from the inside, until they explode and then burn up in the plasma whirl. Splinters from such exploding objects are porous and full of vapour bubbles, thus roughly resembling the consistency of retort coke.

When the distance from the Magnocraft is too great to cause the explosion of a given conductive object, then the whirling currents induced in material of this object cause that it ceases to be an electrical conductor. In this manner, the approach of the Magnocraft to any power-line, or to any high voltage line, or just to any power supply cable, prevent the flow of electrical power through this conductor. This cuts the circuits off from any electricity supply. In the effect, affected electricity consumers or entire power stations found in the vicinity of such a vehicle, are deprived of their supply of electric power.

The magnetic whirl also produces beams of electromagnetic waves, which in the vicinity of this vehicle may destroy television transmission, radio connections, telecommunication, etc.

G10.1.1. Properties of the tunnels made in rocks by the Magnocraft

Magnocraft, which in the magnetic whirl mode of operation are going to fly through solid matter, such as rocks, soil, buildings, or bunkers, are going to produce glossy tunnels in this matter. The principle which causes the evaporation of this tunnels, and also their basic properties are illustrated in Figure G31. This subsection is to list the most important attributes of such tunnels, to explain where these attributes come from, and also to explain what is the mechanism of their formation.

The properties of the tunnels hollowed out in rock by the "plasma saw" of Magnocraft remain in strict correlation to the principles of operation of these vehicles. This means that the action of each principle applied by these vehicles, and also each rule that is obeyed by phenomena that these vehicles induce, causes the appearance of a particular set of properties within the tunnel. To highlight this correlation better, two overlapping lists are provided below. The first of these lists, marked by the subsequent letters #A, #B, ..., #K, describes main principles of the Magnocraft's operation. In turn the list that follows, marked with subsequent numbers 1, 2, ..., 38, describes the properties of the tunnels that result from given principles.

#A. The Magnocraft of the first generation flies in a magnetic (non-aerodynamic) manner, which characteristic features include: following straight lines, rapid (almost right-angle) changes of flight direction without the benefit of a curve radius, and suspending motionlessly in the same position for longer periods of time.

1. The tunnels evaporated in rock during flights of this vehicle comprise long, straight sections which are joined together by relatively sharp corners.

2. In locations where the Magnocraft remains motionless, the rounded, drum-shaped caves modelling the magnetic whirl outlines (e.g. the ionic picture of a whirl – shown in Figure G27) should appear in the middle of these tunnels. These caves should show evidence that the magnetic whirl has removed surrounding rock by vaporization. The central axis of these drums will be parallel to the local course of Earth’s magnetic field force lines.

#B. Propelling and stabilizing forces are obtained by the interaction of the Magnocraft's magnetic field with a field produced by the Earth, planets, Sun, or Galaxy.

3. Disturbances in the direction of the local Earth's magnetic field should be frozen in the rocks surrounding the tunnels. A magnetic compass used within the tunnels can refuse to work, or register false readings varying directions from place to place.

4. Water diviners are going to react strongly on the underground presence of such a tunnel.

5. Various animals that are sensitive to magnetic field may react in different ways in areas under which such tunnels run, e.g. may indicate fear.

#C. The dynamic interactions between the field of the Magnocraft and the field of Earth, may induce in walls of these tunnels an unique type of field, called the telekinetic field (for descriptions of this telekinetic field see subsections H6.1 and NB3 of this monograph). Then this field is going to be frozen for many years in walls of such tunnels.

6. The tunnels are to irresistibly attract some animals (e.g. dears, lambs, bats). They are to force these animals to enter the tunnels.

7. People are going to experience extraordinary feelings in these tunnels, that are also characteristic to holly places.

8. Tunnels and water that flow through them are going to acquire healing properties, abilities to increase vitality and longevity, improve the fertility, etc.

#D. The unique telekinetic field frozen in walls of these tunnels, will remain biologically active for long periods of time, causing in these tunnels a whole range of biological phenomena. These phenomena with the elapse of time may even provide an identification attribute that is to allow an initial recognition of these tunnels and an estimation of their age.

9. During telekinetic stimulation of the process of decay and fermentation that are to occur in faeces and remains of creatures that live in these tunnels, this field is to cause the spread of a characteristic smell (like the merging of the smell of hydrosulphide or rotten eggs, and old mould). This very sharp and unique odour may allow people who are familiar with it to quickly recognise this type of tunnels. Because of the fact that the biological activity of telekinetic field frozen in walls of this tunnel is going to diminish with the elapse of time, also this characteristic odour is going to gradually diminish. However, all caves have a specific level of smell that prevails in them. Therefore also this characteristic odour of biologically active tunnels is not going to diminish completely. After the elapse of time it drops down to a specific threshold value. After reaching this threshold value is ceases to decrease further, and it is only to change the character of the smell, thus transforming into a normal small that prevails in natural caves. Just because of this gradual diminishing of the unique smell, these tunnels can be roughly judged how old they are. (E.g. in tunnels relatively new this odour will be impossible to withstand without gas masks.)

10. During telekinetic stimulation of fertility of organisms that live in these tunnels, in some cases this field may cause the birth of new mutations of living creatures. These mutations are going to be unique to a given tunnel, and will appear only in a particular tunnel. Thus, in cases when this mutation takes place, the tunnel is to be inhabited by sometimes very strange creatures, that outside of them will not exist in the same form (e.g. see item (c) in subsection NB3).

#E. During its flight the saucer-shaped Magnocraft must all the time be oriented in the same direction, i.e. in such a manner that its base remains almost perpendicular to the local course of the force lines of the Earth's magnetic field. Therefore, depending on which direction it flies, the shape of the tunnels that it leaves behind must either reflect the vehicle's circular overhead outline or its triangular side outline.

11. When the Magnocraft flies in the direction of magnetic north-to-south or south-to-north, the shape of the tunnels left behind is elliptical in cross-section. The long axis of this ellipse is horizontal, and the ratio of the long to the short axis is proportional to the local inclination angle of the Earth's magnetic field (i.e. on the magnetic equator the tunnels should be circular in cross-section) - see Figure G31, part "c".

12. When the Magnocraft flies approximately in an east-west or west-east direction, the shape of the tunnels matches side outlines of a saucer - see Figure G31, part "d".

So in case when it is evaporated by a single vehicle, it roughly resembles the shape of an obtuse triangle. But in cases when it is evaporated by any configuration shown in Figure G6, the tunnel is to have outlines corresponding to a rounded cross section along the vertical (central) axis of a given configuration.

13. When the paths of tunnels rapidly change the direction, their shape should also change from elliptical into triangular, or vice versa, depending on the geographical direction of flight of a vehicle that formed it.

#F. The tunnels are cut by a saucer-shaped spinning cloud of plasma (i.e. the so-called "plasma saw") which tightly surrounds the Magnocraft's body.

14. Rock rubbles, which are formed in great numbers during the sawing action of the magnetic whirl, are to fall down onto the "real floor" of the tunnel and fill up the lower part of it. These rock rubbles in Figure G31 are shown as "4" and "10". Near to the entrance of the vehicle underground, this rock rubbles, together with the "apparent floor" that lies on them, may fill up even up to 1/4 height of the tunnel. But as the distance from the entrance to tunnel progresses, the thickness of the layer of rock rubbles is also going to grow. Just before the exit of a vehicle from the tunnel, rock rubbles are to diminish almost completely.

Notice that because of the existence of this layer of rock rubbles, on the top surface of which evaporated rock solidified after the flight of the vehicle, the tunnels evaporated by the Magnocraft always have two floors. The most bottom one of these floors is called here the "**real floor**" (see "12" in Figure G31). In turn another floor formed artificially on the pile of these rock rubbles by solidifying rock vapours is called the "**apparent floor**" (see "8" in Figure G31).

15. The appearance of these tunnels must roughly reflect the shape obtained by the intersection of the vehicle's whirl with the solid material through which the Magnocraft flies – see part (a) of Figure G31.

16. Tunnels are geometrically shaped, have relatively even surfaces, and are of a technological appearance.

17. The shape and dimensions of the entire tunnel (i.e. the tunnel contained between the "real ceiling" and the "real floor"), are such that without any difficulty the tunnel is to accommodate the vehicle that evaporated it.

18. The shape, dimensions, and patterns (ripples) on the walls of the tunnels should remain the same as long as the spacecraft which made them was maintaining an unchanged speed and direction of movement and did not cross the path of another tunnel (i.e. each straight section of the tunnels should look approximately the same along its entire length).

#G. The rock in the vehicle's path is removed through the melting and evaporation by the plasma saw.

19. The tunnels should have a smooth, glossy surface, as if it is covered with a glaze of some sort. It is to result from the melting of the rocks by the plasma whirl of the vehicle. But under a close examination this surface is to reveal numerous cracks and solidified large gas bubbles, similar to bubbles formed on surfaces of boiled dense substances that are then rapidly cooled down.

20. The plasma whirl should leave some characteristic, repetitive indentations (ripples) on the surfaces of the tunnels. The shape, course, and intensity of these ripples depend on the mutual positioning of the tunnels' walls and the direction of the whirl rotation. In elliptical tunnels, formed during north-south flights of the Magnocraft, the indentations should take the form of shallow grooves running around the periphery of the tunnel at even distances from one another (the mutual distance between successive grooves depends on the speed of the Magnocraft which produced them). The appearance of these ripples should resemble an enlargement of those left by drilling tools. At the ends of the drum-shaped caves formed by motionless vehicles, the indentations should be shaped in clear spirals whose flutes recede towards the centre of the vehicle's whirl rotation. Such spirals should resemble the shape of a magnetic whirl illustrated in the lowest part of Figure G25.

21. The tunnels should have a “real floor” or the "original floor", the shape, appearance and the location of which are exactly symmetrical to the shape, appearance and location of the tunnels’ ceiling. Unfortunately, this “real floor” is usually hidden from an observer, because it is covered by the rock rubbles and screened by the “apparent floor”. (The "apparent floor" is the one that can be seen when someone enters these tunnels – see “8” in Figure G31. The "original floor" is hidden under this apparent one – see “12” on Figure G31.) The rough and craggy “apparent floor” is created by the falling and subsequent hardening on the original floor, of the rock particles melted during the flight of the Magnocraft.

22. The shape of the tunnels' lowest surface (i.e. the “real floor” or the "original floor"), which is hidden under the layer of hardened rock particles creating an apparent floor of the tunnels, is symmetrical to the shape of the tunnels' ceiling. Both, the real floor and the real ceiling, form together outlines of a Magnocraft that flew in a given direction.

23. In areas where the tunnel changes a direction, strong thermal stresses are to pile up, that must cause the accelerated collapsing of ceilings and walls. Therefore vicinities of the area where the tunnel changes the direction, are characterised by the existence of numerous such collapses. Collapses of the tunnel in areas of such changes in direction must reveal a high symmetry. After all, they result from the manner in which walls of the tunnel were heated by the plasma of the vehicle. Thus such collapses are to be very similar to each other, if only the tunnel also turns in a similar manner.

24. The thermally induced changes in the crystallographic properties of native rock located close to the tunnel's surface should be detectable. Such changes, disappearing at some distance from the tunnel's surface, do not appear in the rocks of the caves created by hydraulic or mechanical interactions.

#H. The volume of rocks, evaporated when acted upon by the Magnocraft's plasma whirl, form a kind of super-hot, highly compressed vapour which expands along the area of the tunnel created behind the vehicle.

25. At shallow locations of the long tunnels, the expanding gases cause breaches to the land's surface (see "6" in Figure G31). These breaches and cracks take advantage of the occasional weak spots within native rock and can be formed at random without displaying any regularity in shape or course.

26. Particles of hardened vaporized rock should be spread over a wide area in the vicinity of the entrance (not the exit) to a tunnel, i.e. the place where the Magnocraft descended below the surface of the ground, as well as in the vicinity of the outlets from breaches formed by the expansion of vapour from a long and shallow tunnel. The effects caused by this should be similar to the raining down of volcanic ash after a small eruption. When viewed under a microscope, such particles should have shapes of miniature spheres or bulbs, formed from a native rock in which the evaporation of a given tunnel took place. Their size is to be comparable to grains of sand. They are to be formed from the native rock evaporated by the Magnocraft, which after getting to the surface of the ground, as this is marked with symbol “5” in Figure G31, were rapidly cooled down by the air and descended to the ground.

#I. Vapours evaporated in the result of the circular saw, are to indicate the tendency for falling down in the direction of gravity field and quick solidifying.

27. Particles of vaporized rock, when hardening on the surfaces of the rock rubbles that cover bottom part of the tunnel (especially its real floor), must form a kind of “rock bridge”, the upper surface of which is to create an “apparent floor” of the tunnel. This “rock bridge” is shown with symbol “9” in Figure G31, while its upper surface that represents the “apparent floor” of the tunnel, is shown there with symbol “8”.

28. These “rock bridges” that form the apparent floor of the tunnel, must display a monotropic structure whose arrangement reflects the direction of movement of rock vapours. After all, they are to be formed due to gravitational fall out and solidifying of individual droplets of dense rock vapours that were evaporated during the flight of a given vehicle. Samples cut

out from this floor are to indicate the drastically different structure than samples cut from a native rock that form walls of this tunnel.

29. In straight tunnels that run horizontally, stony bridges that form their apparent floor are flat and aerodynamic. This is because the fallout of the native rock evaporated by the vehicle is approximately even along all the surface of the floor.

30. In tunnels that run under a steep angle to the level, stone bridges are to form uneven dunes, similar to dunes formed by snow on slopes of steep hills.

#J. The expanding volume of rocks evaporated in the result of plasma saw action, before falling down form a kind of fast moving stream or wind that is composed of extremely hot, highly compressed droplets of evaporated rocks. The behaviour of this stream of droplets is to imitate the behaviour of the snow flakes during snow storms.

31. In points where horizontal tunnels are to turn, on the outer side of the turn, the apparent floor is to show a tendency for formation of dunes that curve upwards and gradually transform into the tunnel's ceiling. The reason for such a curving of the apparent floor towards the ceiling is the inertia force of fast moving droplets of rock vapours, that throw these droplets towards the outer wall of the turning tunnel.

32. In the turning points of horizontal tunnels, approximately near the centre of the turn, the apparent floor is to show a tendency for a rapid descending downwards toward the real floor. Thus a kind of a hole or depression in the floor is to be formed in there. The cause of this descending of the apparent floor is the melting of a hole in this floor by hot gases that wash it at extremely high speeds. The mechanism of this formation is similar to a mechanism of blowing away of snow almost to a bare soil by winds of a snow storm that rushed in a bending tunnel formed by two buildings.

33. Stones that fall down on surface of the apparent floor of the tunnel at the time of evaporation of this tunnel, are to be covered by droplets of the native rock and melted with the blow of hot gases. Thus they are to form aerodynamic shapes, the attribute of which that they do not have concave surfaces almost at all.

34. At crossing points of the tunnels, the movement of expanding vapours creates hardening drifts which may block the entrance to the tunnel which had been made earlier.

35. On entrances (but not exists) to a tunnel, i.e. the place where the Magnocraft descended below the surface of the ground, particles of hardened vaporized rock should be spread over a wide area along the extension of the axis of this tunnel. This fallout should be similar to that formed in the vicinity of outlets of breaches caused by the expansion of rock vapours from a long and shallow tunnel. The effects caused by this should be similar to the raining down of volcanic ash after a small eruption. Only that droplets of rocks expanding from these tunnels are to solidify into rounded spheres or bulbs, not into irregular crystals as this is the case of volcanic ash.

#K. Water that is accumulated in the tunnel, is to seep through a porous apparent floor and accumulate in the rock rubbles that fill up the space between the apparent and real floors – see "11" in Figure G31.

36. At outlets from tunnels that run horizontally, stream of small rivers are formed from water that accumulates in these tunnels. These rivers are to flow out much below the level of apparent floor of these tunnels, i.e. usually at the level of their real floor. Therefore such tunnels will be like having two levels. Out of these, the lower level is completely filled with rock rubbles and occupied by a stream or a river. In turn the upper level is a clearance of relatively dry and empty tunnel.

37. In tunnels running horizontally, the apparent floor is usually very dry. Of course, this does not apply to several exceptions, e.g. when tunnels rapidly turn, or when tunnels lie under the level of ground waters, thus are completely submerged.

38. In tunnels that run under a steep angle (means either steeply ascending, or steeply descending downwards), the apparent floor, because of its unevenness and breaks, in

some areas is to be flooded with a fast stream that flows on it. In other areas it is to tower above this stream to form a kind of stony bridge.

When we analyse the attributes of tunnels evaporated during underground flights of the Magnocraft, it becomes obvious that these attributes are hugely unambiguous and meaningful. So every person should be able to easily recognise these tunnels. Also, almost none of these attributes have the rights to appear in caves of a natural origin. For example, in natural caves: (1) their cross section and the direction they follow must rapidly change at random, (2) these caves must have only a single true floor and one will not be able to find in them two levels separated from each other by a rock bridge, (3) stones that lie on their bottoms are also going to be aerodynamic, but their aerodynamic shape is to originate from washing, not from gluing up, thus is going to be full of concave surfaces, grooves, lines coinciding with the direction of wear and tear, etc. Attributes of technological tunnels cannot be overlooked, while caves evaporated by some spaceship that utilises principles of the Magnocraft no-one with ability to observe and to reason should take for some natural caves. (Although, shockingly, they are being taken for such natural caves by present scientists, who in addition to this several times attacked me trying to argue, that I am completely wrong in the matter of origin of these tunnels. They did this in spite that my argumentation and material evidence they could verify in person on real tunnels to which they had a physical access.) Thus the presence of these attributes on some tunnels certifies conclusively, that these tunnels originate from an underground flight of a vehicle that uses the magnetic propulsion of the first generation, identical to that utilised by the Magnocraft. The origin of these tunnels is then so unambiguous, that it is possible to formally prove that they were evaporated in a technological manner. So if some geologists or scientists are to insist in their claims, that these tunnels were formed “naturally”, their argumentation is to be biased, contradictive to findings so-far, and certifying for their philosophical immaturity and inability to accept the truth. As such, they should not be taken seriously or considered in any actions.

* * *

It should be mentioned here that numerous tunnels which display properties exactly corresponding to those listed above have already been found on Earth. Examples of these are listed and discussed in subsection O5.3 from chapter O of this monograph.

Our present orthodox science attributes a solely natural origin to all underground caves existing on Earth. However, it seems that there are a number of cases where a technological origin could explain perfectly well the properties of some underground tunnels, whereas none of the natural explanations is supported by existing facts.

G10.1.2. Whistling sounds of spinning blades

In the magnetic whirl mode of operation, the fast spinning magnetic circuits of the Magnocraft create rather unique type of whistling sounds. These characteristic sounds were already mentioned in subsection G8.1. They can be compared to “**whistling of spinning swords**” or to “whistling sounds of spinning blades”. The appearance of this noise is one of the identification attributes that allow outside observers to recognise the magnetic whirl mode of operation in a nearby Magnocraft. This whistling can be also heard in cases when the vehicle itself remains invisible for human sight because it hides itself from people behind the screen of telekinetic flickering described in subsection L1. The Magnocraft working in the mode of magnetic whirl is extremely dangerous. Therefore whenever someone hears this whistle of spinning blades, he or she should run as fast as only can in direction opposite to the one from which this whistle can be heard.

G10.2. Properties of the Magnocraft during the throbbing mode of operation

During the throbbing mode of the Magnocraft's operation, most of the properties characteristic for the magnetic whirl mode disappear. Thus the vehicle becomes safe and non-destructive. But also the latitudinal component of the thrust force no longer exists, which in the magnetic whirl mode used to push the Magnocraft from east to west or from west to east. Thus the Magnocraft in the throbbing mode is only able to fly vertically and in the direction parallel to magnetic meridians. Because the magnetic whirl does not exist in this mode of operation, so all attributes that result from this whirl must also disappear. For example, the cloud of luminous air disappears as well. Thus during the day, observation of the Magnocraft's surface is possible for outside observers. In turn the Magnocraft's crew in this mode of operation are also able to observe visually the vehicle's environment (i.e. without the use of any instruments). Because there is still a local air ionization occurring at the outlets from the vehicle's propulsors and along highly concentrated magnetic circuits, small glowing areas can still be visible on a cloudy day or at night – as this is shown in Figure G28 (a). Because the magnetic field separates ions, the light from these small glowing areas is to have two different colours, depending on the field's dominant pole at which it is emitted. As it already explained in subsection G8.1, near the north (N) pole (or inlet "I" pole) of each propulsor, the light emitted is red-yellow. In turn near the south (S) magnetic pole (or outlet "O" magnetic pole) of each propulsor, emitted is blue-green light – as this is shown in Figure G28 (a).

The pulsating field generated by the Magnocraft during the throbbing mode, has some characteristics similar to the field in our electricity transformers. Therefore, in this mode electrical currents are induced in every closed circuit which is present in the field's range. This is especially effective where there is a transformer at the beginning of such a circuit. Thus, the nearby flight of the Magnocraft may cause the activation of radio and television sets and other items of electrical equipment (e.g. electric motors with commutators) which are disconnected from the electrical power supply.

It should also be noticed, that the effect of the Magnocraft in such a throbbing mode of operation acting on electrical equipment, is opposite from the effect of acting in a magnetic whirl mode. (I.e. during the magnetic whirl mode of operation, electrical devices cease working because they are cut off from the electricity supply, instead of being activated because the current is induced in them – as this happens during the throbbing mode of operation.)

G10.2.1. Humming noises generated by the Magnocraft during the throbbing mode of operation

There exists a number of effects caused by the propulsion of Magnocraft, which appear only in the throbbing mode of operation described above. The most common of these effects are "humming noises". Depending on the mechanism of their formation, these humming noises can be classified to two opposite groups, namely to (1) acoustic noises, and to (2) magnetic "as if noises".

The acoustic humming noises are similar to the characteristic buzzing of high voltage transformers, but with a higher tone (rather like a flying bumblebee) because of the higher frequency of field pulsation. The generating of such sounds depends on the induction of electrical currents in conductive objects found within the range of the vehicle's pulsating field. The currents induced in these conductive objects produce around them kinds of their own magnetic fields which interact with the Magnocraft's pulsating field. As a result, these own magnetic fields cause the conductive objects from the vicinity of the Magnocraft to vibrate at the same frequency as the vehicle's pulsating field. Accordingly, these sound waves are produced by the conductive objects which are present in the Magnocraft's environment, not by the Magnocraft itself (after all, the vehicle is made of material which is resistant to the induction of currents).

Magnetic humming "as if noises". These appear not in the ear, but in the head (mind) of the listener. So they have an unreal character. Their "sound" is more metallic from real

sounds, and approximately resembles grate of irons. One of the unusual properties of these magnetic humming “as if noises” is that they **spread electro-magnetically with the speed of light** (not the speed of sound) and thus they can be heard instantly, regardless of the distance at which a Magnocraft appears.

One of the best examples of such immediate hearing of this magnetic “as if noise”, which was confirmed later through real hearing the same sound effect after an ordinary sonic wave arrived to listeners, is described in subsection I1 of monograph [5/3] (see over there the description of a double hearing of magnetic explosion of UFO vehicles over Tunguska in Central Siberia in 1908).

Some people may develop a hyper-sensitivity of a nerve inside their ears to “hear” such magnetic “as if sounds”. This hyper-sensitivity allows them to perceive the magnetic vibrations of a Magnocraft at a long distance. These people at some stage find themselves very close to propulsors of an operational Magnocraft-like vehicle (i.e. a UFO – see subsection P2). Thus, the pulsating magnetic field from these propulsors caused some kind of permanent changes in their brains, causing in this way them to be later especially sensitive for any similar magnetic vibrations. These people may later hear such humming “as if sounds” when a Magnocraft-like vehicle approaches them, even if they can't see it and no one else hears any noise. The close presence of such a vehicle these people “hear” like a kind of metallic creak, or squeak, brawl, buzzing, or humming, that appears deeply inside of their ears, or just a single ear. In the majority of cases these people may believe that the noises they unexpectedly experience result from an unrecognized medical problem. But the aware knowledge of their extraordinary capability, can be extremely useful as it gives to them (and to other people nearby) a chance for remote sensing of the approaching Magnocraft-type vehicle (i.e. a UFO). Thus such people become one of the most accurate, intelligent, detectors of Magnocraft-like vehicles (UFOs), that without any error always recognize the appearance of these vehicles in their vicinity.

The above should be complemented with the information, that these magnetic “as if sounds” induced magnetically directly inside of the head of a listening person without employing his/her ears, are already a subject of vital inventions and developmental works. This is because they allow to develop hearing aids for people with damaged ears (i.e. for people completely deaf). Such hearing aids allow to induce sounds directly inside of the head of deaf person, with omitting the damaged ears of this person. So in spite of a biological damage to the ears, such a person still is able to hear. The Dutch researcher who works on the development of just such devices, which he calls "neurophone", is Dr Patrick Flanagan. Contact with him can be obtain ed through his representative for England, Donald P. Walton, 12, Chatsword Road, Bournemout, BH8 8SW, England. It is shocking how many previously unknown for humanity directions of the development can be open if people become interested in new technologies that are indicated by the operation of Magnocraft-like vehicles (UFOs).

G10.3. Properties of the Magnocraft during the magnetic lens mode of operation

The Magnocraft's Oscillatory Chambers can also be so controlled that they produce a constant (i.e. non-pulsating) and stable magnetic field similar to that one produced by permanent magnets – for details see subsection F7.1. In such a case the vehicle displays a manoeuvrability identical to that present during the throbbing mode of operation (i.e. it is only capable of flights parallel to magnetic meridians and in vertical directions). But it simultaneously forms an additional extraordinary phenomenon, which in this monograph is named the "magnetic lens".

By the term "**magnetic lens**" we are to understand an appropriate configuration of a powerful, usually constant magnetic field, into which Magnocraft are able to wrap themselves in order to deflect the light that shines on them. Thus, such magnetic lenses make the Magnocraft invisible to human eyes and to present photo-cameras. In a physical sense, such magnetic lenses are a combination of two different optical effects, which require separate

explanations. The first and the most significant of these, is the bending of path of light with the energy density of the vehicle's concentrated magnetic field. This effect originates from the relativistic equivalence of mass to energy (i.e. from the famous equation: $E = m \cdot c^2$) expressed by the theory of general relativity. As this was proven in subsection G5.5, the Magnocraft's magnetic field accumulates enormous amount of magnetic energy. Even the smallest Magnocraft, named the K3 type, is tiding in its magnetic field the equivalent of at least 1 megaton of TNT. In turn a single Magnocraft type K6 binds in its magnetic field the energy equivalent of at least 10 megaton of TNT. Accumulation of this huge amount of magnetic energy in a small volume that directly surrounds the vehicle, introduces various consequences. For example, the enormous concentration of energy within the Magnocraft's field is equivalent to the concentration of additional transparent (invisible) fibrous matter around the vehicle's surface. This matter, although it is invisible, increases the "density" of the air, vacuum, or water, in which the Magnocraft flies, thus changing optical properties of this medium. An effect of this, is similar to surrounding the Magnocraft with a thick layer of invisible glass fibres which have an index of light refraction different from that of air. Therefore, the electromagnetic radiation entering the range of the vehicle's dense fibrous field, must be deflected significantly. Such deflection can be comparable to that caused by optical lenses.

The second effect that contributes to the formation of the magnetic lens, results from the monotropic (fibrous) nature of magnetic field force lines. Such vehicle's force lines actually interact with the incoming light like a thick sheaf of fibro-optic cables that are wrapped around the vehicle's shell. Thus, this fibrous nature of the vehicle's magnetic field force lines causes, that in the magnetic fields of extreme power and density, light can only pass along the fields' force lines. But it is stopped or bent when passing across these force lines. This causes the Magnocraft to have a tendency to bend light so that it follows the path of their magnetic circuits, and is unable to cross force lines. The situation which in the most drastic manner reveals the existence of such a fibrous magnetic lens, is illustrated on **Figure G32**.

Contrary to the normal optical lenses made of glass, the magnetic lens does not have any clearly distinguishable surfaces that may reflect light. It displays a transparency identical to that of air, but its mass density and saturation of space with magnetic force lines gradually change. Therefore the magnetic lens remain unnoticeable even if an observer is only a few meters from it and directly glances at it.

The magnetic lens allows the Magnocraft's crew to make the vehicle completely invisible to a radar observation and to a naked eye. It also deflects the beams of military lasers from targets, shields the crew from the action of electromagnetic radiation caused by a nuclear explosion, screens the vehicle from heat radiation, etc. Therefore, it makes the Magnocraft not only invisible on every wish of the crew, but also indestructible by any high-energy emissions.

The Magnocraft screened by such a magnetic lens becomes completely invisible to an outside observer. The observer who looks directly at this vehicle, is unable to notice whether anything is present in this place. Thus all Magnocraft-like vehicles, including UFOs, cover themselves with such magnetic lenses in order to escape being observed or registered with human optical instruments or with radar. Crews of Magnocraft-like vehicles (UFOs) are able to play in "cat and mouse" with people that try to photograph or film them.

Although Magnocraft-like vehicles (UFOs) hiding behind their magnetic lenses cannot be seen directly, as everything in our universe they cause the appearance of various marks and side effects which can be observed. So these side effects and marks can be used for deducing that a vehicle hiding behind just such a magnetic lens is present in our vicinity. Two most commonly appearing such side effects include: (1) causing the extinguishing of lights during daylight, and (2) extinguishing of lights during nights. Let us now discuss these effects briefly.

The causing of **extinguishing of lights during days** is especially noticeable in cases when large Magnocraft-like vehicles hiding behind magnetic lenses fly at low heights. As this is illustrated in Table G1, Magnocraft of K10 type have the outer diameter equal to D = 561.76 meters. This in turn means, that the magnetic lens formed by these vehicles is going to have

the shape of a disk over half of kilometre in diameter. The entire light that enters the rolled up like a donut magnetic circuits of this huge vehicle, is going to be intercepted and locked inside of these circuits, thus becomes incapable of lighting anything. So if such a huge vehicle is going to fly near the surface of Earth, so that its magnetic circuits are to sweep a selected area of the surface of the ground, while the field of this vehicle is formed into such a magnetic lens, then to the area covered with force lines of such a vehicle, the access of sunlight is to be cut off temporally. In the result of this, in this particular area rapidly unexplained blackout begins to prevail. This blackout is going to be even more strange, because people staying in this area, as well as in surrounding areas, will NOT be able to see what actually removes the sunlight. Also in case they lighted any torches or lanterns, the light emitted from these sources losses the ability to lighten the vicinity, because it immediately is going to be intercepted by force lines of magnetic circuits of a given vehicle. Because in such large types of the Magnocraft, the outer dimension of this completely darkened (blackout) area may exceed a half of kilometre, sometimes such unexplained rapid blackout may envelope even a whole township or a suburb. An interesting aspect of the above phenomena is, that it was already observed on numerous occasions. These observations are described in an excellent article **[1G10.3.1]** "Darkness in a middle of day", which appeared in the Polish monthly magazine Nieznany Świat (i.e. "Unknown World"), number 6 (90)/1998, page 9 (which was a reprint from the Polish Tygodnik Polski (i.e. "Polish Weekly"), Melbourne, no 34 of 1997) – I recommend looking at this article. For the fact, that blackouts described in this article were really caused by magnetic lenses of huge Magnocraft-like vehicles (i.e. UFOs), certifies the observation, that when during one such a blackout which appeared in London on 19 August 1763, street lamps were lightened over there, these lamps were unable to disperse the darkness that prevailed over there. (After all, as this is explained above, the light from these street lamps also was immediately intercepted and extinguished by magnetic circuits of a given UFO vehicle.)

The **extinguishing of lights during nights** is a night version of the blackout phenomena explained above. If a Magnocraft that flies at night on a low altitude above the ground, forms such a magnetic lens, then when it flies over a lighten city, its magnetic circuits "extinguish" all sources of light that enter inside of its magnetic circuits. Of course, the "extinguishing" in fact does not eliminate the emission of light by these sources, but only is caused due to the intercepting of light by magnetic circuits of the vehicle and disallowing this light to dissipate in all directions. (Thus, this magnetic circuits make impossible for these sources of light to lighten anything around them, and to be noticed by outside observers.) In the result, if someone observes such a Magnocraft from a distance (e.g. from a top of a hill that stands near a large, well-lighted city), then such someone would not see the vehicle, because this vehicle would be hidden inside of a magnetic lens that it creates. But this person would see a black circle of darkness as it moves along the city, in which all lights of this city would rapidly disappear, as if someone extinguished them all at once. This circle made of darkness would move across the city like a black shadow. This extraordinary phenomenon caused by large UFO vehicles was also observed by people many times, and even reported personally to me by one eye witness who saw it extremely clearly.

The extinguishing of lights during a night may also appear when a Magnocraft flies on the background of a night sky full of stars. Then such a vehicle is going to be visible as a regular circle on the sky, in which all stars are extinguished. But because a similar effect may also be caused by the appearance of a regular cloud, probably noticing it by people may take a place only in very special circumstances. For example, in cases when a Magnocraft of a large type flies relatively fast, or when someone previously saw a Magnocraft that flown in a different mode of operation and then noticed that this Magnocraft changed into a circle of darkness on the background of night sky full of stars.

The complete version of the magnetic lens appears only when the Magnocraft produces a constant (i.e. non-pulsating) magnetic field. However, in cases when other types of field surround this vehicle (especially the throbbing one) a partial magnetic lens effect can also be created near propulsors of such a vehicle. In such cases the light bends near the outlets

from the vehicle's propulsors, thus distorting the apparent shape of the Magnocraft's shell. (Note that the complete magnetic lens cannot be produced by the pulsating magnetic field, because at moments of time when the field extinguishes itself during reaching minimums of pulses, the lens effect that bends the light must temporally cease to exist.) There is also a special case, when such a partial effect of a magnetic lens becomes highly noticeable. This case reveals itself when a Magnocraft ascends. Because it represents one of the most common occasions when the action of a magnetic lens becomes obvious to outside observers, it requires a separate explanation that is carried out in next subsection.

G10.3.1. The magnetic lens action in ascending Magnocraft

The central magnetic circuit of ascending Magnocraft produces a unique magnetic-lens effect that originates from the bending of magnetic force lines that are produced by this circuit. This effect facilitates the visual observation of twin-chamber capsules from the main propulsors of such vehicles, but it simultaneously obstructs the visibility of remaining parts of these vehicles. Thus, it allows outside observers to see and precisely describe the main twin-chamber capsule from the Magnocraft, and even to photograph this capsule (as an example see Figure S5). The mechanism involved in producing this particular magnetic-lens effect was already described in previous subsection (G10.3). But because this mechanism is very vital for the content of this monograph, it is additionally explained below.

In the ascending Magnocraft, the power of a magnetic field involved in the vehicle's central magnetic circuit, exceeds many times the power involved in the main and side circuits. For this reason force lines of the central magnetic circuit hermetically surround not only the entire body of such an ascending vehicle, but also its main and side magnetic circuits which become wrapped into a kind of a magnetic donut. This donut is shaped like a toroid formed from looping magnetic force lines. Principles involved in the formation of this donut (doughnut) are illustrated in Figure G32.

As it was stressed in previous subsection G10.3, the extremely concentrated magnetic field of the Magnocraft interferes with light. This interference manifests itself most evidently by allowing the light to pass easily along the field force lines, but bending the paths of the light which try to pass across these force lines. The above mentioned magnetic doughnut formed around the ascending Magnocraft means that to reach the vehicle's shell, the light would need to pass across the doughnut's field force lines. In turn to reach the main propulsor, this light would move along force lines of this magnetic field. Therefore anything contained inside of this donut becomes invisible to an observer looking from underneath, as the picture of it (i.e. light reflected from it) would need to pass across the field - see path (1) in Figure G32. But in order to reach the main propulsor, the light needs to follow only along these lines - see path (2) in Figure G32. For this reason, outside witnesses who observe such an ascending Magnocraft from underneath, can easily see a twin-chamber capsule from the main propulsor, but they are unable to see any other part of the vehicle's shell. While looking at an ascending Magnocraft, these people notice that at a certain angle the entire sides of the vehicle gradually disappear from view, and the only element remaining visible becomes a small "diamond-shaped" or square device located in the centre of the former vehicle. This device is in fact the twin-chamber capsule from the vehicle's main magnetic propulsor. The cubical edge of this capsule, depending on the angle under which it is being watches, may assume for the outside observer e.g. the shape of a “rhomb” (frequently described by eye witnesses of UFOs as the “diamond” from playing cards). Such a rhomb shape appears when the twin-chamber capsule is seen from the direction of its corner. It can also be described e.g. as a square (if it is seen exactly from below) or as a rectangle (if it is seen from a side direction). At this point it is worth to notice, that some witnesses, unaware of the principles described here, can wrongly take this optical transformation of a disk shaped vehicle into e.g. a "diamond", or vice versa, for a

physical transformation of the shape and external form of the stiff substance from which these vehicles are made.

Some Magnocraft observers unaware of the phenomena described here may also take such a “rhomb” or “square” for a new kind of vehicle, whose shape differs from that of a discoidal Magnocraft.

Notice that the situation described above changes drastically when the Magnocraft terminate their ascent. While they are hovering or descending, their main magnetic circuits stop being dominant over other circuits, thus the entire discoidal vehicle must appear visible again to outside observers. So in the sight of these observers, another transformation of the shape of such Magnocraft may take place, this time running from the vehicle shaped like a “rhomb” or a “square” into a discoidal vehicle.

Of course, the phenomenon described here is going to appear also when the Magnocraft is to ascend during the night. Then it is going to be even more spectacular as when observed during the daylight. The reason is, that huge sizes of space wrapped into the donut of the magnetic field illustrated in Figure G32, is going to screen with this magnetic lens a significant part of the sky. This in turn is to cause, that stars that shine behind the screened part of the sky are going to rapidly extinguish. So the observation of such an ascending Magnocraft during a clear night full of stars is going to be extremely spectacular. This is because witnesses will see as stars on a significant proportion of the sky rapidly become blackened, while the sky in the outlines of such an ascending vehicle becomes pitch black even during the most clear and lightened nights. Also, as the vehicle starts to distant itself from the observer, there will be a strange “shrinking” of this pitch dark area, on the peripherals of which stars again begin to appear. These stars are to produce like an apparent concentric motion and make on the witness a shocking impression as if something moved them concentrically along the sky. The shrinking of this space finally is to collapse in a single point, in which the vehicle disappeared. Then an entire sky returns again to its normal state full of shining stars.

Instead of flying away, the Magnocraft may also rapidly cease its ascend. Then immediately after the vehicle stops, the entire pitch black sky is to lighten up with countess stars, as if someone switched them on simultaneously with a single power supply switch. The viewing of such spectacular displays on the night sky most probably is taking breath away in casual witnesses, especially if they are unfamiliar with the physical side of this phenomena described here.

G10.4. Black bars of the magnetic field

The super powerful and fast pulsating magnetic field, of the type generated by the Magnocraft propulsion, has the amazing ability to absorb light that shines onto it. This ability is caused by a component of the phenomenon that is forming the “magnetic lens” already described in subsection G10.3. It is formed by force lines of such a powerful magnetic field acting like strands of fibro-optic fibres, which intercept light and bend the path of this light in such a manner that it is never able to leave closed circuits of these force lines. In the result, each strand of force lines of such a highly concentrated, pulsating magnetic field that leaves Magnocraft’s propulsors, acts like a kind of trap for light in optics called a “black hole”. Namely, the light enters these force lines, but never is able to leave them. Thus, the powerful magnetic field that spreads from Magnocraft’s propulsors, is going to look quite unusual. To the causal observer who is watching it, this field is going to resemble a kind of “black light” that is shining from the interior of a “magical torch”. In turn, when this magnetic field imitating “black light” is going to cross the space, after being tightly packed into a condensed column, the casual observer is going to have an impression that is looking at a solid object which resembles a bar made of some black material.

There are some arrangements of the Magnocraft, e.g. the cigar-shaped complexes (Figures G7 and G8(1)), and the semi-attached or detached configurations (see Figures G9(a), G10, and G28b), in which the side propulsors belonging to different vehicles face and attract one another, at the same time being kept at a distance from each other. Therefore the highly concentrated pulsating magnetic field yielded by these propulsors passes through the environment, forming types of dense columns with clearly distinguishable boundaries. These columns pass through the environment that prevails between outlets of both propulsors (from both vehicles which face each other). When these columns are observed from a direction that is perpendicular to the field's force lines, they must absorb and trap the light. Because they are yielded by Oscillatory Chambers that usually have a square cross section, thus they appear to eye-witnesses as black, square bars. In this monograph, and also in other my publications, they are called “black bars”. Because they appear intensely dark, they typically can be taken by casual observers as solid permanent forms extending from the structure of the vehicles, not as optical illusive creations formed just from magnetic field. The cross section of these columns is going to reflect the square shape of the Oscillatory Chambers, which in Magnocraft of the first generation produce the magnetic field that formed them.

From the above explanation results a definition of the black bars. It states that the “**black bars** are pillars or space forms created from fast-pulsating magnetic field of a huge density and clearly distinguishable boundaries, the force lines of which are capable of intercepting and trapping the light.”

Black bars may be formed only by sources of magnetic field, the output of which exceeds the value of the so-called “starting flux”, means by sources of the field utilised in propulsors of the Magnocraft and UFOs. The requirement of their appearance is that the magnetic field that forms them must pulsate very fast. In moments when this field diminishes (i.e. in these periods of subsequent pulsations, when the value of magnetic flux drops to zero) such a field allows the light to enter inside of the strands of magnetic field force lines, where this light is then intercepted and trapped. Constant (means non-pulsating) fields do not form black bars, because they do not have these brief periods when force lines diminish completely thus making possible for light to enter inside of such concentrated field strands. Thus permanent fields are only going to bend the light, thus forming the phenomenon which in subsection G10.3 is described under the name of “magnetic lens”.

In various arrangements of the Magnocraft, the number of these black bars is always equal to the number of operational side propulsors contained in the coupled vehicles. This could facilitate the identification of the type of coupled vehicles (see Figure G28b). But one needs to remember that, unfortunately, not every such bar can always be seen, as some of them can be hidden behind the vehicles' shells or behind other black bars. Notice that in semi-attached configurations the black bars pass between the main and side propulsors of the facing vehicles (see Figure G9(a)).

A phenomenon identical to that which causes the black bars to appear, is also in action during the observation of twin-chamber capsules - see Figure F6. The circulating flux of such capsules, when observed from a direction perpendicular to the field force lines, is perceived as an area of complete blackness. Moreover, when a Magnocraft's propulsor operating in the outer flux prevalence is observed from the inside of this vehicle, for the same reason it also looks as though it is filled with black smoke or black light. (Further details concerning the phenomena involved in the blackish appearance of the Magnocraft's field observed from a direction perpendicular to its force lines, are presented in subsection F7.1. In turn examples of such observations are described in subsections S1.4 and P2.13.2, and illustrated in Figures S4 to S6.)

G11. Landing sites of the Magnocraft

When propelling devices of a vehicle contact the solid ground, they must leave recognizable marks. For example, the wheels of a car leave rather characteristic tracks, whereas a hovercraft produces a band of swirled and flattened vegetation. The Magnocraft's propulsion utilizes a very powerful magnetic field which is capable of cooking the soil in a manner similar to that utilized in microwave ovens. Therefore when the Magnocraft lands, its propulsors, which still arte working, must also scorch on the ground a number of distinctive marks. These marks can provide vital information about the vehicle which produced them. This is because they reflect the type of vehicle, its orientation, configuration in which it arrived, mode of operation, etc. To enable the correct interpretation of such marks, subsections that follow are devoted to the description of the main attributes of the Magnocraft's landing sites.

At this point it is worth to explain more exactly what we understand in this monograph by the term Magnocraft's "**landing**". This is because our present popular understanding of the term "landing" is inspired by the operation of helicopters and passenger aeroplanes. These machines lead us to believe, that if a flying vehicle lands, the burning of its fuel must be shut down and its propulsion system must go into a dead, passive state. However the principles of the Magnocraft's flight are completely different from the operation of present helicopters or passenger jets. Out of all flying machines constructed on Earth so-far, only balloons or airships have the principle of flight slightly similar to those of Magnocraft. Therefore, when applying the term "landing" to the Magnocraft, consideration must be given to the fact that this vehicle does not dissipate its energy resources during motionless hovering. Therefore, the Magnocraft's landing more involves hovering close to the ground (with its propulsion still remaining operational) so that its crew and passengers are able to leave or enter the deck, rather than an actual "sitting" on the ground and extinguishing of its propelling field. During such a "landing" Magnocraft's propulsors are going to remain operational all the time and are still going to produce appropriate lifting force. Thus by the term "Magnocraft's landing" we should understand a temporary approach of this vehicle to surface of the ground, combined with the motionless hovering, while the propulsion system of the vehicle remains active and generates the destructive magnetic field. Only in extremely rare situations (e.g. when damaged propelling devices are being repaired) a Magnocraft's landing is to involve actual "sitting" of this vehicle on surface of the ground combined with the complete extinguishing magnetic field that it generates.

* * *

From the point of view of principles used for controlling the vehicle during a given hovering close to the ground, Magnocraft's landings can be subdivided into two basic classes, namely "parking" and "manual hovering". Let us now discuss characteristic attributes each one of these.

- During **parking**, Magnocraft is maintained on a constant height above the ground by the automatic pilot. So it can be left in a given hovering position for any length of time, while theoretically speaking the entire crew could leave the deck (but because of the requirements of safety, usually inside of the vehicle at least one crew member must remain). The automatic pilot controls the height above surface of the ground through the analysis of the resistance that the environment poses to the flow of magnetic field within vehicle's magnetic circuits. Thus parking always is going to take place for the height of hovering above the surface of the ground at which one of vehicle's magnetic circuits touches surface of the ground with returning part of the loop – as shown in part (a) of Figure G35. The automatic pilot keeps checking the fact of touching the ground by this returning part of the circuit by small waving, means by regular lifting up and lowering down the vehicle. In the effect of this waving, the magnetic circuit controlled by the automatic pilot is going to display changes in flow of magnetic energy that are proportional to the changes of magnetic resistance of the environment. This means that the resistance to the flow of magnetic energy is going to increase when the looping part of a given magnetic circuit is going to penetrate under the ground, and is going to decrease when the looping part of the magnetic circuit is lifted up and emerges from the underground. The automatic pilot is going to maintain the vehicle within two border heights, the waving of

the Magnocraft between which is going to change the resistance of the flow of field in a given (controlled) magnetic circuit of the vehicle. When only this resistance stops to change, the automatic pilot reverses the direction of the wavy motion of the vehicle into an opposite one. In this manner the vehicle is going to behave as if it is "parked" through making it sit on an invisible loop of its magnetic circuit.

In some circumstances, e.g. when the vehicle hovers above an uneven ground, such a dynamic checking of the resistance of magnetic flow can be carried out within several such magnetic circuits at the same time. This reassures that none side of the vehicle accidentally hits the ground.

Because of the fact of this dynamic checking of the flow of magnetic field within a selected magnetic circuit, for an outside observer the fact of parking of a Magnocraft is going to be easily noticeable from this small wavy motion that the vehicle is going to display - as if it waves on an invisible water waves. Because for checking the distance from the ground a sensor of the flow of magnetic field placed in any propulsor of the Magnocraft can be used, such parking is possible on practically every magnetic circuit that this vehicle has. This in turn means that the Magnocraft can be parked either on (1) the central magnetic circuit, or (2) any of the main magnetic circuits, or (3) any of the side magnetic circuits. The result is that the Magnocraft can be parked on one out of three different heights above the ground, which corresponds to the distance from a returning point in a given magnetic circuit that was chosen for measurements of the magnetic resistance.

- During "**manual hovering**" the Magnocraft approaches surface of the ground at the distance controlled by the pilot, and than stays there hovering motionlessly in the effect of continuous observation and control carried out personally by the pilot. Thus such "manual hovering" from the point of view of principle of controlling it, is similar to the low hovering of present helicopters, i.e. the pilot must control the vehicle all the time and is not allowed to leave the deck. During such manual hovering the Magnocraft is to stand almost still, i.e. is NOT going to display this characteristic waving which is so unique for the parking. But because of the potential for something to absorb the attention of the pilot , and also because of the availability of the easier and less laborious version of landing which depends on the parking of this vehicle, such manual hovering is going to be used only in rare and justified cases (e.g. when the crew of this vehicle wishes to have a closer look at a selected object that is located at a given height above the ground, or when one of crew members wishes to jump directly from the deck of this vehicle onto a window of someone's flat).

For the outside observer at first glance both above manners of landing may look very similar. This is because in both cases the vehicle is to stop in mid-air and remain hovering for the duration of a given landing. However, there is several details which differentiate these two manners of landing. The first of these is this small wavy motion which is only displayed during the parking, and which is replaced by almost still standing during the manual hovering. The second detail is the height at which the vehicle hovers. During the parking it may hover only at one amongst three strictly defined heights which correspond to the location of returning part in one of vehicle's magnetic circuits. In turn during manual hovering the height above the ground can be any possible that the pilot chooses. The third detail is slightly different shape of marks burned in the soil by magnetic circuits of the landed vehicle.

There are three different manners of parking a landed Magnocraft. For each of these manners, at least one selected magnetic circuit of the vehicle must have the returning path running along the surface of the ground. An example of one of such positions of the magnetic circuit along surface of the ground is illustrated in part (a) of Figure G35. Such a returning magnetic circuit can be either the central circuit "C", or a selected main circuit "M", or one out of side circuits "S" – for details see Figure G24. Here are these three manners of parking:

#1. Parking on the central circuit "C". This manner of parking of a landed Magnocraft keeps the vehicle on the highest possible height above the ground. It depends on controlling the height of the vehicle by measurement of the resistance of magnetic field circulation in the central magnetic circuit "C". Thus during the implementation of such a landing the Magnocraft

approaches the ground at the height so selected, that the central circuit is touching surface of the ground by the back of the returning loop.

#2. Parking on the main circuit "M". This is the most frequently used manner of parking at a medium height above the ground. It could be called "**anchored**". It depends on positioning either one, or several (chosen by the pilot), main circuits "M" of the vehicle, in such a manner that the returning paths of their looping magnetic circuits are tangential to surface of the ground. Through subsequent measurement of the resistance of flow of magnetic energy in this circuit, the log computer is able to determine precisely and keep on the constant value the mutual distance between the vehicle and soil. Such "anchoring" is shown in Figure G35. It can be understand better from analyses of part "a" in Figure G33, only that the Magnocraft is going to hover slightly higher than it is shown on this Figure. In the case of such anchoring, the Magnocraft hovers above the ground on the height "h_m" which is equal to the span of main magnetic circuits "M". Just in order to give the reader an idea as to how much it is, I estimate that for this manner of parking of the Magnocraft type K3, the height of hovering of the vehicle above the ground is going to be around 12 meters. For Magnocraft of bigger types this height is going to increase appropriately.

#3. Parking with the side circuit "S". This is the lowest to the ground manner of parking of a landed Magnocraft. It could be called **squatting**. It depends on checking the height of the vehicle through measurement of the resistance of the flow of magnetic energy in one (or several) side magnetic circuits "S". Thus, during this landing the Magnocraft approaches the ground at height "h_s" (see part "b" in Figure G33), so that its side magnetic circuit checked by the log-computer is touching the ground with the edge of the returning loop. In spite that this is the closest to the ground manner of parking, still the Magnocraft of K3 type is distant in it from the ground by around 2 meters, while Magnocraft of greater types are distant by even higher values.

Because both manners of landing (means parking and manual hovering) are going to produce slightly different marks left on the surface of the ground, thus from the appearance of these marks it is possible to recognize which of these manners of landing just took place. Such distinctive landing marks are going to be discussed in next subsections.

G11.1. Environmental damage caused by the landed Magnocraft of the first generation

Five major categories of environmental damage could be distinguished in landing sites of Magnocraft of the first generation. These categories can be classified as: (1) magnetic scorching, (2) biological destabilization, (3) changes in level of energy, (4) chemical changes, and (5) mechanical destruction. The primary cause for all of them is the action of a highly concentrated magnetic field that is yielded from the propulsors of a landed vehicle. But some types of damage appear as the effect of an indirect action of this field, e.g. its ability to produce highly aggressive ozone that attacks chemical components of the soil and air. Although real landing sites must incorporate a simultaneous action of a number of effects discussed below, for the clarity of analysis this subsection describes separately each major category of damage.

#1. Magnetic **scorching**. This is the most dominant type of damage caused by the magnetic circuits of a landed Magnocraft of the first generation. It is caused by magnetic circuits of the landed vehicle. A highly concentrated magnetic field passes under the ground scorching the organic matter that is contained both on the surface as well as underground. The result is similar to that caused by an over-active microwave oven. In the effect, all organic matter (e.g. plants, animals, insects) in the range of the vehicle's magnetic field is cooked (e.g. wood is completely bleached), incinerated, or turned into brown-grey ash. The non-organic matter (e.g. soil) is parched, demineralised and emaciated.

One of the unusual attributes of such magnetic scorching, is that it differs in principle from scorching by a fire or by oxidation. Therefore ashes of the organic matter produced during such magnetic scorching can be burned later with a high intensity (unlike the ashes

from a fire). On the other hand, highly flammable materials that display signs of such scorching do not ignite a fire when the scorching occurs.

#2. **Biological destabilization**. It is one of the most noticeable and long-lasting type of environmental damage resulting from the landing of the Magnocraft. It is caused by the extermination of all micro-organisms from the soil found in the range of the vehicle's magnetic circuits. Thus, within the former Magnocraft's landing sites, all the parasitic micro-organisms that normally would keep the population of mushrooms under control are killed. The biological effect of such extermination is an exact equivalent to that of a thermal sterilization of the compost utilized by mushroom growers. Of course after a vehicle ascends, the mushroom spores present in free air instantly take advantage of such ideal growth conditions and take over the sterilized soil. The biological balance, once so disturbed, is then extremely difficult to restore. Therefore, within the former Magnocraft's landing sites, an explosive growth of mushrooms is observed. In suitable circumstances this growth may last for many decades in the same place. (I estimate that in the case of non-cultivated soil of a low vitality - e.g. such as this existing in the South Island of New Zealand, the natural restoration of a biological balance at the former Magnocraft's landing sites may take even up to 100 years. In more dynamic soils like these from tropical countries, or from cultivated part of Europe, the restoration time will of course be much shorter, and may even decrease to a half of year.) Because such a technologically induced growth of mushrooms must outline the circular pattern of the vehicle's propulsors (see Figures G33, G34 and C1), such rings of mushroom growths usually are known under a folk name of "fairy rings". It is worth to notice that a kind of mushrooms that grow on a given landing can be an indicator of the season in which landing took place. After all, every kind of mushrooms produces spores (seeds) in slightly a different part of year.

It should be stressed here, that in order to biologically destabilize the soil, the Magnocraft must hover in the same place over a period of time that exceeds the so-called "critical time". This critical time is the duration required for the vehicle's magnetic field to completely cook all micro-organisms from the soil. It can be compared to the minimal time needed to cook a particular product in a microwave oven. For the K3 type of Magnocraft I estimate this critical time to exceed at least ten minutes. If a vehicle hovers above a particular landing site shorter than this critical time, then the soil is not destabilized and a long-lasting “fairy ring” is not established in it. Thus all marks left on such a short-duration landing would disappear after only a couple of months.

"Fairy rings" produced by the effect of the Magnocraft's long-duration landings must display a number of **unique attributes** which are absent in natural mushroom growths. The most important of these attributes, which can be used as identification characteristics of the Magnocraft's landing sites, are listed below:

#2a. **Shape**. The shape of these landings corresponds exactly to the curve of mutual intersecting between the configuration of vehicle’s magnetic field and surface of the ground. For most typical landings of single vehicles this shape is illustrated in Figures G33 and G34.

#2b. **Dimensions**. These exactly correspond to the "d" diameters (nominal) of the vehicles that made them. These "d" diameters are the Magnocraft's equivalent to the widths of wheel tracks made by motor cars - see Figures G18 and G20. Thus the nominal diameters "d" of fairy rings, when determined according to the rules described in subsection G11.2.1.1, and then adjusted with appropriate corrective equations, must fulfil the equation (G34) $d = D/\sqrt{2} = (0.5486*2^K)/\sqrt{2}$ [meters] and must correspond to the data from column "d" of Table G1. (Corrective equation for the measured diameter "d" takes the form (G36): $d = d_o+d_i$ for the case shown in Figure G33(a) and the form (G37): $d = d_o-d_a$ for the case from Figure G33 (b).) Practically this means that the sizes of subsequent fairy rings after being corrected according to equations from subsection G11.2.1.1 must comprise to the terms of a geometric progression with ratio two, and that these rings repeat the binary progression of the "d" diameters from K3 to K10 types of the Magnocraft. (I.e. every subsequent ring is twice as big as the previous one.) Note that the nominal diameters of the fairy rings depend only on the

type of vehicles that produced them, and for the same type they must remain exactly the same independently of: soil conditions; species of mushrooms that populate the landing site; area, country or continent where the sites are found; etc.

#2c. **Symmetry towards magnetic meridians**. For example, a part of such landings takes shape of ellipses, the long axis of which is directed towards magnetic S-N – see Figure G34.

#2d. **The repetitive growth** in precisely the same locations year after year for many decades. No slow drifting away, or shape transformations, so typical of natural growths, will be observed.

#2e. **Permanency of dimensions**. Magnocraft's landing sites are to remain in exactly the same sizes from year to year. Note that if the rings were to grow naturally they would increase their diameter by not less than about 2 metres each year. However, if one marks diameters of such "fairy rings" through e.g. inserting wooden pegs into the soil, these rings maintain unchanged diameter for many subsequent years.

#2f. **Permanency of shape**. These landings remain in a perfect circular or elliptical shape, independently of soil, topographic conditions, growth on a slope of hill, or any other conditions that may stimulate a monotropic growth.

#2g. **Monopoly of growth**. A mushroom spawn in such landings completely takes over of the entire sterilized soil. This is because the natural self-defence mechanisms of this soil are totally destroyed by the magnetic circuits of a landed vehicle. Thus, mushroom spawn completely chokes up every pore of the soil, leaving no air or space for parasites and other micro-organisms that normally would live in this soil. Also, if a surface layer of the affected soil is replaced, the spore will take it over again by attacking from below. Thus such fairy the rings are extremely difficult to remove.

#2h. **Reflection of magnetic circuits of the vehicle**. The underground distribution of mushroom spawn is such, that it reflects the course of the magnetic circuits of a landed vehicle. This means that inside the soil the pattern formed by spawn must exhibit all the elements characteristic of the Magnocraft's landing site. I.e. it must consist of a central patch formed by the main propulsor, which is surrounded by a ring formed by the side propulsors - see Figure G34.

Moreover such "fairy rings" may sometimes be accompanied by other marks formed during Magnocraft's landings and described in this subsection, such as: changes in physical or chemical properties of the soil, mechanical destruction – e.g. imprints of the vehicle's legs lying within the circle (if the Magnocraft did not hover just above the ground, but used its legs while landing), and many more.

It should also be noticed, that the biological consequences of fairy rings involve a variety of effects which are strongly dependable on the season of the year. For example in some seasons (e.g. spring) the mushrooms may stimulate a faster growth of grass, in other seasons (e.g. autumn) they may tend to kill the grass. In some conditions mushroom spawn may have the ability to heat the soil (this in turn may cause that such mushroom rings also encourage animals and birds to gather, rest, and warm up on their surfaces).

#3. **The increase in energy level**. This one causes the damage to all substances affected by the Magnocraft's magnetic field. It is already established that solid matter exposed to the action of an extremely strong magnetic field changes its energy-related properties and begins to behave in a completely different manner. For example such magnetic impact is already utilized commercially for making a concrete stronger than steel, for producing a non-destructible rubber, for growing monocrystals, etc. A saturation of soil with magnetic energy in former Magnocraft's landing sites, must similarly affect the environment, changing the properties of the soil in a way that may last for many years.

The changes in energy level of the soil affected by a landed Magnocraft **should be detectable by a number of instruments and techniques**. The most simple of these techniques involves the measurement of the electric resistance of the affected soil with an ordinary "ohmmeter" (e.g. through inserting in soil two electrodes/nails in mutual and constant

distance of around 0.25 to 1 meter, and subsequent measuring with an ohmmeter the resistance of flow of electric current between these two electrodes). In case of soil on a former Magnocraft's landing, this resistance should be several times (e.g. 5 to 2 times – depending on the age and the duration of the landing) **higher** than the resistance of the non-affected identical soil from the close vicinity of this landing site. (Note that ordinary soil that is only naturally overgrown by mushroom spore, while its energy level remains unchanged, must have the electric resistance much **smaller** than from the same soil which is free of mushrooms.) Similarly, X-ray diffraction techniques should produce results that differ from those for non-affected soil. The increased energy level of the soil must also be manifested through the changes to its inter-particle (surface) tension. This means that the soil from a landing affected by the Magnocraft's field refuses to absorb water. Thus the ordinary measurements of the water absorption capability (or humidity) of such soil must provide results that differ from those of unaffected soil. The action of a turbulent magnetic field on the soil should also alter its magnetic properties (e.g. polarity and the level of magnetization). Thus sensitive magnetometers should indicate anomalies in readings at the Magnocraft's landing sites. Finally, the exposure to a highly concentrated magnetic energy together with the bombardment by air ions may also cause short-term radioactivity of the landing site. This radioactivity should be registrable by various radiometers and radiation detectors.

#4. **Chemical changes**. These are the next type of damage appearing at the Magnocraft's landing sites. They involve highly complex phenomena occurring in two steps. In the first step, circuits of the vehicle's magnetic field act on the particles of oxygen found in the field's range and transform this oxygen into a highly active ozone. In the second step, the ozone so obtained attacks all substances in the vicinity, producing a mixture of unusual chemical products (usually various salts). Then these chemical products either fill up pores existing within the soil (if the ozone was formed within the soil), or fall down covering the surface of the scorched marks (if the ozone was formed in free air above the ground). Therefore former landing sites of long durations, especially in areas positioned on paths of magnetic circuits, may be covered with various unusual chemical substances, such as salts and various salt solutions. In some cases these substances may also display a high chemical activity (e.g. burn skin of someone is not careful and touches them).

#5. **Mechanical destruction**. This is the last category of damage caused by a landed Magnocraft. Three forms of destruction originating from the vehicle's magnetic field can be classified into this category, i.e. (a) flattening of plants, (b) soil compression, and (c) soil extraction. In addition to these, mechanical damage can also be caused by various parts of the vehicle which touch the ground (e.g. legs, landing pods, ladders, devices for sampling soil, etc.). But because the damage from such mechanical parts is rather obvious for an outside observer, the elaboration of it here would be unnecessary and so is omitted. Our attention is rather to be concentrated on less understandable mechanical damages that originate from magnetic field, such as:

#5a. **Flattening of plants**. It can be caused by two different mechanisms. The first and the most characteristic out of these involves the spinning magnetic circuits of a vehicle. Strands of **force lines of these spinning circuits** are combing vegetation and bending it to the ground like huge spinning brushes. This type of damage appears at sites where the Magnocraft working in the magnetic whirl mode of operation hovered for a very short duration (i.e. shorter than the "critical time") at the height that was lower than the span of the magnetic circuits. In such cases the vehicle's field had insufficient time to scorch the vegetation, but spinning magnetic circuits have exerted enough force to push down every single blade of grass. The strands of force lines of these circuits act like huge combs which brush down thoroughly all vegetation within the circuits' path.

A characteristic attribute of sites formed in such a manner is that all the blades of grass (or crops) are flattened with astonishing precision. They all lie down parallel to each other, perfectly straight and evenly distributed, forming a kind of mirror which reflects the light. If looked at (or photographed) from a distance the site looks as if it is flooded with water. In

folklore, such nests of flattened vegetation displaying the above attributes are called "devil circles". In such a manner were formed landings shown in part (b) of Figures G13 and G38, and also on Figure V3.

When magnetic whirls are more intense, vegetation is not only flattened down, but also scorched onto a reddish colour by a plasma whirl that follows the magnetic whirl. In special cases this plasma whirl may even cut down and scorch thick trees that grow on former forestry landings.

The second mechanism of the flattening of the plants is caused solely by the **pillar of air** that spins around the Magnocraft during the magnetic whirl mode of operation, or by the plasma whirl that surrounds a landed vehicle. This type of damage frequently appears at the sites where a vehicle hovered at a significant height so that its magnetic circuits looped entirely in the air (see Figure G36 and description from subsection G11.2.3). Most frequently it takes the form of a swirling and flattening of chaotic circular nests of grass or crops. In some instances trees can be cut down by a plasma whirl.

#5b. **Compression of soil**. When a heavy Magnocraft hovers suspended near the ground, the magnetic circuits of this vehicle transmit its weight onto the soil. This in turn must cause the detectable compression of soil within the Magnocraft's former landing site. Because in addition to such a compression, the soil is scorched, magnetically energetized, and its pores are choked with the mushroom spawn, the soil thus forms a kind of compressed ceramics that becomes almost totally impervious to water, air, micro-organisms, etc.

#5c. **Soil extraction**. It occurs when the vehicle's magnetic circuits rapidly pull up the material enveloped by them. Because these circuits simultaneously magnetize and ionise the material they act upon, they are able to extract it from the surrounding soil and lift it into the air. A perfect example of such a mechanical extraction of soil would be the case where a Magnocraft, hovering motionless with its magnetic circuits looped under the ground (see part "c" in Figure G33), rapidly initiates a very fast ascent. In the throbbing mode of operation, such a rapid ascent would cause lumps of soil contained within the magnetic circuits to be extracted, pulled away and dropped in other areas. In the magnetic whirl mode of operation, the entire cylinder-shaped volume of ground placed within the spinning magnetic circuits may be cut out from its surroundings and transported to another place. Notice that during slow ascents of the Magnocraft this kind of damage will not occur.

Quite a unique type of cutting soil on areas of Magnocraft's landings are "rotations". These are formed most frequently on slopes of hills. They depend mainly on angular rotating of a circular disk of soil that is cut off from the rest of the ground by spinning circuits of the Magnocraft. But the disk of this oil is NOT displaced physically into another location (i.e. only rotated/slanted while remaining in the original location). The result looks quite similar to angular rotation of soil that surrounds roots of a tree which collapsed. The only difference is that no tree is going to be present in such soil rotated by the Magnocraft, and also that the rotated soil has a very regular shape (i.e. the shape of almost perfect circle or ellipsis). Although this type of carving through the soil is to appear relatively frequent, people who encounter it are not going to notice it, because they will believe that it is caused by some "natural" phenomena – e.g. by angular slip of the soil that lies on slope of a hill.

It is worth mentioning that the rapid ascent of a Magnocraft that hovered just above a water reservoir would cause the extraction of water as well. The principles involved here are similar to those for the extraction of soil. Therefore eye-witnesses may sometimes see this vehicle departing into space with huge balloons of water attached to the underneath of it (one can imagine what kind of speculations this would induce in witnesses who are unaware of the principles explained here).

Independently from extracting water, Magnocraft that leave Earth's atmosphere in a magnetic whirl mode of operation are going to ionise and thus also "glue" to their casings huge air bubbles. These bubbles will be then carried out far into the space, where they gradually disperse. Until the time of such dispersion that will be the source of the same ionic pictures of a whirl, as these that Magnocraft create during flights in the Earth's atmosphere. It is because

of the existence of such bubbles of air that are glued to the surface of all vehicles that fly on Magnocraft's principles, that the photograph shown in Figure P29 could be taken.

It is worth to notice that during slow ascends of Magnocraft, the extraction of soil, water, or air, described here, is not going to appear.

G11.2. Main ways a single Magnocraft can land

There are numerous factors which define the attributes of the marks left on the ground by a landed Magnocraft. To a group of factors that depend on the landed vehicle itself, belong: (1) the mutual distance of the Magnocraft and surface of the ground level at the moment of producing a particular landing site (this distance is named a "**depth of landing**" in subsections G3.1.6 and G11.3.2), (2) mutual orientation of the Magnocraft and surface of the ground on a given landing (i.e. whether the floor of the vehicle is parallel to surface of the ground, or rather is positioned under an angle), (3) a dynamic state of the vehicle's magnetic field (i.e. whether this field is stationary or whirling), (4) positioning of the vehicle during a flight (i.e. whether it flies in standing or hanging position), (5) configuration of the vehicle (i.e. whether it is a single Magnocraft or one of countless couplings of several such vehicles). Of course, independently from factors depending on the vehicle itself, the current attributes of the landing are also shaped by the time of landing, age of the landing, geographic latitude of the landing area, a kind of environment in which the landing took place, the slanting of the ground, and many other factors. This subsection reviews the main classes of landing sites of the Magnocraft, formed as a result of variations on the most vital amongst above factors.

Figure G33 illustrates the impact that the height at which a single Magnocraft hovers has on the type of marks that this vehicle leaves on the ground. (In subsections G3.1.6 and G11.3.2 this dependency of shape of a landing site from the height on which the vehicle hovers is called a "depth of landing").

Depending on the total distance "h_t" from the vehicle's base to the end of the Magnocraft's magnetic circuits (i.e. "span" of the vehicle's circuits), there are only three possible positions of a single Magnocraft flying in a standing position in relation to the ground level. In these positions the vehicle's magnetic circuits in relation to the ground level can be such that:

#1. The Magnocraft hovers at the height smaller than the span "h_m" of its magnetic circuits. In such a case force lines of magnetic circuits of this Magnocraft are entering underground, forming circuits looped under the surface of the ground. (The term "are looped" means that the circuits first enter underground and then turn back to the surface.) In this case, depending on the relation of the height "h_x", "h_y", or "h_z" at which the vehicle hovers to the total span "h_m" of the vehicle's main magnetic circuits, three further specific cases can be distinguished. The discussion of these cases is provided in subsection G11.2.1 - see Figures G33 and G34.

#2. The Magnocraft hovers at the height exactly equal to span "h_m", i.e. the main magnetic circuits of it are turning back exactly along surface of the ground – see Figure G35. In other words, the looping of these circuits occurs along lines exactly level with the surface of the ground. This takes place when the Magnocraft hovers exactly at the height "h_m" (see Figure G35).

#3. Main magnetic circuits of the Magnocraft are contained totally in the air and so do not touch the surface of the ground. This occurs when the Magnocraft hovers at a height that is much greater than the total span "h_m" of the vehicle's main magnetic circuits (see Figure G36).

Since the marks left in each of the above cases must differ, they are discussed separately in several subsections that follow.

Where the dynamic states of the vehicle's magnetic field are concerned, two of these can be distinguished, i.e. (1) a stationary (non-whirling) field - which prevails in the throbbing

and the magnetic lens mode of the Magnocraft's operation, and (2) a field whose force lines are spinning around the spacecraft - this prevails when the vehicle operates in the magnetic whirl mode. The impact that these two modes have on the marks left on the ground mainly concerns the mutual connection between subsequent marks scorched by side propulsors. In general, a non-whirling magnetic field produces a series of mutually separated marks (see part "b" of Figure G34), each of which is left by a different side propulsor. In turn a whirling field joins all the marks from the side propulsors into one continuous ring or ellipsis (see part "c" of Figure G34).

G11.2.1. Landing sites in which magnetic circuits looped under the ground

In **Figure G33** is shown an example of the Magnocraft hovering so close to the surface of the ground that its magnetic circuits are looping (turning back) under the surface. Let us now discuss separately each one out of three cases of the height of hovering illustrated in Figure G33, starting from the most frequent case “b”.

#1. A case shown in part “b” of Figure G33. This is the most typical, and thus the most frequent in practice, case of Magnocraft’s landing. In this case columns of a strong, pulsating magnetic field produced by the particular propulsors have no opportunity to spread out before they enter the ground. Therefore their action upon plants and soil is very concentrated, and affects only the small areas located exactly opposite the outlets from the propulsors - see part (b) in Figure G34. Moreover, there is an area of unaffected vegetation contained between the place where the column of field from the main propulsor (1) enters underground, and places where the columns from side propulsors (2) enter underground. So in spite that spinning field from Magnocraft’s propulsors is very destructive, and in spite that this non-affected area is contained within the reversible parts of the magnetic circuits, the highly concentrated magnetic field does not act upon it directly and does not damage it noticeably.

As an effect of the Magnocraft's field acting upon plants and soil located at the outlets from the propulsors, a very characteristic pattern of marks is formed by a non-spinning magnetic field. This pattern consists of a central mark (1) surrounded by a ring of side marks (2). The side marks (2) are located almost exactly under the outlets from the side propulsors (with the correction for the curvature of magnetic circuits), as during landing the magnetic axes of these propulsors are kept perpendicular to the Magnocraft's base. The nominal diameter "d" of the circle on which these marks are located is dependent on the type of landed vehicle, and corresponds to the data collected in Table G1. Also the number of marks is equal to the number "n" of side propulsors in this type of Magnocraft, or is equal to four - if the vehicle is landing with only the "four-circuits" mode of operation (see subsection G8). On flat ground, the location of the central mark (1) must be shifted from the geometrical centre of the landing site. This shifting is caused by the slanting of the magnetic axis of the main propulsor to a position tangential to the local course of the force lines of the Earth's magnetic field. Therefore for a single vehicle landing in a standing position, the central mark (1) is displaced in the direction of magnetic north in the Northern hemisphere and in the direction of magnetic south in the Southern hemisphere - see Figure G34 "b". In turn during landings of a single Magnocraft oriented in a hanging position (see Figure G35), or landings of configurations of many Magnocraft in which the polarisation of propulsors is identical as that in a single Magnocraft flying in a hanging position, the slanting of a scorched mark from the main propulsor is in the direction opposite that the one described above – i.e. towards south in the Northern Hemisphere and towards north in the Southern Hemisphere. In turn the degree of this displacement from the central location on the site, depends on the inclination angle (I) of the Earth's magnetic field, and on the height of the suspension of the main propulsor above the level of the ground.

In this point it is worth to remind, that the Magnocraft's log computer is able to utilize this displacement of the central mark for the detection and maintenance of the vehicle's distance from the ground (similarly as boats do with their "acoustic depth sounder"). When this "sounder" is switched on, all types of landed Magnocraft produce similarly-shaped landings in which the central mark touches the ring of marks from the side propulsors (in such a location the main magnetic circuits respond the most to even a small change in the vehicle's height).

Let us now discuss the dimensional parameters of Magnocraft landings. The outer diameter "d_o" of a ring scorched by side propulsors (or more strictly by main magnetic circuits "M" that leave these propulsors) depends on four factors, namely on (1) type of the Magnocraft, (2) height on which the landed Magnocraft hovers, (3) position in which the Magnocraft hovers (standing or hanging), and (4) mutual slanting of the floor of the vehicle and surface of the ground on which it lands. In case of a physical touching the ground by a floor of the Magnocraft oriented in a standing position, this diameter "do" is going to be very close to the nominal diameter "d" on which axes of all side propulsors are positioned, and which is listed in Table G1. An exact equation binding these two diameters in such case is going to take the form: do = d + a, where "a" is a side dimension of the Oscillatory Chamber that provides the magnetic output which produced given marks. In turn the number "n" of separate scorching marks produced in the soil by subsequent side propulsors during landings in a throbbing or magnetic lens mode of operation, is either equal to the number "n" of side propulsors (see Table G1), or equal to 3 or 4 – if a given Magnocraft landed in a three or four circuit mode of operation – for details see descriptions from subsection G8.

For the throbbing mode of the Magnocraft's operation, the above marks are the only ones left at the landing site. But if the vehicle's propulsion during landing remains in a magnetic whirl mode of operation, then the circulation of the magnetic field causes additional scorching of the circular trail (see (3) in Figure G34 "c") joining together the individual marks from the side propulsors. This trail is formed by the force lines of the main magnetic circuits jumping from each side propulsor to the other during the formation of a magnetic whirl.

#2. A case shown in part "a" of Figure G33. Of course, the manner of landing explained in the previous item is not the only possible way that Magnocraft may land in a standing position. In situations illustrated in parts "a" and "c" of Figure G33 still possible are two other characteristic manners of a "manual hovering", which could be called (a) scouting, and (c) sitting.

The scouting shown in part "a" of Figure G33 is a manner of Magnocraft's landing during which the vehicle hovers above the ground at a height "h_x" which is slightly more than the so-called "critical height - h_c", but still less than the span "h_m" of the vehicle's main magnetic circuits "M" (see part "a" of Figure G33). In such a case the curvature of the vehicle's magnetic circuits causes a patch of the central mark (1) to expand into an inner circle located within the outer circle (2) scorched by the side propulsors. The illustration of this curvature and the effect that it has on the shape of the landing marks is shown in part "a" of Figure G33.

#3. A case shown in part "c" of Figure G33. It can be called "sitting". The sitting shown in part "c" of Figure G33 is a manner of Magnocraft's landing during which the vehicle hovers above the ground at a height "h_z" which is less than the span "h_s" of the vehicle's side circuits "S" (see part "c" of Figure G33). Thus, independently from marks discussed previously, namely from the central mark (1) and to the outer circle (2), an additional ring appears scorched by the side circuit "S" outside of the outer circle (2). The illustration of this ring and the effect that it has on the shape of the landing marks is shown in part "c" of Figure G33.

G11.2.1.1. Determination of the Magnocraft's dimensions from the scorch marks left at landing sites

It was proven in subsection G4 that the shape and dimensions of the Magnocraft must follow strictly a set of equations listed in Figure G18. Thus a knowledgeable observer who

applies these equations should be able to determine every detail of the Magnocraft's structure if only he or she knows the diameter "d" on which the vehicle's side propulsors are located. In turn descriptions from subsection G11.2.1 have shown, that the diameter "d" is precisely reflected by the dimensions of a scorched circle left at the landing site by a vehicle whose magnetic circuits looped under the ground (see Figure G33). Both above findings put together justify the search for a simple technique which would allow the exact diameter "d" of a Magnocraft to be determined by the measurement of marks that this spacecraft leaves after landing. Such a technique is described below.

The equation for the theoretical value of the diameter "d" can be obtained by combining two equations (G12) and (G16) already derived in subsection G4. The final equation that expresses this diameter was already discussed in subsection G4 (see equation (G12) over there) and it takes the following form:

$$d = \frac{C_c}{\sqrt{2}} \cdot 2^K \qquad \{\text{where } C_c=0.5486 \text{ [metres]}\} \tag{G34}$$

Notice, that after expressing the above in notation of computer languages, in which the symbol "*" means multiplication, the symbol "/" means division, the symbol "+" means addition, the symbol "-" means subtraction, the symbol "sqrt(2)" means square root from "2", while the symbol "2**K" means "2" to power "K", the equation (G34) takes the following form: d = (C_c/sqrt(2))*(2**K). (So it states that “d” is equal to the constant C_c=0.5486 multiplied by “2” to power “K” and divided by the square root of “2”.)

The constant "C_c" from the equation (G34) is called a "cosmic cubit". It represents the unit of length used by builders of the Magnocraft for defining all its dimensions. Thus "C_c" represents a kind of "Cosmic Meter". There is a strong justification for believing that all civilizations that are mature enough to build the Magnocraft, standardize their units of length, using the same cubit. Therefore, in all instances of a landed Magnocraft, probably the unit "C_c" must take exactly the same value. In the calculations from this monograph this value is always equal to C_c=0.5486 [metres].

If it is assumed that the builders of a particular Magnocraft use the above specified cubit (C_c=0.5486 [metres]), then determining the type of Magnocraft that has landed becomes quite an easy task. It involves only the following steps: (1) measurement of the geometrical dimensions (e.g. diameters "do", "di", or "da" – see Figure G33) of the circle scorched on the ground by a landed vehicle, (2) calculation of the nominal diameter "d" of a given vehicle (for this purpose appropriate corrective equations provided in this subsection must be used), and (3) determining from the equation (G34) or from column "d" of Table G1 the type of vehicle which made the circle.

The problem becomes more complex, although still resolvable, if we do not know the length of the cubit used by the builders of a particular Magnocraft, or if we wish to verify the cubit that was determined by someone else (e.g. determined by myself). In such cases the examination of scorch marks left by a landed vehicle must establish two different values, i.e. the number of side propulsors "n" and the diameter "d". Knowing these two values, the type "K" of the landed vehicle can be established from the equation (G9), and then the value of the cubit "Cc" used by builders of this vehicle can be calculated from equation (G34).

The determination of the number "n" of side propulsors in a particular landed vehicle is quite an easy task, as each one of these propulsors should scorch a clearly visible mark on the ground opposite its own outlet - see (2) from Figure G34. These marks scorched by individual side propulsors are usually more extensively damaged than the circular trail that joins them together, as the scorching occurring just under the outlets from the propulsors is the most intensive (e.g. the grass below usually is so burned that it exposes bare soil). Therefore, in most cases the determining of "n" depends on the simple counting of the number

of extensively scorched patches appearing on the complete circumference of the landing site under examination.

A more difficult task is the precise measurement of the diameter "d", especially as the accuracy of determining the value of cubit "C_c" depends on the precision of this measurement. The complication of this measurement comes from the unknown height at which a particular vehicle hovered, and in some cases also from an unknown position of a landed vehicle (standing or hanging position). As can be seen from Figure G34, the magnetic circuits that scorch the landing site are curved inwards. Therefore the higher a vehicle hovers, the smaller is the outer diameter "d_o" of the scorched site, and the greater the difference between this diameter "d_o" and the nominal diameter "d" that we intend to determine. Only a Magnocraft whose base touches the ground would produce scorch marks with dimensions that would almost exactly correspond to the dimensions of the vehicle.

Fortunately for us, there is a distinctive regularity in the curvature of the Magnocraft's magnetic circuits. This regularity allows us to develop a correction technique for an "under" error, to be applied in determining the exact value of "d" diameter (an "under" error appears when: $d_o<d$). This regularity is illustrated in Figure G33 (a). A Magnocraft shown in Figure G33 (a) hovers at an unknown height "h_x" which is greater than the critical height "h_c". For such a height two circles (not one) must be scorched on the ground, the inner one of which is an equivalent of the central mark (1) shown in Figure G34 (b). The regularity discussed here depends on such curving of the vehicle's magnetic circuits, so that we are able to take a following assumption: “the changes in the inner "d_i" and outer "d_o" diameters of these two scorched circles are symmetrical for a particular height”. This assumption means, that the distance between the outer diameter "d_o" of the outer scorched circle and the diameter "d" of the vehicle, is equal to the distance between the inner diameter "d_i" of the inner circle and the site's central point (see part (a) in Figure G33). This can be expressed mathematically by the following equation:

$$d - d_o = d_i - zero \qquad (G35)$$

Note that "zero" in this equation represents the diameter of the site's central point. If this equation (G35) is changed so as to define the value of the "d" diameter, it will take the following final form:

$$d = d_o + d_i \qquad (G36)$$

(i.e. for an “under” error, the nominal diameter "d" is equal to the sum of diameters: "do" plus "di").

The above equation (G36) expresses the essence of the correction technique described here for an "under" error (i.e. the error distinctive for the sites which contain two concentric rings). It states that if we measure precisely the outer diameter "d_o" of the outer ring scorched by a landed Magnocraft (or a UFO – see also subsection O5.1), and also the inner diameter "d_i" of the inner ring scorched on the same site, the algebraic sum of these two diameters must yield the exact value for the nominal diameter "d" that we are searching for.

In all cases where a Magnocraft hovers at a height "h_y" smaller than the critical height "h_c", so that its central mark is not shaped into a circle, the measured value of "d_o" must lie between "d" and "(d+a)" - see part "b" of Figure G33. In these cases the measurement of "d_o" diameter involves an "over" error (i.e. an "over" error appears when: $d_o > d$). For such landing sites the appropriate correction technique can be developed as well. The principle of this technique for an "over" error is shown in part "b" of Figure G33. It depends on the precise measurement of the diameter "d_a" of the most intensively scorched patch in the single central mark left below the main propulsor. Knowing this diameter "d_a" and the outer diameter "d_o" of the outer ring, the exact value for "d" can be determined from the following equation:

$$d = d_o - d_a \qquad (G37)$$

(i.e. for an “over” error, the nominal diameter "d" is equal to the difference of diameters: "do" minus "da").

The manner of deriving the equation (G37) is similar to that already described for the equation (G36).

* * *

At this point it should be mentioned that in various parts of the world (especially in New Zealand and England) mysterious circles of scorched vegetation keep appearing. All the attributes of these circles correspond to those from the Magnocraft's landing sites - see the description from subsection G11.1. I have conducted field measurements for a large number of such circles, using the correction techniques described in this subsection. As a result I have established that the diameters of these circles exactly fulfil the equation (G34), and that the cubit used for their formation corresponds to the one applied in this monograph (i.e. Cc = 0.5486 [metres]). The summary of results obtained during these measurements, together with photographs of the circles, are presented in subsection O5.1 and in separate monograph [5/3].

G11.2.2. Landing sites in which magnetic circuits looped along the surface of the ground

Figure G35 presents a Magnocraft which hovers in the inverted position. The height of it is such, that main magnetic circuits (M) are looping back just as they touch the surface of the ground. Just such touching of surface of the ground with main magnetic circuits (M) allows for an automatic detection of changes in magnetic energy flow through these circuits in moments when the vehicle either slightly lowers the height thus submerging its circuits underground or slightly lifts up thus shifting these circuits above the ground level. Therefore, it is this unique kind of the landing that is going to be frequently used by the Magnocraft crew for automatic “parking” of this vehicle – see descriptions of “anchoring” of Magnocraft provided in the final part of subsection G11.

In the case of parking of Magnocraft discussed here, the pattern of marks formed in the throbbing mode of operation takes the form illustrated in part (b) of Figure G35 and composed of one central spot "C" and a number of concentric trails "M". The spot "C" is formed by the pillar of the central magnetic circuit. In turn each separate trail "M" is scorched by one of the main circuits (as this is explained in subsection G7.1 - such main circuits (M) join the main propulsor of the vehicle with every operative side propulsor).

In the magnetic whirl mode of operation, the Magnocraft which hovers in a hanging position causes a slightly different pattern - see part (c) of Figure G35. In this case, one circular, wide strip of damaged soil replaces the previous concentric trails. In this strip not only damage originating from a magnetic field is to occur (described in detail in subsection G11.1), but also mechanical destruction is to appear caused by a spinning of ionized air that follows the magnetic whirl.

It should be noted, that the width of a scorched trail for the landing in an inverted position described in this subsection (i.e. when the main magnetic circuit (M) just touch the soil with their returning loops) is much narrower than the one produced by a Magnocraft landed in an upright position. After appropriate simplifying assumptions are taken, it can be shown, that for these cases of landing Magnocraft the following corrective equations are in force:

(a) For landings in a standing position: $d = 2di – (do – di)$ (G38)

(b) For landings in a hanging position: $d = 2do + (do – di)$ (G39)

in which “do” and “di” represent outer and inner diameter of the scorched ring “M” of grass visible in part “c” of Figure G35. Equation (G38) realises, that during landings in a standing position, the inner diameter “di” of the ring of vegetation scorched on these landing sites, minus the thickness of this ring “(1/2)(do-di)”, is usually equal of a half of nominal diameter “(1/2)d” of the Magnocraft which landed in a given positioning of its magnetic circuits. In turn equation (G39) realises, that during landings of the Magnocraft in a hanging position, the outer diameter “do” of the ring of vegetation scorched on these landing sites, plus the thickness of this ring “(1/2)(do-di)”, are usually equal together to a half of nominal diameter “(1/2)d” of the Magnocraft that landed with such orientation of its magnetic circuits. The above can be expressed in another form, namely that the diameter of the landing site scorched during

anchoring the Magnocraft will be close to a half of the nominal diameter “d” of the landed vehicle, while depending on whether it is smaller or greater than that “(1/2)d” it can be determined whether a given vehicle parked in a hanging or standing position.

Figure G35 presents the situation where the inclination angle (I) of the Earth's magnetic field is equal to 90 degrees. (I.e. the situation when this environmental magnetic field is perpendicular to the surface of the soil – as it happens only on magnetic poles of Earth and on selected slopes of some hills.) Therefore all marks illustrated there are located symmetrically in relationship to the central point of the landing. But in reality the value of this angle changes with the geographic latitude at which the Magnocraft lands, and sometimes also with an angle of a slope of hill. Therefore the pattern of marks presented in Figure G35 in real cases must also be appropriately altered (deformed).

G11.2.3. Landing sites in which magnetic circuits looped in the air

If magnetic circuits of the vehicle do not touch the ground, then scorch marks are not formed. However, during the magnetic whirl mode of operation, the rotation of magnetic circuits produces a whirl of air which may hit the ground this flattening vegetation that grows on it. (This spinning pillar of air in old Polish folklore is frequently called a "devil’s dance". English call it “dust devil”. In turn Chinese that use Cantonese dialect call it “chie fung” which can be translated as “devil’s wind”.) This whirl of air is usually reaching quite far, thus is able to flatten plants located even a long distance under the base of the Magnocraft. If it is formed by a huge magnetic vehicle, then the power of it can be so enormous, that it is able to suck in and throw at the ground even the largest present airliners.

After the vegetation of laid down in a manner described here, an investigator of such a landing site may find on it a complete circle (not just a ring) of plants aerodynamically laid flat and swirled chaotically in the direction of the magnetic whirl rotation - see **Figure G36**. Usually the grass is significantly chaotic, so it does not display the precision so characteristic for landing sites formed by combed action of magnetic force lines. The destruction of these plants is caused mainly by a mechanical breaking. Although when acted on for a long time by a magnetic field of the vehicle's central circuit, plants can also be slightly scorched magnetically (onto a dark-red colour).

It should be mentioned here that there is a difference in appearance between the vegetation swirled aerodynamically by whirling air (as described in this subsection), and the vegetation swirled magnetically by spinning magnetic circuits (as described in subsections G11.1, G3.1.6, and V5.1). In case of aerodynamic swirling, vegetation lies chaotically, pointing in various directions, while stems are broken mechanically. In turn during magnetic flattening down with strands of magnetic force lines, individual grass blades are perfectly aligned with one another and spread horizontally, like after being brushed thoroughly with a huge rotating comb. So when looked at or photographed from a distance, such a magnetically brushed site looks shiny, as though covered with water. In turn their stems may be magnetically bend, but remain unbroken (i.e. juices still are to flow through their bend parts, making impossible drying out of such flattened vegetations).

G11.3. Landing sites formed by arrangements of the Magnocraft

All classes of the Magnocraft's landing sites discussed above are made by a single vehicle. But, as this is explained in subsection G3, Magnocraft may fly and land while coupled into various flying arrangements. Also in such cases Magnocraft can produce appropriate landing sites whose properties can differ from those left by solo flying vehicles. This subsection discusses the properties of the landing sites produced by such flying arrangements of Magnocraft.

In general, the landing sites produced by various arrangements of the Magnocraft can be subdivided into two groups: (1) those which look very similar to the landing sites left by single vehicles, and (2) those whose appearance is unique to a given arrangement.

To the first group of landing sites, which look similar to those made by single vehicles, belong sites produced by all physical complexes, e.g. spherical and cigar-shaped complexes, as well as sites of semi-attached and detached configurations. Most of the information from the previous subsections on landing sites of individual vehicles applies to their cases as well. Only some details may differ for them from those provided so far. For example, the magnetic field produced by flying arrangements is much more powerful than that produced by single vehicles. Therefore in the sites where such arrangements have landed, damage to the soil must also be much more extensive. In turn the so-called “critical time” of landing required to sterilise completely the soil is much shorter. Furthermore, the central scorch mark on such sites is displaced from the centre of the site into the opposite direction from what it would be in at the site when produced by a single vehicle (i.e. in the Southern hemisphere, single vehicles displace this central mark towards a south direction, whereas arrangements of the Magnocraft displace the same central mark towards a north direction). Such an opposite displacement of the central mark results from the use by flying arrangements of a different principles for balancing their motionless weight during hovering.

To the second group of landing sites, which look much different from those produced by individual vehicles, belong mainly landing sites produced by flying systems and by flying clusters. Let us now discuss the most characteristic attributes of their landing sites.

G11.3.1. Landing sites of flying systems

The arrangements of the Magnocraft which produce the most distinct landing sites are flying systems. **Figure G37** shows three examples of such landings. The most characteristic pattern left on the ground by a flying system is the one produced by a single cell, illustrated in Figure G12. Such a cell scorches a unique pattern that resembles a "four-leaf clover" - see Figure G37 (A).

An analysis of the landing produced by such a single cell shows that it is characterized by two different dimensions, on Figure G37 marked as:

$$d_u = D+d = 2D-2L \quad (G40)$$

$$d_i = 2d \quad (G41)$$

Values of these dimensions can easily be determined if the diameters "D" and "d" (plus a length "L") of subsequent types of Magnocraft listed in Table G1. For Magnocraft type K3 these dimensions are equal to: du = 7.5 meters, and di = 6.2 meters – for details see also Figure V2 (a).

As this is explained in subsection G3.1.5 and illustrated in Figures G12, G6, G16, and G37, an almost unlimited number of various shapes can be achieved by joining Magnocraft into multitude of flying systems that are possible to be formed. For this reason, apart from the "four-leaf clover" pattern described above and illustrated in Figure G37 (a), there is almost no chance that two landing sites produced by such systems can have an identical shape. Amongst almost unlimited number of possible shapes, these discoidal vehicles may even form such untypical shapes as a triangle or a square (see part (b) in Figure G37). Thus also an analysis of the landing sites left by such systems can not relate to their shapes, but must concern general regularities existing in them. Every such an analysis should begin with establishing what configuration landed in a given site and from what types of vehicles it was coupled. Only then a researcher may establish: (1) dimensions "d_u" and "d_i" of a given landing site, (2) a number of vehicles that took part in a given configuration, (3) the probable geometrical shape and characteristic configuration of curvatures that is repeated along their edges, etc. General principles that apply to this kind of research can be deduced from Figure G37, and from Figures that support it (e.g. from Figure G12 or G16).

G11.3.2. Landing sites of flying clusters

The arrangements of the Magnocraft whose landing sites differ most significantly from those for single vehicles, are flying clusters. Landings of such flying clusters were already discussed in subsection G3.1.6, while one of many possible examples of their landings is presented in Figure G13. As that Figure illustrated, such a landing must take the shape of a chain of scorched or flattened down circles, joined together with a single central line that runs along the axis of motion of these vehicles. Every second circle of this chain takes the distinctive shape of a concentric ring (or rings) surrounding a central flattened or burned circle. This distinctive shape is caused by the unique field distribution under each unstable unit of the cluster. Note that for linear clusters all circles of the chain are placed along a straight line extending towards the direction of flight (e.g. for meridional flights approximately along magnetic south-north direction – the pattern produced is shown in Figure V3 (c)). In turn for two-dimensional clusters, subsequent scorched rings may form a net (or mesh) that extends along two sets of mutually perpendicular lines.

Similarly as this is the case for single vehicles (see Figure G33), also for flying clusters subsequent components of their landing sites are bind together with mathematical equations. An example of such equations is illustrated in **Figure G38**. But these equations become evident to only a researcher with mathematical inclinations, technical understanding, and appropriate experience. Furthermore, because of a huge number of combinations into which subsequent units of flying clusters may couple together, interpretation of these equation depends on the specific configurations of vehicles that produced a given site. Therefore, before a specific set of equations is used, a researcher of Magnocraft's landings must initially recognise a type of the cluster that left a given landing site. Only then he/she can select or deduce mathematical equations that are appropriate for a given landing site. During developing these equations it is necessary to know coefficient of the type "K" of vehicles that formed a given cluster, and also to know most important equations (G9) to (G16) that describe Magnocraft (see Figure G18), e.g. $D = 0.5486x2^K$ meters, $d=D/\sqrt{2}$, $H=D/K$, $L=0.5(D-d)$, $n=4(K-1)$. Of course, a significant part of equations is valid for the majority of landing sites from flying clusters, e.g.: the gap "G" between vehicles, $G=g\ (Db+Du)/2$ (where „g" is a safety coefficient programmed in a control computer of a given Magnocraft and usually is equal to g=0.5), distance "P" between axes of both circles $P=(1+g)\ (Db+Du)/2$, nominal diameter of the first ring from an unstable unit du=d, angle of suspension of the tuning magnetic circuit $\alpha=2\pi/n$, etc.

One of interesting aspects of flying clusters is, that their central axes always coincides with the current direction of flight of a given cluster of vehicles. This results from the functional similarity of such clusters to "flying trains" in which one unit performs a function of a locomotive that pulls along the remaining units with forces of magnetic coupling. Because the flight of so aligned vehicles is controlled with a computer through an autopilot, it mainly follows straight lines. In turn axis of the cluster indicates this direction of flight, while the location of vegetation flattened down under active units of such clusters indicates whether the flight was towards the east or towards the west (according to the so-called "rolling sphere rule" described in subsection G6.3.3 of this monograph and illustrated in Figure G22 "b"). For this reason next landings of the same cluster are going to be in a straight line at the extension of the main axis of a given landing. So in order to find any of such next landings, it is enough to search the ground in both directions indicated by this main axis of a given landing site (means that one which is already found). Notice, that according to mechanisms of varying appearance of Magnocraft landing sites described in this monograph (e.g. resulting from the so-called "depth of landing"), further landings of the same cluster may look slightly different, although all dimensions of marks left by subsequent magnetic circuits are to obey the same set of mathematical equations illustrated in Figure G38.

A huge fluency with which magnetic circuits of flying clusters may be controlled, combined with the complexity of these flying arrangements, cause that pilots of flying clusters at any their wish are able to flatten down in crops practically any geometrical shape or picture that they only may imagine. With just such a phenomenon we deal for some time now in crops of England, where pilots of Magnocraft-like vehicles (i.e. UFOs) practically "paint" in crops over there pictures that take any possible picturesque shapes. The motivation of this painting is, however, far from artistic.

G12. Explosion sites of the Magnocraft

Magnetic field is known from its ability to accumulate huge amounts of energy. For this reason Magnocraft uses magnetic field not only as a propelling medium, but also as a carrier of the resources of energy. So in Magnocraft as many as two following functions are performed by the same magnetic field: (1) propelling, (2) fuelling. (I.e. in Magnocraft the magnetic field is an equivalent to tyres and also to petrol from our present cars.) The development of equations from subsection G5.5 that describe this vehicle mathematically, allows us to calculate the amount of magnetic energy contained in magnetic field of a single Magnocraft. I already carried out such calculations for Magnocraft of the first generation, while the methodology and results of this calculations are published in subsection G5.5 of this monograph. As it is already determined in subsection G5.5, the amount of magnetic energy accumulated in propulsors of a smallest K3 type of Magnocraft is an equivalent of about 1 Megaton of TNT. Thus a rapid release of all this energy (e.g. through exploding this vehicle) must produce an enormous area of destruction. Even in case of exploding a smallest Magnocraft (i.e. of a K3 type), this destruction is to correspond to a simultaneous explosion of over 80 nuclear bombs of the size dropped at Hiroshima.

A site where any magnetically propelled (i.e. Magnocraft-like) vehicle has exploded must be characterized by a number of unique attributes. These attributes are absent in land formations of a natural origin. The uniqueness of these attributes directly results from the unconventional construction and operation of the Magnocraft. The most distinctive of these attributes can be used for identification of the Magnocraft's explosion sites, and for distinguishing them from any other catastrophic land formations, such as meteorite impact craters, sites of volcanic eruptions, etc.

However, before we list here attributes of Magnocraft's explosion sites, we firstly need to explain their classification. The reason why this classification turns out to be very useful, is the close relationship between attributes of a given explosion site, and a characteristics of a vehicle or object that exploded on this site. Let us illustrate this relationship with use of an example. Let us assume that two approximately identical craters were formed in the ground through two different explosive charges, i.e. a pile of TNT, and a nuclear bomb (in monograph [5/3] compare craters shown in part (a) from Figure G5 and in part (d) of Figure G4). Both these craters would be formed if the explosive charges would rapidly release approximately the same amount of energy in similar conditions (e.g. by being placed underground on the same depth). But because sources of this energy were different, thus also some specific attributes of both craters would need to differ. For example, the crater formed in the effect of a nuclear explosion would be polluted with radioactive materials. In turn the crater from a TNT explosion would initially be filled with TNT-related gases, but would not have any radioactive pollution. In order to summarise the above in a form of definition, "**attributes of an energy carrier from a given exploding object always are reflected (super-positioned) in the explosion site of this object.**"

The above rule has numerous consequences not only for investigators of terrorists' bombs, but also in relationship to identification of Magnocraft explosion sites. It allows to distinguish Magnocraft explosions from explosions of any other energy carriers (e.g. large meteorites or comets). Furthermore, it allows to determine additionally the generation of a

Magnocraft that exploded in a given site. As this is already highlighted in other subsections of this monograph (especially in B1 and M6), as many as three generations of Magnocraft may explode. Because in each of these generations the lifting force is formed by a different phenomena, thus also attributes of the energy carriers must be different for them. (For example, in Magnocraft of the first generation lifting forces are generated by magnetic attraction and repulsion, in Magnocraft of the second generation – by the Telekinetic Effect, while in Magnocraft of the third generation – by the deformation of magnetic field that changes the configuration of time-space.) In turn attributes of these energy carriers must be superimposed on the explosion site of a given Magnocraft. So if we appropriately classify attributes of such explosion sites, then the fact of presence of given classes on a specific explosion site, is going to indicate not only that a Magnocraft exploded there, but also pinpoint for us the exact generation to which this vehicle belonged.

Our classification is to be initiated from Magnocraft of the **first generation**. Explosion sites of these vehicles are to display the presence of as many as three different classes of attributes. None of these classes is present in sites of natural explosions (e.g. present in sites where large meteorites hit the ground). These classes include: (#A) attributes related to enormous space density of energy (i.e. all consequences that result from the release of huge amounts of energy in a very small space), (#B) attributes related to magnetism (i.e. all consequences that result from the fact that the energy being released has the form of powerful magnetic field), and (#C) attributes relating to transport capabilities of Magnocraft (i.e. all consequences that result from the fact that a piloted vehicle exploded, which had appropriate technological design, unique principles of operation, and that carried intelligent beings on the deck). Let us now explain the essence of attributes that belong to each of these classes and let us provide most representative examples of them.

Into the class of attributes related to enormous space density of energy all phenomena belong that are unique for the release of huge amounts of energy in a very small space. Such phenomena appear only when a specific “threshold value of space energy density” is exceeded. So these phenomena do NOT appear during the so-called “natural explosions”, for example during an impact of a huge meteorite. They even do not appear during technological explosions of a similar power, but lesser spacial density of energy - for example during a technological explosion of appropriate amount of TNT (which although produces a required force of the explosion, but does NOT form the required spacial density of energy). Examples of such phenomena include a synthesis (in the air) of gold nuggets, or the formation of trinitite and ceramic stones, both phenomena of which do not appear e.g. in case of a huge meteorite fall or in case of an explosion of a huge mountain formed from packets of TNT. But to this type of phenomena do NOT belong such phenomena as: the formation of the explosion itself, with its high temperature and pressure, the formation of a mushroom cloud, the formation of a “firestorm”, and also all consequences of these phenomena, e.g. the formation of a crater, lying down trees, creation of the destruction area, etc. After all, this group of phenomena appears during every explosion of a similar force, in this number also during natural explosions.

During Magnocraft’s explosions, consequences related to the above-threshold energy density, are to be additionally reinforced by magnetism related attributes. This happens similar like in case of nuclear explosions, where to a destruction caused by huge amounts of energy being released also additional phenomena would be superimposed that result from radioactivity of the nuclear charge exploded. In Magnocraft’s explosions, these magnetism related attributes include all consequences that result from the appearance of a huge “magnetic flash”, means from a turbulent magnetic field that is released by disintegrating magnetic propulsors of this vehicle. Examples of such magnetism related attributes include: magnetisation of the soil and rock, displacement of magnetic poles of Earth into new locations (this appears only during especially powerful magnetic explosions), magnetic disturbances of fields of Earth and Sun, etc.

Finally attributes related to energy density and to magnetism, are additionally complemented by attributes that are related to transport capabilities of Magnocraft. Their example is a tendency of crews of other similar vehicles to inspect sites of former explosions of their colleagues, similarly as car drivers display the tendency to slow down and to look at sites of car accidents that they know of. This monograph, and also monographs from series [5], provide many examples of classes of attributes listed here.

Sites where Magnocraft-like vehicles of the **second generation** have exploded, will display four classes of unique attributes. (These four classes of unique attributes will be displayed by sites where have exploded Magnocraft or UFOs which are called "telekinetic vehicles" because they utilise telekinetic propulsion systems.) These four classes include: (#A) attributes of above-threshold spacial density of energy that result from the release of huge amounts of energy in a relatively small space, (#B) attributes related to magnetism which result from the fact that this energy is in the form of a powerful magnetic field, (#C) transport related attributes which result from the fact that a piloted vehicle exploded which carried a specific number of intelligent beings on the deck, and (#D) telekinetic attributes resulting from the fact that the magnetic field of this vehicle formed the Telekinetic Effect when the explosion took place (for details of the Telekinetic Effect see subsections H6.1 and L1). So in addition to all three classes of attributes that appear also during explosions of Magnocraft of the first generation, catastrophes of telekinetic vehicles must induce further processes and phenomena, which appear only if the Telekinetic Effect was released at the time of given explosion. Examples of such additional processes and phenomena can include: freezing of the telekinetic field in the environment (means, causing the so-called "permanent telekinetisation" of the environment - as this is described in subsection NB1), or producing various transformations (mutations) of vegetation and animals (on principles similar to these when sick cells are transformed into healthy cells by telekinetic healers - for details see subsections NB3 and NB2). Because of the long-term biological action of the Telekinetic Effect, we need to be aware that consequences of telekinetic explosions of Magnocraft of the second and third generations will exert a serious "biological" impact on all living organisms that are to stay longer in areas of such former explosions (e.g. will cause a highly "muscular" growth of local people – see subsection NB4).

The most wide array of attributes appears in former explosion sites of Magnocraft-like vehicles of the **third generation**. (These vehicles, which include Magnocraft and UFOs, are also called "time-vehicles", because their propulsion system displays the ability to change a natural elapse of time.) The array includes following classes: (#A) attributes relating to the above-threshold density of energy which result from the release of huge amounts of energy in a relatively small space, (#B) attributes related to magnetism which result from the fact the released energy takes the form of a powerful magnetic field, (#C) transport related attributes which result from the fact that a piloted vehicle exploded and it carried a specific number of intelligent beings on the deck, (#D) telekinetic attributes resulting from the fact that the magnetic field of this vehicle formed the Telekinetic Effect when explosion took place, and (#E) time-related attributes which result from a time surge that is introduced by disintegrating propulsors of a given time-vehicle (for descriptions of time and time-vehicles see subsections H9.1, M1, and M2). So in addition to all four classes of attributes that appear also during explosions of telekinetic Magnocraft of the second generation, catastrophes of time-vehicles must induce powerful disturbances in natural elapse of time which are to spread over the area affected by these explosions. Some consequences of these disturbances in time will be similar to multiplied effects described near the end of subsection M1 (e.g. under the name of "effect of duplication of time"), although many of them it is even impossible to predict at our present stage of development. In current terminology such phenomena are usually described as "paranormal". For people and animals that accidentally are present in their range, these phenomena may manifest e.g. through a rapid shifting to times and to centuries that are very distant from the presence, or unexpected appearance of animals and people that are already extinct for a long time, or a temporary participation in phenomena and events that took place

in far past or are going to take place in distant future, or having visions similar to hallucinations but taking place in a full awareness, or distortion of the action of known laws of nature, etc. In monograph [5/3], at the end of chapter J, an example of one of such extraordinary events is described, which in my opinion took place in the result of exploding a time-vehicle by UFOnauts. Because many of time-related attributes that appear in sites of explosions of time-vehicles are to be perceived most clearly by people with developed ESP capabilities, such areas of former Magnocraft explosions may become favourite places of gathering, meditations, or activities of these people.

It is worth to add here, that from the point of view of range and power of explosion, it does not matter which generation of the Magnocraft has exploded in a given place. So the first three classes of attributes of such explosion sites will be identical independently whether propulsors of a given vehicle produced a magnetic force, telekinetic thrust, or a change in the elapse of time. These classes are to be mainly depending on the type of vehicle that exploded in a given place (i.e. K3, K4, etc.), and also on the amount of destructive magnetic energy that accumulated propulsors of this vehicle. Thus, all differences in attributes of former explosion sites of Magnocraft of subsequent generations, boil down to the presence or absence of telekinetic attributes (with a vital "biological" impact) or time-related attributes (i.e. with a vital "paranormal" impact).

So let us now list the most characteristic attributes of former Magnocraft's explosion sites which belong to each category explained above.

#A. <u>Attributes related to the above-threshold spacial density of energy</u>. These result from huge amounts of energy accumulated in propulsors of the exploding Magnocraft and released in a very small space thus producing an extreme spacial density of the explosion energy.

#A1. An energy yield comparable to that from a most powerful thermonuclear bomb released in a very small space. As this is explained in subsection G5.5, even in explosion sites of smallest Magnocraft type K3, the yield of energy always exceeds 1 Megaton of TNT (i.e. 1 Megaton of TNT is the minimal energy content of the smallest type K3 of the Magnocraft. This means that the blasting of the smallest Magnocraft is equivalent to at least the simultaneous explosion of about 80 atomic bombs of the size dropped at Hiroshima). Such an enormous energy yield is released almost in a "<u>point</u>", means in relatively small volume of space that is occupied by the structure of the exploding Magnocraft. So this energy is going to have a spacial density that is impossible for accomplishing by natural phenomena. This in turn causes the formation of unique phenomena that occur only when energy exceeds appropriate "threshold value of spacial energy density", thus which are NOT going to be formed in natural explosions that do not reach this threshold density of energy. An example of such unique phenomena can be massive nuclear synthesis of gold nuggets in the post-explosion mushroom cloud. These nuggets later fall down onto the surface of fields which surround the explosion site, forming the so-called "golden fleece" that formerly existed e.g. in post-explosive areas of New Zealand – for details see monograph [5/3]. So this limited to a small "point" release of huge energy, the density of which exceeds the "threshold value", is going to distinguish sites of Magnocraft's explosions, from sites of natural explosions. In such areas of natural explosions no phenomena requiring the above-threshold value of spacial energy density will appear. Simultaneously, such a huge limited to a "point" release of energy will NOT be accompanied by a detectable radioactive pollution of the area (as would be the case with a thermonuclear explosion). On the other hand it WILL be accompanied by a strong, turbulent magnetization of the surrounding area.

#A2. Devastation that is distinctive for a high-energy explosion in a small space, not for the impact of a space object or for an eruption. The destruction at the Magnocraft's explosion site is caused by the effects of a powerful explosion in mid-air or near/at the ground level. So such a site will NOT display any attributes of an impact crater (i.e. alien debris, uplifted rejection rim, etc.) or an eruption crater. If the vehicle exploded in mid-air, the effects will be similar to that of an aerial nuclear explosion (i.e. no crater present, trees still standing

below the zero point, etc.). If the vehicle exploded on, or near, the ground, a rimless elliptical crater of shockwave origin (not impact origin) will be formed.

#A3. Sequence of detonations. Each Oscillatory Chamber contained in an exploding vehicle constitutes a separate bomb heavily loaded with magnetic energy. Thus, there must appear short time delays between the explosions of subsequent Oscillatory Chambers. If the exploding vehicle consists of a cigar-shaped flying complex (see Figure G7), the blasting of which spreads from one of its ends to the other, slightly longer time delays should also appear between the explosions of subsequent vehicles. Therefore eye witnesses who survived such an explosion of a cigar-shaped configuration of the Magnocraft should NOT describe the explosion as a single "bang". They rather should recall it as a few separate series of detonations. Each one of these series would indicate a different vehicle exploding and thus would comprise a fast sequence of bangs from the explosions of individual Oscillatory Chambers inside this vehicle. An appropriate counting of individual bangs should allow them to determine the type of vehicle (because of their "n" number), whereas counting the number of series allows them to determine the number of vehicles that exploded.

An unusual feature of the acoustic effects caused by the explosions of the Magnocraft is that their sound is carried by two independent media, i.e. magnetic field waves and acoustic waves. The disturbance of the magnetic field moves with the speed of light and causes a shaking of the individual ions contained in the air. Thus bangs carried by these magnetic waves must be heard simultaneously with the flash of the explosion, and are not able to reach witnesses who are beyond the horizon. The acoustic waves move slower (depending on the distance from the exploding Magnocraft, they will arrive appropriately later) and they are able to reach beyond the horizon.

#A4. The presence of minerals at the site, which originate from the liquidation and subsequent hardening of the site's native soil, lifted (sucked) or rejected as the result of the explosion. These minerals take two forms, namely trinitite-type dust falls, and ceramic stones commonly known as "china stones" or "porcelain stones".

The glassy "trinitite" dust falls originate from the sucking of loose soil dust by the explosion, the melting of this dust, and subsequent dropping of it after being hardened. It contains numerous globules of silicate in small, glassy droplets or bulbs, like the congealed particles of "trinitite" found in 1945 at the atomic test site at Alamogordo, New Mexico, USA, where the formation of this artificial mineral was documented for the first time.

The larger ceramic "china stones" or "porcelain stones" are formed from big lumps of clay and soil originating from an explosion site that were blasted into the air, compressed by the pressure of the explosion, aerodynamically shaped by the flight in hot air, baked by the heat, and then dropped along the direction of the shockwaves. Thus, they take aerodynamic shapes, and their properties resemble those of lumps of "china" ("porcelain"). Sometimes china stones may incorporate organic matter (leaves, branches, grass, etc.) that during the explosion mixed with local soil. China stones can be formed only during near ground or ground level (i.e. not mid-air) explosions whose shockwaves spray lumps of soil into the air. They usually take extraordinary shapes, that have rounded all edges, the surface of which is glassy, while their mechanical attributes correspond to these displayed by lumps of porcelain.

#A5. Evaporation (elimination) various radiation sensitive microelements from the soil (e.g. selenium, iodine, molybdenum, calcium). This elimination is caused by the action of various kinds of radiation on microelements contained in the soil. Powerful flashes of this radiation are emitted during the explosion. Their effect is that various microelements that are sensitive for these kinds of radiation are evaporated from the soil. In turn the lack (deficiency) of these microelements may influence the health of living organisms that populate a given area. For example, various unusual illnesses may appear there (like the Severe Immune Deficiency Syndrome, also called the “Tapanui Flu”, that plagues people living near the UFO explosion site from Tapanui in New Zealand).

#B. Magnetism-related attributes. These results from a powerful flash of magnetic field produced by disintegrating propulsors in an exploding Magnocraft.

#B1. Turbulent magnetization of the site. The entire area of the explosion site must be strongly magnetized in a turbulent (i.e. disorganized) manner. Such turbulent magnetization originates from a rapid release of the magnetic energy contained in propulsors of the magnetically propelled vehicle. It should manifest itself through:

- Anomalies in the direction and strength of the local magnetic field at the explosion site. Thus a sensitive magnetic compass used at the explosion site should indicate wrong directions, its needle should spin, and readings should vary from place to place.
- Unusual radio or television communication problems (e.g. self-vocalization of radio signals that may cause hearing radio-stations without actual radio receiver, diminishing of radio or television reception).
- The appearance of unusual weather anomalies, especially those which are perpetuated or conditioned by the electromagnetic mechanism (e.g. thunder storms, ionic winds, tornadoes).

#B2. (Conditionally) Rapid displacement of magnetic poles of Earth into new locations (one of these poles may even be shifted to the centre of a given explosion site). This dislocation appears only during exceptionally powerful magnetic explosions, the energy yield of which exceeds a specific critical value (probably amounting to an equivalent of around 70 megaton of TNT that exploded near Tapanui in New Zealand – for details see monograph [5/3]). In turn this shifting of magnetic poles may cause:

- Telekinetisation of areas on Earth, where these poles prevailed at the moment of explosion. From this telekinetisation in turn mutations of greater living organisms living later in that area may result (for details see subsection NB3).
- A rotation of the Earth's crust in relation to the axis of rotation of pour planet. This rotation is to occur along a magnetic meridian that runs through a given explosion site. Connected with this rotation are going to be:
- Permanent climate changes on Earth, and
- Changes of location of stars for some areas on Earth, changes in length of day and night, invalidation of previous local calendar for these affected areas, etc.

#B3. (At the moment of explosion) Formation of a wave of sound-like magnetic disturbances. This wave by many eye witnesses is perceived as a sound wave that travels with the speed of light – for details see subsection G10.2.1.

#C. Transport-related attributes. These result from the functioning of the exploded vehicle as a means of transportation.

#C1. Cumulative explosion. Contemporary military technology uses an advanced type of missile containing so-called "cumulative charges". Such cumulative explosive charges are formed into a parabolic concave shape that resembles the mirror from a spot-light. They are designed to produce directed shockwaves, so that crushing of otherwise indestructible objects can be achieved (such as tanks, bunkers, shields, etc.). The placement of Oscillatory Chambers within the Magnocraft also resembles the parabolic mirror from a spot-light. Thus, this placement is equivalent to the distribution of explosives within missiles with cumulative charges. Therefore explosions of the Magnocraft must also display cumulative characters in which shockwaves are channelled in the direction perpendicular to the vehicles' base. These shockwaves penetrate the surface of Earth like a steel wedge, causing a directional destruction.

#C2. Formation of a triangular devastation area. Because a Magnocraft flies almost always with its axis slanted towards the ground (in order to match the local course of the Earth's magnetic field), the shockwaves of its cumulative explosions must hit the ground at an angle. Therefore the area of destruction caused by an explosion of this vehicle should have a roughly triangular (butterfly) shape. The explosion site itself, i.e. the area into which the energy of explosion was directed (e.g. a crater) should have an elliptical shape with a triangular entry.

The geometrical axis of the destruction area and explosion site must lie along the line that at the time of explosion was occupied by the magnetic south/north direction. In turn the apical angle of the triangular destruction area must be proportional to the distance of the explosion site from the nearest magnetic pole of Earth.

#C3. Magnetic south/north orientation of the site. The axis of the explosion site and the devastation area must always be oriented towards a magnetic north-south or south-north direction. Because throughout years the positions of the magnetic poles are changeable, the explosion site is always oriented according to the date of the explosion (thus this date can be more easily determined).

It should be emphasized, that this orientation of the main axis of the explosion along the local magnetic meridian prevailing at the time of explosion, brings following additional significance:

- If the direction of flight of the vehicle that exploded has been observed by eye witnesses, the orientation of this axis may drastically contradict the expected direction of the vehicle's impact. For example, in Tunguska in Central Siberia eye witnesses have seen in 1908 a UFO vehicle descending westward, expecting the impact to also be channelled in the same direction, whereas in fact the Tunguska explosion was directed southward (if the Tunguska explosion was caused by a meteorite or comet impact, as present orthodox science explains this, then the main axis of destruction should represent an extension of the trajectory of this flight, means should be oriented from east to west).

- If a considered site is suspected to be made by a meteorite impact, such a south-north orientation of the destruction axis does not agree with the general east-west direction of the flights of meteorites. (It is known, that the configuration of our solar system causes the direction of meteorite falls to coincide with the eastward/westward vertical plane. Thus, trajectories of almost all natural space objects falling to Earth lie in an east-west direction. In turn such objects that arrive either from east, zenith, or from west, are unable to cause destruction that is directed towards south-north or north-south.)

The attributes #C2 and #C3 listed above result from the general principle that the central axis of a magnetically propelled vehicle should always be aligned towards the Earth's magnetic field force lines. Thus this axis must also be directed toward the Earth in the plane of a magnetic south-north direction that prevailed at the time of explosion.

#C4. The presence of fragments from the vehicle's structure (most probably made of, or consisting of, materials that do not appear in a natural state, e.g. technologically prepared metal such as aluminium, or alloy, or plastic). This structure is torn apart and partially melted or evaporated during the explosion. It may also mix with local materials lifted from the ground, creating composites that contain parts of the structure from the exploding vehicle and a congealed silicate from the soil. Note that during the explosion all ferromagnetic metals become magnetized, therefore iron remains of the vehicle should appear as "magnetite" (i.e. magnetized iron oxide particles).

#C5. Intelligent manoeuvres observed by eye witnesses. Local stories describing the explosion should contain some eye witness accounts which indicate that a flying vehicle had been seen just before the actual explosion took place and that this vehicle manoeuvred. Intelligent manoeuvres of this vehicle in many cases should be easily distinguishable from inertial flights of natural objects (e.g. comets or meteorites).

#C6. Interest in the site displayed by pilots of other magnetically propelled vehicles. This interest originates from the three following sources:

- Operational. The strong magnetization of the explosion site must disturb the environmental magnetic field, thus interacting with the vehicles' propulsion systems. In effect, some reaction on the part of the controlling computers is forced. This in turn must draw the attention of crews of such vehicles to the site, in a similar way as a slippery road draws the attention of car drivers. Of course, scientifically-minded members of these crews should try to check what causes such flight disturbances.

- Psychological. The place where a magnetically propelled vehicle exploded must fascinate pilots of other similar vehicles. This fascination corresponds to that of car drivers who are drawn to former sites of fatal car accidents. Therefore, just for pure curiosity, pilots of similar vehicles may take the opportunity of flying nearby to have a close look at the place where their colleagues died so spectacularly.

- Scientific. Because of the cataclysmic consequences of each Magnocraft's explosion, the designers of this vehicle must do everything possible to prevent a recurrence of such a catastrophe. Therefore, there will not be many places where such a vehicle exploded. But if an explosion in fact does occur, the site must be a subject for intensive scientific research to investigate the causes, course, and consequences of such an explosion.

Of course, any more noticeable interest in a particular area by pilots of such advanced vehicles as Magnocraft, must be noticed by local population. Moreover, all landings of these vehicles must leave marks on the ground, which are described in subsection G11. Therefore, reports of local citizens about frequent sightings of Magnocraft, supported by the presence of numerous landing marks, will provide further distinctive attributes that should help to identify a former Magnocraft's explosion site.

#D Telekinesis-related attributes. These attributes most probably appear only in former sites of explosions of telekinetic vehicles. This is because their character results directly from attributes of telekinetic propulsion system described in subsection L1.

#D1. Telekinetic stimulation of the environment and living organisms from vicinity of the explosion site. The strong telekinetic pollution frozen in the explosion sites discussed here should lead to the destruction of the subtle biological balance of such sites – for details see subsections H8.1, H8.2 and KB3. This in turn, when combined with the long term action of such altered biological activity, could cause unpredictable biological consequences. For example:

- Changes in speed and the size of growth of vegetation, animals, and people. For vegetation this speed in extreme cases may be intensified even 12 times (see subsection KB2).

- Changes in how people or animals feel (e.g. the increase or decrease their vitality, life energy, etc.)

- Appearance of extraordinary biological anomalies (e.g. illnesses) in people and animals.

- Mutations of numerous plants, insects, and animals.

#D2. Inducing in substances various processes and phenomena that accompany the Telekinetic Effect. Outcomes of the research to-date on the Telekinetic Effect suggest that this phenomenon is a kind of catalyser. It releases changes in various substances, which seem to contradict our to-date knowledge about physical and chemical processes – for details see subsection KB3. For example, this effect most probably is able to cause the so-called "nuclear synthesis" that transforms one group of elements into other group of elements, it may replace one element with other in various chemical substances, it can transform organic structures into mineral structures, and it may catalyse many other changes. Thus, there is a significant probability that former explosion sites of telekinetic vehicles are going to contain products of just such (unknown so-far for our science) action of the Telekinetic Effect. For example, their vicinity may be covered by "golden fleece" described in subsection C10 of monograph [5/3], in vegetation locked within "china stones" the carbon organic structures may be transformed into silicone crystallic structures, etc.

#E. Time-related attributes (paranormal). These most probably appear only in former sites of time-vehicles' explosions. This is because their character results directly from attributes of a propulsion system that manipulates on the elapse of time – as described in subsection M1.

#E1. Time surges. Such surges are to cause numerous extraordinary phenomena. For example, they may include reappearance in the area of former explosion various vegetation,

animals, or people that are extinct long time before. From the mechanism of operation point of view, such a reappearance resembles the principle of formation of the “effect of duplication of time” described in subsection M1. The outcome of it can be that near a former explosion site of a time-vehicle, animals may appear which are considered to be extinct. Such extinct organisms may appear either periodically or permanently. Examples of such periodical appearances may be illusive Moa birds that are periodically seen in New Zealand, although they are considered to be extinct already a long ago – for details see subsection C7 in monograph [5/3]. In turn an example of such permanent appearances may be famous New Zealand “living fossil” taking a form of a lizard-like creature called “tuatara” that originates from the same epoch as coal.

#E2. Saturation of the environment with field of time disturbances. A powerful “flash” of disturbances in time-space that occurs at the moment of explosion of a time-vehicle, most probably is getting frozen in objects that it affects. Thus, a field of such disturbances saturates soil in a given area of explosion, and also objects that are ejected from this area (e.g. ceramic stones in New Zealand called “china stones”). Thus, people who stay longer near sites of explosions of Magnocraft of the third generation may experience various paranormal phenomena. For example, they may experience disturbances in a “normal” elapse of time, have visions, experience various events from the past, accomplish an insight into the future, experience the fulfilment of their wishes, enjoy extraordinary “good luck” in the course of events that affect them, etc.

It is worth to notice here that attributes #E1 and #E2 above make also possible to identify approximate areas where time vehicles are to explode in the future. In the vicinity of such areas sporadically may appear animals that are going to live on Earth in far future. Furthermore, people that live in these areas may experience visions of the future. So such visions and sightings of unknown animals indicate regions where time vehicles probably are going to explode in future.

* * *

So if a catastrophic land formation is discovered somewhere, which is to display the presence of the majority of attributes that belong to three first classes listed above (i.e. to classes #A, #B, and #C), then it means that this formation originates from an explosion of a Magnocraft-like vehicle of the first generation. The further presence of attributes from the class #D (telekinetic) indicates that a telekinetic vehicle most probably exploded in there. Finally the additional presence of attributes from the class #E (paranormal) confirms that the exploding vehicle most probably was a time vehicle.

The above method of classifying a given explosion site to a suitable generation has, however, one disadvantage. Namely, it is the incompetence of present Earth’s science in instrumental measurements of telekinetic or paranormal phenomena. Thus, our possible attempts to confirm the existence of such phenomena in a given explosion site are slightly similar to attempts of scientists living, let say, in times of Napoleon, who try to establish the existence of electrical potential on a given object. Although more capable of these scientists would be able to notice signs informing about the existence of such a potential, the lack at that time of any measuring instruments, such as for example present voltmeter, would make impossible the measurement of this potential. In turn the low knowledge of electricity that prevailed at that time would make impossible to decide whether an electrical potential that they detected is natural for a given object, or was caused by an artificial electrification.

So if the above is related to sites of Magnocraft’s explosions, the method of scientific acting prompts to us, that our present detection of telekinetic or paranormal phenomena in these sites, without a capability to measure them, and without the accumulation of appropriate experimental knowledge about them, not necessarily means that really Magnocraft of the second or third generation exploded there. After all, even an explosion of Magnocraft of the first generation most probably is going to induce a slight pollution of the environment with phenomena of these kinds. However, in present situation of the lack on Earth even the most simple devices for quantitative measurements of telekinetic and paranormal phenomena, in

connection with the lack of tradition and experience in noticing such phenomena, the sole fact of discovery of such phenomena is still a good premise that suggest a probability of explosion of a vehicle of such higher generation. In turn the approval of the existence of such a premise is a first step towards a scientific learning of facts that hide behind it.

* * *

It is worth mentioning at this stage that two sites whose attributes exactly correspond to those listed above have already been discovered and investigated. These are: the Tunguska Blast Site (formed on 30 June 1908 in the Tunguska region of Central Siberia, USSR) and the Tapanui Crater (formed on 19 June 1178 in West Otago, New Zealand). A further description of both these sites is provided in chapter O (see subsection O5.2), and also in separate monographs from the series marked [5] on the list of my publications from chapter Y.

G13. Summary of the attributes of the Magnocraft

This subsection summarizes all most vital attributes of the Magnocraft that have been discussed or revealed in previous parts of this chapter. A review of them makes us realize how a powerful vehicle the Magnocraft is and what type of phenomena its observers and users may encounter. For the consistency of the review, various attributes are grouped in classes below depending on their mutual relationship and similarities in mechanisms of their operation. So these attributes are not listed in the order of their presentation in previous subsections. These classes are numbered from #1 to #12.

#1. The unique, **disc-like shape** of a single vehicle similar to that of an inverted saucer. The characteristic attributes of this shape are:

#1a. Its flattening ratio "K=D/H", expressed by the design factor called "Krotnosc", is a mathematical function of the number "n" of side propulsors (see equation G6) and takes the integer value from the range K=3 to K=10.

#1b. It forms the eight basic types of the Magnocraft labelled as types K3 to K10. Each of these types has the own unique shape, which can be recognized from the outlines, from the value of the design factor "K", from diameters "D" and "d", from the number of side propulsors "n" (see Figure G20), etc. In each such type the interior is subdivided into separate spaces, levels, and decks, which are characteristic to this type and which can be used for identification purposes – for details see **Figure G39** and descriptions from subsection G2.5. Thus, only on the basis of descriptions of interiors of these vehicles the type that is reported can be established – an example of just such establishing for the vehicle of K7 type is discussed in subsection P6.1.

#1c. It repeats the same main elements in the shells of all types of the Magnocraft, although the shape and mutual configurations of these elements may differ slightly in various types. Examples of such common elements include: the extended side flange, which in all Magnocraft of K3 to K6 types is shaped like an optical lens with a sharp side edge, while in Magnocraft of K7 to K10 types – is like a ring with a flat edge (see Figures P30 and G39), upper-side dome, flat floor, underside concave, central column with main propulsor, and several more.

#1d. It is strictly defined by the set of equations listed in Figure G18.

#2. The **ability to couple** of a number of single Magnocraft into various flying arrangements, which for outside observers appear as essentially different shapes. The manifestation of this ability is that:

#2a. Apart from the saucer-like shape of a single unit, the flying Magnocraft can also be observed taking almost any shape that can be imagined, e.g. sphere, cigar, cone, fir-tree, beads, spool, four-leaf clover, honeycomb, platform, cross, and many others.

#2b. The Magnocraft is able to form six different classes of flying arrangements. These are: (1) physical flying complexes, (2) semi-attached configurations, (3) detached configurations, (4) carrier platforms, (5) flying systems, and (6) flying clusters (see Figure G6).

#2c. Arrangements of a number of Magnocraft are able to couple and decouple during flight.

#2d. The gelatinous hydraulic substance which fills the space between two vehicles (angel's hair) drops to the Earth's surface at the moment of the disconnection of a spherical flying complex or a double-ended cigar-shaped complex.

#3. **The location of propulsors**. Propulsors in the Magnocraft belong to two mutually opposite groups, namely (1) a single main propulsor, and (2) numerous side propulsors the total number of which is equal to "n". The unique configuration of these propulsors forms a "bell-shape", which in nature is known for its extreme stability. In this bell-shape the single main propulsor is uplifted at the centre of the vehicle like a handle in a bell, while the remaining "n" side propulsors are positioned around it but slightly below the main propulsor forming a ring similar to the cone of a bell. Together, all these propulsors constitute a balanced arrangement of two counter-acting propelling forces, the first of which supports the vehicle in the space while the other stabilizes it. The important points associated with such a formation of the propulsion are, amongst others:

#3a. The formation on the surface of the vehicle glowing areas of ionised air, which during visual observations and on photographs reflect the location of these propulsors.

#3b. The formation by the propulsion system of the Magnocraft various beneficial magnetic phenomena, such as a "magnetic framework" - which strengthens the resistance of the vehicle's shell, "vacuum bubble", and many others.

#4. The **utilization of magnetic interactions** with the environmental field for producing propelling forces. The propulsion unit of the Magnocraft creates two mutually opposite and balanced kinds of forces, the first of which (i.e. lifting forces) carries the vehicle up, while the other one (i.e. stabilisation forces) fixes its location and orientation in space. Vital aspects connected with such formation of propelling forces includes:

#4a. Mutual orientation of magnetic poles in subsequent propulsors forms magnetic circuits.

#4b. After the landing, outlets from vehicles propulsors form an unique configuration of scorched marks, described in subsection G11.1 as Magnocraft landings. The configuration of marks on such landings corresponds to the configuration of subsequent propulsors in this vehicle.

#4c. The appearance of the “magnetic framework” which reinforces the mechanical strength of the vehicle’s shell, and thus makes possible for Magnocraft to dive to bottoms of oceanic trenches.

#4c. The ability to strictly control the magnetic interactions with other vehicles. These interactions can be changed smoothly from attraction into repulsion (see Figure F12). This in turn allows for coupling and decoupling of Magnocraft during flights, for catching cars, aeroplanes, and rockets, for repelling meteorites, etc. (see Figure F12).

Furthermore, the generation of propelling and stabilising forced due to interaction with environmental magnetic field causes in turn:

#4e. Noiselessness in flight.

#4f. The achievement of speeds in a vacuum close to the speed of light.

#4g. The ability to produce propelling forces in practically all environments (i.e. in vacuum, air, water, and even in solid materials such as rocks and soil).

#4h. Causing magnetic changes in surrounding media, especially causing:

(i) burn marks to appear on plants and on the ground;
(ii) properties of the soil to be changed by the magnetic action;
(iii) disturbances in the Earth's magnetic field;
(iv) neutralization of the natural magnetism of materials;
(v) erasure of tape recordings and recording of pulsating signals on them.

#4i. Formation of magnetic forces acting on metal objects. Such forces may cause: (1) the momentary joining together of adjacent parts of machines (which in turn causes engines to stop working, turbines to stop rotating, etc.); (2) the pushing or pulling (depending

on the wishes of the crew - see Figure F12) of complete objects from the pulsating magnetic field generated by the Magnocraft; (3) the humming of conductive objects (when they are supported by any flexible material).

#4j. Forming physical effects on living organisms. These may appear as: (1) an unusual impression of a humming sound sensed by a person under the influence of the field but which in reality does not exist; (2) a metallic taste in the mouth that doesn't have any connection with what has been eaten; (3) a special kind of paralysis that numbs the mind and actions of a person in the range of the Magnocraft's field.

#5. **Generation of a pulsating magnetic field**. The most vital consequences of such a generation include, amongst others:

#5a. Generation of buzzing sounds by these vehicles working in a throbbing mode.

. #5b. Elimination of forces of attraction between Magnocraft and ferromagnetic objects from vicinity of these vehicles.

#5c. Formation of multiple images of glowing magnetic circuits of these vehicles – as this is illustrated in Figure G29.

#6. **Formation of magnetic circuits**. Most vital consequences of the existence of these circuits include, amongst others:

#6a. Formation of the so-called “black bars”.

#6b. Formation of an “inductive shield”.

#6c. Scorching of unique patterns of marks on the landing sites.

#7. The ability to create a **magnetic whirl**. Its effects can be:

#7a. A whirl of air or water which follows the whirling magnetic field (this whirl breaks a sound wave produced by the vehicle).

#7b. The creation of a local vacuum bubble near the surface of the craft, which makes possible the noiseless flight of the Magnocraft in air or water, with speeds much higher that those possible with the heat barrier.

#7c. A flattening of plants in swaths around the Magnocraft's landing sites.

#7d. Creation of the thrust force which propels the Magnocraft along the latitudinal directions (i.e. from east to west, and vice versa).

#7e. The formation of an inductive shield around the vehicle, which is able to destroy any objects made of good electric conductors in its path. The effects of using such a shield can include: (1) all objects that are made of metal explode when they come in contact with the Magnocraft; (2) splinters from the exploding objects are porous and have an uneven surface; (3) the temperature of all metallic objects entering the range of the shield rapidly increases.

#7f. The formation of underground tunnels, as well as craters of geometric shapes in solid objects and in the Earth's crust.

#8. The **induction of electric currents**. It appears only in the throbbing mode of operation. The effects of these currents produce the following phenomena:

#8a. The electrical charging of non-conductive materials (e.g. hair, clothing, plants).

#8b. Causing the operation of appliances that have been disconnected from their source of electricity (e.g. radio and television receivers, vacuum cleaners, etc.).

#8c. Ionization of the surrounding medium. Also the production of highly active ozone. When the Magnocraft is flying in the air, this causes: (1) a smell of ozone near the Magnocraft itself and on its path of flight; (2) the formation of chemical components (salts) from the close contact of materials and the ionized air - these salts are produced because of the reaction of environmental substances (soil, air, pollution, etc.) with very active ozone; (3) emission of radiation, caused by the bombardment of hard materials with high energy ions; (4) condensation of steam in the wake of the flying Magnocraft.

#9. The **ability to operate in three different modes** called: the magnetic whirl mode, the throbbing mode, and the magnetic lens mode. The manifestation of the use of these modes is:

#9a. The appearance to eye-witnesses on one occasion as material vehicles with clearly distinguishable surfaces, and on another as clouds of ionized air. From both of the above modes they can also be re-controlled into a magnetic lens mode, thus disappearing completely from view.

#9b. The displaying of opposite and reciprocally negating properties. Their examples can be:

- in the magnetic whirl mode: (1) the burning, destroying and falling down of everything within the vicinity of the Magnocraft; (2) induction of an electrical "cork" which cuts off the flow of current in electric power mains; (3) hiding of the surface of vehicle behind a cloud of spinning plasma.
- in the throbbing mode: (1) safe and non-destructive work of the propulsors; (2) generation of the flow of current in electrical devices which are disconnected from sources of energy; (3) perfect visibility of the surface of vehicle.
- in the magnetic lens mode of operation: (1) almost completely safe operation of the vehicle's magnetic field; (2) complete lack of interactions with nearby devices and circuits; (3) disappearance of the vehicle from the view and complete invisibility of it.

#10. **Interference with paths of electromagnetic radiation**. This interference may take one of the following forms:

#10a. A "magnetic lens" which deflects electromagnetic radiation from the vehicle, making it totally invisible to visual and radar observation. The lens is obtained when the Magnocraft's field is constant and forms the shape of the lens whose boundaries display a smooth change in the field's density. A partial lens can also appear when the vehicle's field is pulsating. Such a partial magnetic lens may obstruct or deform the visibility of the shell near the outlets from the Magnocraft's propulsors.

#10b. An enhancement of the observation of the main twin-chamber capsule in an ascending Magnocraft, connected with the simultaneous diminishing of the whole body of the vehicle – see Figure G32.

#10c. "Black bars" joining the outlets of the facing propulsors in some arrangements of coupled Magnocraft (e.g. semi-attached and detached configurations, cigar-shaped complexes, etc.) and black areas visible inside the twin-chamber capsules. These bars and areas are obtained when the columns of a highly concentrated pulsating magnetic field with clearly distinguishable boundaries (e.g. produced between facing propulsors of the coupled vehicles) are observed from the direction perpendicular to the magnetic field force lines.

#10d. Disturbances in radio reception, television broadcasts, radar images, and telephone signals. These are induced when the Magnocraft's whirling magnetic field emits its own electromagnetic waves.

#11. **Colours of glowing** of ionised air depending on the magnetic pole which induces this glow. These colours can be reddish-yellow for air ionised in the range of north (N) or inlet (I) pole of every Magnocraft's propulsor, and bluish-green in the range of south (S) or outlet (O) pole of every Magnocraft's propulsor. Characteristic attributes of this glow of air ionised by outlets from Magnocraft's propulsors include:

#11a. "Opposite" colours to be emitted at outlets from the main propulsor and side propulsors pointing towards the same side of vehicle (i.e. pointing either towards the top side of this vehicle, or towards the floor side of the vehicle).

#11b. Colours with which the same propulsors are glowing are reversed into "opposite" if one changes a side from which one sees a given vehicle (e.g. changes from seeing the top side into seeing a floor side).

#11c. Colours are reversed into “opposite” when a Magnocraft flies above a magnetic pole of Earth (this change of colours results from the necessity to reverse just above an Earth’s pole the magnetic polarity of such a flying vehicle).

#12. The **magnetic (non-aerodynamic) manner of flying** which adheres to the laws of magnetism. This is characterized by:

#12a. Flights with the base almost perpendicular to the force lines of the environmental magnetic field. This means that the Magnocraft always maintains the same orientation (i.e. its base faces roughly a north-south direction), independently of the direction of its movement and the type of manoeuvre it is performing. Moreover, the Magnocraft moves in directions that are independent from its orientation, even if these directions produce the highest aerodynamic resistance of its shell.

#12b. Flying along straight lines, with rapid changes of direction.

#12c. Rapid changes of direction without the benefit of a curve radius.

#12d. Rapid jumps into random directions mixed with frequent stops, which to observers resemble the behaviour of a "dragon fly".

#12e. The ability to hover motionlessly in one place for extensively long periods of time (e.g. hours, days, or even longer).

* * *

These are not the only attributes that can be used to describe Magnocraft. Many further such attributes can also be distinguished. However, because they are of a marginal significance, they are not elaborated in this monograph. Some examples of these include:

#13. The **lack of parts cooperating mechanically** which could become worn out with wear and tear. The reasons for this are:

#13a. The principles of the Magnocraft's operation do not require any moving parts.

#13b. The moving parts that are introduced for the convenience of the crew are designed in a manner in which mechanical cooperation is unnecessary (see the free-floating suspension of the Oscillatory Chambers within the propulsors - subsection G1.1).

Effects gained by this include:

#13i. An almost unlimited time for use of the vehicle.

#13ii. An extremely low potential for failure.

#13iii. A low cost of production.

#14. **The emission of various light signals**. The sources of these signals, resulting from the vehicle's operation (i.e. "natural" sources of light) are:

#14a. In the magnetic whirl mode of operation: the ionic picture of the whirl. The light from the whirl displays approximately the same colour and the same intensity in the whole volume. The luminous flux produced is very high.

#14b. In the throbbing mode of operation: a glowing of the surrounding medium in two "opposite" colours at the propulsor outlets (i.e. in the air, a yellow-red near the north (N) pole and a blue-green near the south (S) magnetic pole of each propulsor). Characteristic for this glow are: (1) the "opposite" colours of the light are emitted from the main and side propulsors' outlets situated on the same side (on topside or underside) of the vehicle; (2) the colours that the same propulsors glow are reversed when viewed from below and above the vehicle; (3) the change of colours into "opposite" ones after the Magnocraft flies over one of the Earth's magnetic poles (this change is caused by the need to reorient the propulsors).

#14c. In the magnetic lens mode: a very sensitive photographic film should be able to detect a light from the crew cabin (if any is produced) passing through the lens from inwards. The naked eye or radar is not able to detect the presence of the vehicle.

The sources of the "artificial" light signals emitted by the Magnocraft are:

#14d. The SUB system performing the function of navigation lamps.

#14e. The propulsors used by the crew as searchlights for lighting a chosen area under the vehicle.

#15. Fully **controllable, and reversible, energy management**. It is manifested in the following ways:

#15a. The character and parameters of the vehicle's field are formed exactly as are necessary for the flight conditions.

#15b. The produced field can be reduced without any change in the amount of energy accumulated in the propulsors.

#15c. The Magnocraft can hover motionless near the ground like a balloon for any period of time without decreasing the amount of its energy.

#15d. The vehicle's magnetic field accumulates (before flight) the entire energy necessary for a long-distance trip.

#15e. The vehicle's energy resources are self-rechargeable. If the flight does not involve friction, the energy resources at the moment of finishing a round trip are the same as at the moment of starting this trip.

G14. Destructive and military capabilities of the Magnocraft

It must be emphasized that building a Magnocraft will promote peace. After all, this vehicle provides facilities for interstellar expansion of humanity, it allows utilization of unlimited cosmic resources, facilitates contacts with other cosmic civilisations, and makes people really free inhabitants of the universe, who are not going to put up with regimes and with political systems that they are not accepting voluntarily. Unfortunately, apart from these constructive capabilities, as everything in this world, Magnocraft has also a potential for causing destruction. For example, it can have accidents, or can fall in hands of various irresponsible individuals. Also, in our highly militarized world, it is almost impossible to create a new kind of vehicle which potentially would not be used for military purposes. Past experiences teach us, that the destructive part of human nature tries to utilise for harmful purposes practically everything that is available, thus probably also this vehicle. Thus, to complete the picture of this vehicle, its basic military capabilities must also be highlighted here. This subsection provides a review of destructive and military potentials of this vehicle. However, I hope, that this potential and capabilities are never utilised practically, and that the Magnocraft always remains exclusively for what myself (i.e. its creator) invented it for, namely a messenger of peace, and a tool of helping others. However, our voluntary, intentional unuse of destructive abilities of the Magnocraft does not mean that the full potentials of this vehicle should remain unknown to us. This is because today's predictions of the Theory of the Magnocraft may in the not-too-distant future become a surprising reality for those citizens of our planet whose taxes maintain scholars preoccupied with condemning subjects which in their opinion are unbecoming to scientists, to still have time for observing what is happening around them.

The most dangerous destructive potential of the Magnocraft lies in the use of this vehicle as a flying bomb. The exploding of this bomb would cause a rapid release of the huge amount of magnetic energy accumulated in its propulsors. The detonation caused in this way in its effects and range could only be compared to the famous Tunguska (Central Siberia) blast, which on 30 June 1908 devastated over a thousand square kilometres of taiga in the Tunguska region of Central Siberia – for details see descriptions in subsection O5.2 of this monograph and in separate monograph [5/3]. As was also the case with this Tunguska catastrophe, the exploding of a Magnocraft would not pollute the environment radioactively. Therefore the affected area would immediately be available for occupation and colonization. However, the complete devastation would annihilate everything contained in the radius of destruction. So if such an explosion took place above a densely populated city, no even a single citizen would survive, no even a single building would be left intact, and also no cultural treasure would be saved. Special worries induces the fact, that Magnocraft is relatively easy for exploding. For example, it is prone for accidents – e.g. it can collide in midair during a flight, it can be easily crushed by some suicidal pilot, also it can be detonated by a terrorist

organisation or country. For these reasons, in the initial period of use of this vehicle, before our civilisation develops reliable systems for control and guiding this vehicle and for selection and monitoring responsible crew members, I would recommend to use Magnocraft exclusively beyond the range of Earth's atmosphere. In turn every Magnocraft that would attempt to break through this security zone, should be automatically shot down by our computer-controlled defence systems, before the power of its explosion could endanger our civilisation centres.

The second dangerous destructive potential of Magnocraft results from the ability to cook organic matter. There is a mode of Magnocraft's operation, in which this vehicle is transformed into a kind of huge flying microwave oven, capable to cook almost immediately all living organisms found in the range of its destructive field. Although I decided to intentionally skip through detailed discussion of this dangerous mode of operation, the consequences of it still can be imagined quite easily on the basis of descriptions from subsection G14.2. While warning about this mode, we also need to highlight here, that every attempt of converting this vehicle of peace into a deadly weapon, would run against moral laws. Thus, such attempt would represent a most serious crime. Also such an attempt would be completely senseless, as – according to subsection G14.2, this vehicle could be utilised much better as a weapon of selective destruction that immobilises enemy completely but leaves entire population alive. Thus, I believe that after serial production of Magnocraft begins, their control-computers will be supplied into special safety programs that will make impossible the switching on of this deadly mode of operation.

The third destructive potential of Magnocraft lies in utilising it militarily for purposes of self-defence. There are two different such self-defence applications of it, which offer good military effectiveness, but simultaneously prevent uncontrolled destruction – thus which are morally acceptable in case of self-defence. These applications include: (1) the use of Magnocraft as a transportation facility carrying weapons and military forces needed for locating, searching, attacking, and incapacitating the command centres and government locations of the opposite side (e.g. through arresting commanding officers of the opposite side), and (2) the use of it as a very selectively acting weapon of controlled destruction. This subsection reviews the capabilities of the Magnocraft in both of these applications. From this review it is clear, that the only thing that can oppose a Magnocraft, is another Magnocraft.

In supplement the above it is worth to notice that according to what is explained in chapters V, VB, U and P of this monograph, the planet Earth is currently under an occupation of evil forces, which have already vehicles with the capabilities of Magnocraft, and which have also many other advanced devices, the military potential of which probably exceeds significantly everything that Magnocraft can offer. Thus, the physical outcome of a possible our confrontation with this evil power is very predictable, no matter when it would begin, and how optimistically our leaders would judge our chances. After all, it would be sufficient that just one computer-controlled vehicle of such an evil civilisation get through our lines of defence, to leave from the entire humanity only piles of well-cooked meat. It does not need to be mentioned, that the civilisations which occupy us may also have a technology to remotely accomplish such a cooking effect at great distances. Thus whatever people decide to do in order to free our civilisation from this evil power, they need to consider the physical supremacy of our occupant. So the path to our independence leads through moral victory rather than military win – as this is explained in subsection W6.2. This in turn requires from us the adoption of totalizm for official philosophy of humanity which will lift people morally above the level of this cosmic occupant, and also requires undertaking systematic efforts to catch and overtake our occupants with the achievements of our science and technology.

G14.1. Use of the Magnocraft as a weapons platform or transportation facility

During the use of Magnocraft as the transportation or weapons platform facility which carries human commandos and various kinds of military hardware, the following characteristics of the Magnocraft can be significant:

#1. Very high speeds. These are in excess of 70 000 km per hour in the atmosphere and almost at the speed of light when travelling in the near vacuum of space.

#2. The capability to move through any medium, i.e. space, air, water, solid materials (such as soil, rocks, buildings, or bunkers) and also molten media such as the Earth's nuclei or the centres of stars. It can also move from one medium to another with no preparation necessary.

#3. The capability to move directly to the target despite any man-made or natural obstacles in its path. For example, the Magnocraft can tunnel through the Earth's surface, buildings, pillboxes, barriers and anything else that can be used for the protection of command centres and underground bunkers of the opposite side.

#4. The Magnocraft, when flying, is completely noiseless and has the capability to switch on optical and radar invisibility.

#5. The Magnocraft displays also special characteristics enabling it to withstand any weapon that could be used against it. The features which protect the vehicle against attacks of other weapon systems, are:

(a) A spinning magnetic field that creates an "inductive shield", a destructive "plasma saw" made from ionized air molecules that follow the spinning magnetic force lines, and the repelling action of a pulsating magnetic field (see Figure F12). These effects act on missiles, guns, and other projectile (non-energy) weapons.

(b) A "magnetic framework" formed within the vehicle, which provides support hundreds of times stronger than forces of resistance of physical hulks or shields (means even stronger than forces of shockwaves from nearby explosions).

(c) A "magnetic lens" which deflects laser beams and other energy-beam weapons as well as the thermal and ionising radiation from nuclear explosions.

#6. An effective resistance to extreme environmental conditions, especially to:

(a) Very high temperatures. Heat transfer to the surface of this vehicle is made impossible because the environmental medium is kept away from the Magnocraft's surface by the plasma whirl which uses the centrifugal force to reject all alien particles. This whirl keeps the surrounding medium far from the vehicle’s shell due to the formation of the so-called "vacuum bubble".

(b) Very high pressures. These are neutralized by the "magnetic framework" which can withstand any possible external pressure.

(c) High energy electromagnetic radiation. This is deflected by the "magnetic lens" which is produced by the constant output from the Magnocraft's propulsors.

#7. The ability to switch on a "field of attraction" or "field of repulsion" which are capable of intercepting and neutralizing or rejecting any nearby objects that are constructed of ferromagnetic materials or metals. This applies to cars, large guns, tanks, and even aeroplanes. The attraction force is created by the constant component of the magnetic field yield from the vehicle's propulsors - see Figure F12. Its range and attraction effect can be controlled by balancing with the repulsion force which is produced by the pulsating component of the vehicle's magnetic field.

At this point it is worth to notice, that because of attributes of this vehicle described here, nothing apart from more numerous fleet of Magnocraft that belong to the opposite side, is able to stop our defence Magnocraft from finding, arresting, and taking for judgement all governmental figures and officers of the attacking enemy that are responsible for a given aggression.

G14.2. Use of the Magnocraft as a selectively acting weapon

In order to use the Magnocraft as a selectively acting weapon for controlled destruction concentrating its impact exclusively on the metallic (conductive) objects of the other side, the destructive properties of its "inductive shield" are utilized. Simultaneously the "plasma whirl", always appearing together with the inductive shield, is prevented from acting on people and on organic substances so that they stay uninjured. The method by which the Magnocraft can be used for military operations, aimed at the destruction of the enemy's equipment only, is as follows:

Step 1. Switching to maximum power the spinning magnetic field that forms the magnetic whirl circulating around the vehicle. The force lines of that field passing through nearby conductive objects induce in them powerful electric currents that explosively evaporate their material.

Step 2. Forming from this spinning field a broad inductive shield with a range of evaporation to about 100 metres from the vehicle's surface (when the destructive plasma whirl has a range of only about 5 metres).

Step 3. Flying at an altitude of around 10 to 30 metres above an enemy's territory. As a result of such a flight, every object which is constructed from electrically conducting material will explode. This effect has a radius of about 100 metres from the craft. The disintegration of these materials will cause in turn:

(a) Complete destruction of every object made of metal, such as: weapons, machinery, factories and their equipment, iron bridges, electric-power connections, underground installations made of metal, storage facilities, etc.

(b) Destruction or damage of objects containing some parts made of metal, such as: buildings, concrete bridges, bunkers, roads, airfields, ports, etc.

Step 4. Undertaking a systematic flight covering every part of the target area, similar to the way a farmer ploughs a field.

It should be noted that the very high speed and manoeuvrability of the Magnocraft would allow operation in such a manner as to render ("plough") totally powerless a middle-sized European country, size of England, France, or Germany, with only one Magnocraft, in about 12 hours. After the vehicle completes its operation, inside of so neutralised country even a single object made of metal would be left intact, including into this not only all weapon systems, but also spoons, metal buttons, buckles in trousers and bra, and even metal teeth of all citizens of that country. So the destruction of a given country would be complete.

The military properties of the Magnocraft used as a weapon have no equivalent in any other fighting facility made by man to date. There are neither weapons nor defence methods that can oppose this vehicle. However, there is a major difference between the action of the Magnocraft and the effects of other weapon of mass destruction developed so-far by people. The Magnocraft – if it is used properly, acts selectively against the weapons, equipment, and technology of the other side, but not against people. Excluding victims of accidents, it mainly disarms the military forces, technology, industry, and economy of the opposite side, but leaves the enemy population alive. So even when the owners of the Magnocraft are forced to use it as weapon of necessary self-defence, it can still promote peace and serve humanity.

Table G1. **Construction parameters data sheet for eight basic types of crew-carrying Magnocraft.** The interpretation of symbols used is illustrated in Figures G20, and also G15 and G18. The dimensions of particular vehicles are determined on the assumption that the outer diameter "D" in each type fulfils the equation (G16): $D = 0.5486*2^K$ [meters]. All dimensions from this table are expressed in metres.

No	Type	Basic data		Outer shell dimensions				Location & dimension of side propulsors				Main propulsor details			No. of legs	Crew	Weight of vehicle
		K	n	D	H	L	Gs	d	Arc	Ds	as	h	DM	aM			
-	-	-	-	m	m	m	m	m	m	m	m	m	m	m	-	-	tonne
1.	K3	3	8	4.39	1.46	0.64	0.43	3.10	1.22	0.43	0.25	1.03	0.86	0.49	4	3	1
2.	K4	4	12	8.78	2.19	1.28	0.72	6.20	1.63	0.56	0.32	1.55	1.28	0.74	3	4	8
3.	K5	5	16	17.56	3.51	2.57	1.13	12.41	2.44	0.75	0.43	2.48	1.88	1.09	4	5	54
4.	K6	6	20	35.11	5.85	5.14	2.17	24.82	3.90	1.26	0.73	4.14	3.43	1.98	4	6	360
5.	K7	7	24	70.22	10.03	10.28	3.84	49.65	6.50	2.04	1.18	7.09	5.88	3.39	3 or 4	7	2 472
6.	K8	8	28	140.44	17.56	20.57	6.78	99.30	11.14	3.33	1.92	12.41	10.11	5.84	4	8	17 317
7.	K9	9	32	280.88	31.21	41.14	12.52	198.61	19.50	5.76	3.32	22.07	18.28	10.56	4	9	123 113
8.	K10	10	36	561.76	56.18	82.28	22.94	397.22	34.66	9.97	5.75	39.72	32.91	19.00	3 or 4	10	886 448

The equations that describe the mutual interrelations occurring between items presented in the above table (see also Figure G18):

$H=D/K$ $K=D/H$ $n=4(K-1)$ $Arc=\pi d/n$ $D_M=H(2-\sqrt{2})$ $a_M=D_M/\sqrt{3}$ $as=Ds/\sqrt{3}$ $Crew=K$

$h=d/K$ $K=d/h$ $L=(D-d)/2$ $d=D/\sqrt{2}$ $Gs=D_M-Ds$ $Ds=D_M/\sqrt[3]{n}$ $Weight=0.05\cdot D^2\cdot H$

Number of vehicles	Kind & appearance of configuration of the vehicles	What must be measured in this configuration	Use the equat. for the value of "K"
1	Individual vehicle, e.g. as this one from Figures G18, G1(a)	Measure: -Height "H" of this vehicle, -Diameter "D" of this vehicle	Calculate "K" from equation (G10): K=D/H
2	"Spherical complex", e.g. as the one from Figure G1(b)	Measure: -Height "ΣH" of entire complex -Diameter "D" of any vehicle	Calculate "K" from equation (G17): K=2*D/(ΣH)
m	"Stacked cigar shaped complex" e.g. as this one from Figures G1(c), G6(#1), G7(a)	Determine: -Number "m" of vehicles, -Height "ΣH" of entire cigar, -Diameter "D" of any vehicle	Calculate "K" from equation (G20): K=(m-(m-1)* (sqrt(2)-1)) *(D/(ΣH))
m	"Double-ended flying cigar" e.g. as the one from Figure G8(1)	Determine: -Number "m" of vehicles, -Height "ΣH" of entire cigar, -Diameter "D" of any vehicle	Calculate "K" from equation (G21): K=(m-(m-2)* (sqrt(2)-1)) *(D/(ΣH))

Table G2. **The determination of the "K" factor** from the correlation between the value of this "K" factor and the "D/H" ratio for a single Magnocraft and for three homogenic configurations of the coupled Magnocraft (namely for the spherical complex, for a stacked cigar, and for a double-ended cigar). In turn the knowledge of "K" allows us to determine precisely the type of individual vehicles arranged into a given configuration. After we find out this type it is possible to read all technical data for a given vehicle from Table G1.

Notice that equations for both cigars provided in this table are valid only if during the measurements the central axis of these cigars remains perpendicular to the line of our sight. In remaining cases a deviation angle "α" from the position that is perpendicular to the line of our sight must be determined, and then the value of "ΣH" should be corrected trigonometrically by the factor which depends on this deviation angle "α".

It should be noticed, that in order to determine the "K" factor for any of the configurations of Magnocraft presented in the above table, it is enough to determine the height "ΣH" and the outer diameter "D" of this configuration from a photograph, from a radar picture, or from a visual observation of this configuration. Then these two data need to be used in the equation provided for a given configuration in the last column of this table. In case of a stacked cigar, or a double-ended cigar, it is required to additionally determine the number "m" of vehicles that compose a given configuration, and conditionally also an angle of deviation "α" by which the central axis of this configuration slants from the position that is perpendicular to our line of sight. (This angle "α" allows us to correct trigonometrically the apparent - means the measured by us, value of the height "ΣH" to a value that is the real value of this height "ΣH".

For a practical verifying of equations from the table above, I would propose to determine the type of vehicles that create the stacked cigar shown in part (d) of photograph from Figure P10.

lamp / time	U	V	W	X
t = 0	|||||		▒▒▒▒▒	
t=1/4T		|||||		▒▒▒▒▒
t=1/2T	▒▒▒▒▒		|||||	
t=3/4T		▒▒▒▒▒		|||||
t = 1T	|||||		▒▒▒▒▒	

Colours emitted by subsequent lamps:

||||| red = n

yellow = o

▒▒▒▒▒ blue = s

Table G3. **The colour changes in the lights of the SUB system of lamps** (the location of these lamps on the Magnocraft's shell is presented in Figure G30). The SUB system indicates the Magnocraft's mode of operation. The sequence of colours emitted by each lamp of this system and shown by this table is characteristic for the magnetic **whirl mode** of the Magnocraft's operation (this particular table illustrates colour signals that would accompany the magnetic whirl from Figure G26). Symbols: t - time; T - period of the propulsor's output pulsation; n, o, s - output levels of amplitude in a particular propulsor (i.e. maximal, middle, minimal).

The rows in this table show the subsequent colours that each lamp (represented by the column labelled U, V, W, or X) emits at a given moment of time to describe the operation of propulsors which are labelled with a letter corresponding to that lamp (i.e. U, V, W, X). By observing only one lamp (e.g. that labelled V) it is evident that its colours change according to a sinusoidal curve that simulates the change of the magnetic field in a given (e.g. V) group of propulsors - e.g. compare the changes of curve V in Figure G26 with the changes of colours for V lamp in the above table. In this way the oscillation of colours simulate the pulsation of the magnetic field. But by observing only one colour (e.g. red) this table shows that with the elapse of time (i.e. after each quarter of the propulsors' period of pulsations) each colour moves to the next lamp. In this way the apparent motion of colours in the SUB system of lamps reflects the motion of the magnetic waves around the Magnocraft.

Note that for the **throbbing mode** of operation the colours of the lights would change in the same way in each lamp (i.e. all lamps would simultaneously change into the same colour), whereas in the magnetic **lens mode** all lamps would emit a yellow colour at all times.

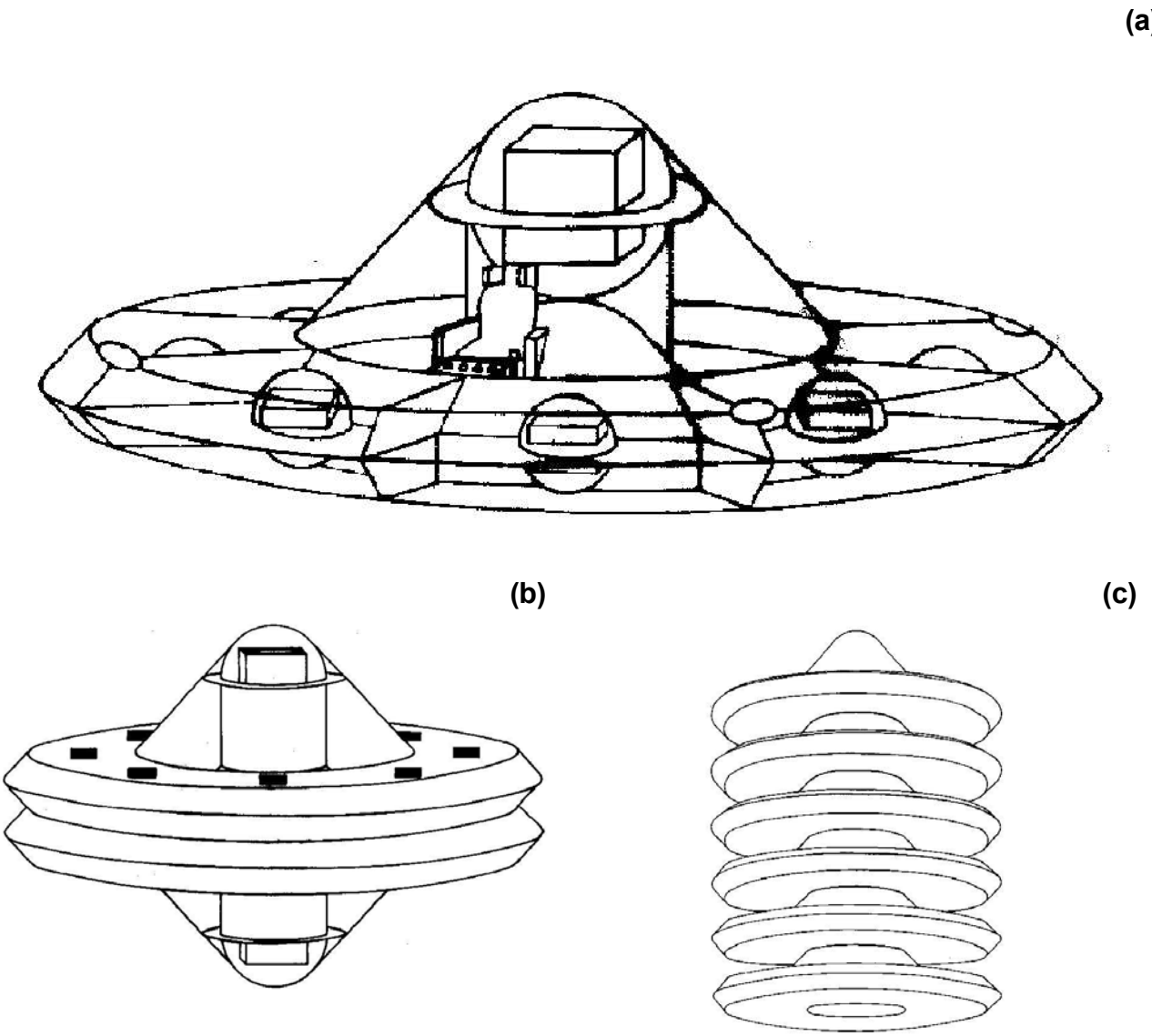

Fig. G1. **The side appearances of discoidal Magnocraft type K3**. The smallest type of Magnocraft is illustrated, for which the K factor takes the value K = D/H = 3. This is why the type is called K3 type. This vehicle is shown in side views in three most frequently appearing situations, namely, (a) as a single vehicle, (b) as a spherical flying complex, and (c) as a stacked flying cigar. Note that the outer diameter for the K=3 type of Magnocraft is equal to $D = 0.5486*2^K = 4.39$ metres, while the total height is equal to H = D/K = 1.46 meters.

(a) The side appearance of **a single Magnocraft** type K3, as it is defined by the theory from this monograph. The general shape and outlines of this vehicle are strictly defined by the set of mathematical equations derived from the design and operational conditions (these equations are listed in Figure G18). Its dimensions are also defined by these equations. The vehicle's shell is made of a mirror-like material whose degree of transparency and light reflectiveness can be strictly controlled. Thus, when the crew makes this shell transparent, elements of the internal structure (e.g. propulsors, compartments, separatory walls, etc.) can be seen by an outside observer. In the above illustration seven spherical propulsors (out of a total number of n=8) placed in the horizontal flange are visible. Each of these propulsors contains inside a twin-chamber capsule composed of two Oscillatory Chambers. The eight vertical partitions divide the vehicle's flange into eight separate chambers, each housing one side propulsor. The horizontal separatory ring placed at the top-half of the flange separates both magnetic poles (N and S) in each of these side propulsors, thus forcing the magnetic field which is produced to circulate through the environment. On the upper part of the flange three lamps of the SUB system (i.e. equivalent to the position lamps in aeroplanes) are indicated - see also Figure G30. In the centre of the vehicle the single main propulsor and its twin-chamber capsule are shown. Within the ring-shaped crew cabin a pilot's seat is visible. (Compare this illustration with Figure C1).

Notice that a photograph of just such K3 type vehicle taken in a side view, when it already flies, are shown in Figure P1 from volume 13 of this monograph. In different views, the same vehicle is shown over there also in Figures P15, P17(a), P23, P24(top), and P29.

(b) **An external (side) view of a spherical flying complex**. An example illustrated here is obtained by coupling base-to-base two Magnocraft type K3. Notice that the coupling of larger vehicles (i.e. types K4 to K10) will produce a more flattened shape of such complexes.

(c) **A stacked cigar** formed from 6 Magnocraft type K3. This cigar is shown in side view.

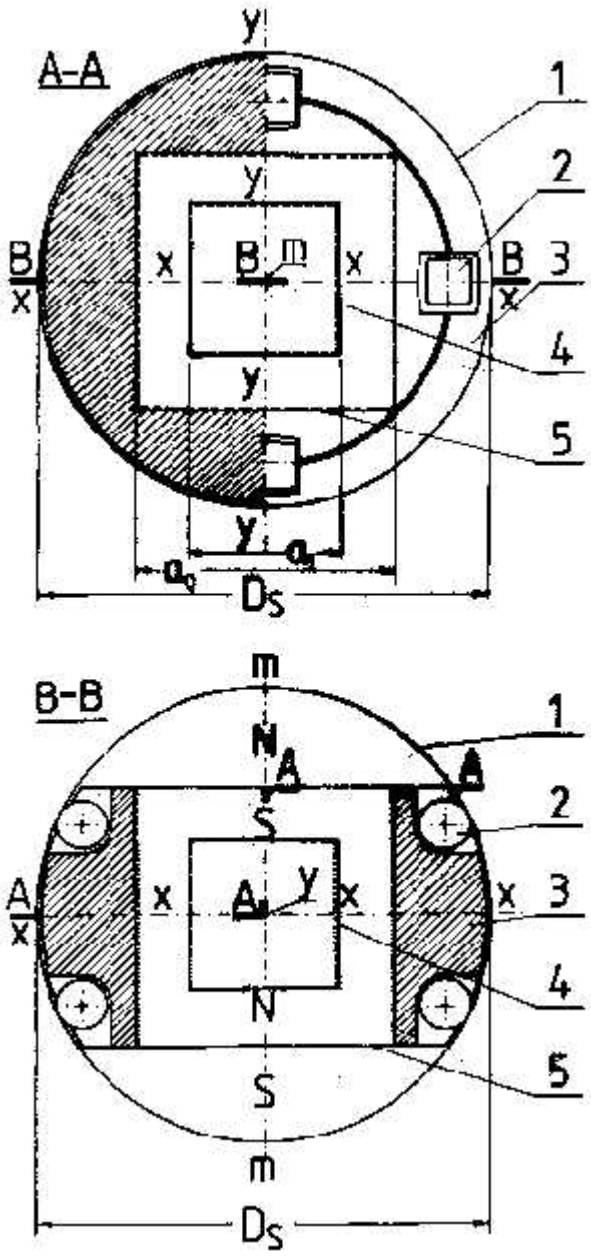

Fig. G2. This diagram illustrates **the principle of tilting a column of the magnetic field** that is yielded from a magnetic propulsor containing cubical Oscillatory Chambers. In the propulsor illustrated, the magnetic axis "m" of a twin-chamber capsule which yields this field is controlled by two sets of mechanical rollers. The upper part "A-A" of the diagram presents this propulsor from two positions: as an overhead view (i.e. the right half of the diagram) and as the horizontal cross section along its top half (i.e. the left half of the diagram). The lower part "B-B" shows the same propulsor in vertical cross section (i.e. in the cross section passing through the magnetic axis "m" and the tilting plane "x"). Illustrated are: 1 - the spherical casing of the propulsor (the diameter "D_s" of this casing is equal to (G1): $D_s = a_o\sqrt{3}$); 2 – one of four rollers operating in the vertical plane "x" (as well as these, the propulsor also contains another set of four similar rollers operating in the vertical plane "y"); 3 - the carrying structure, tilted by rollers, which holds the twin-chamber capsule; 4 - the inner cubical Oscillatory Chamber of the twin-chamber capsule, whose side edge is marked as "a_i"; 5 - the outer cubical Oscillatory Chamber of the twin-chamber capsule whose side dimension "a_o" is equal to $a_o=a_i\sqrt{3}$; m – magnetic axis of the propulsor (this axis represents the direction in which the propulsor's output is pointed); x, y - the two vertical tilting planes, perpendicular to each other.

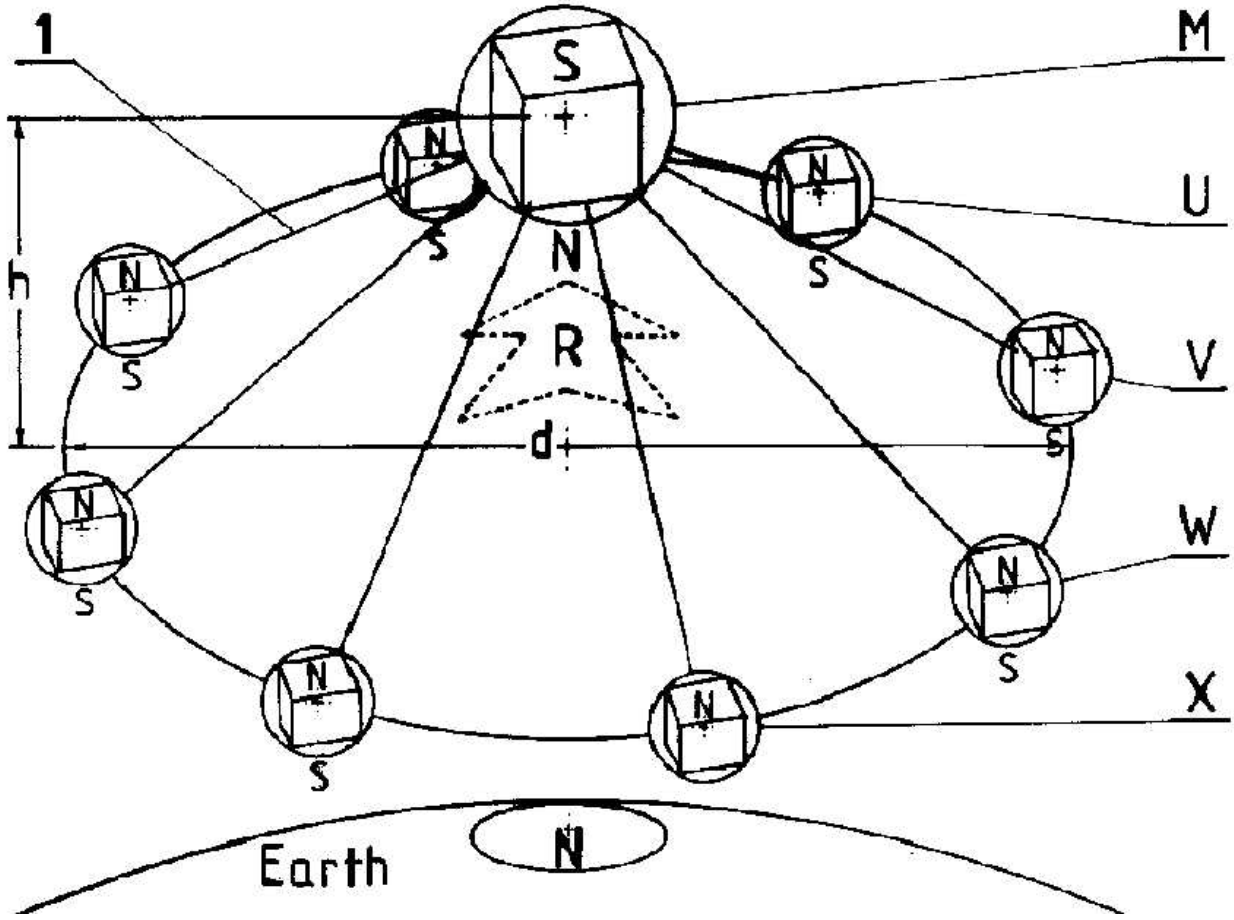

Fig. G3. **The magnetic propulsion unit of the Magnocraft**. It is illustrated as hovering above the northern (N) magnetic pole of Earth. Shown are: “M” - the single main propulsor involved in a repulsive force interaction “R” with the Earth's magnetic field (marked “M” from the word “main” propulsor); “R” – force of magnetic repulsion (marked “R” from the word “repulsive” interaction); “U, V, W, X” - eight side propulsors oriented so as to attract “A” the environmental magnetic field (marked “U, V, W, X” for emphasizing their mutual phase shifts by 90 degrees); “A” – forces of magnetic attraction. Note that in subsequent types of Magnocraft the number “n” of side propulsors is described by equations (G6) and (G2): n = 4(K-1). Thus the number n = 8 side propulsors has only the Magnocraft type K3. Each of these propulsors consists of a twin-chamber capsule (formed from one inner and one outer Oscillatory Chamber – as illustrated in Figure F5) assembled inside a spherical casing. Through an appropriate synchronization of the field pulsations in the side propulsors, a whirling magnetic field can be produced by this unit. Symbols: N - north magnetic pole (i.e. the “inlet” pole “I” as explained in subsection G5.2), S - south magnetic pole(i.e. the “outlet” pole “O” as explained in subsection G5.2), 1 - frame which joins the propulsors together; d - the maximal distance between the centres of any two side propulsors located diagonally opposite from each other in the unit (this vital distance "d" represents also the "nominal diameter" of rings burned by side propulsors during landings of the Magnocraft; it can be measured on landing sites of these vehicles – for details see Figure G33); h - the height of the centre of the main propulsor above the bases of the side propulsors; R - the force of magnetic repulsion; A - the force of magnetic attraction.

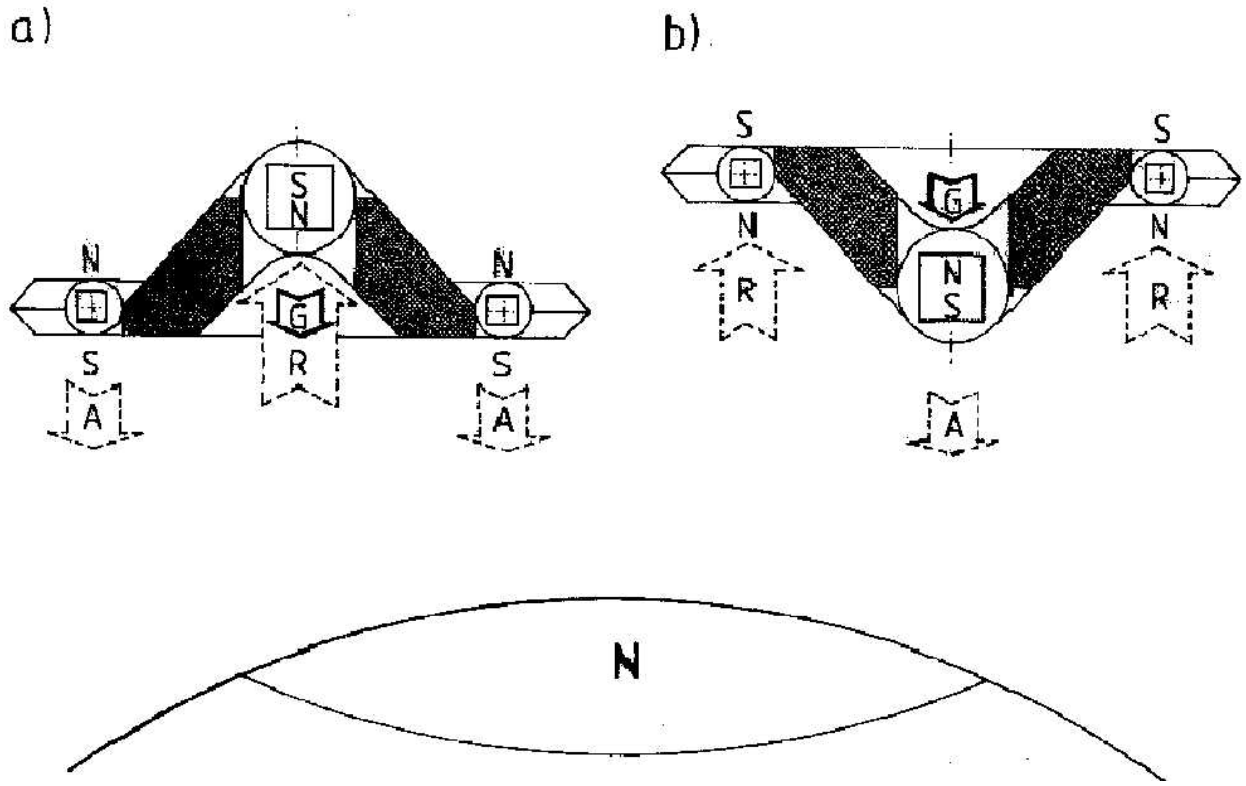

Fig. G4. **Two alternative positions of the Magnocraft during flight**. These are called (a) the "upright position", and (b) the "inverted position". To illustrate the polarization of propulsors and the type of force interactions they create, both Magnocraft type K3 are shown in vertical cross-sections while hovering above the north (N) magnetic pole of Earth. Hatched (crossed) lines mark the location of their crew cabins. Note that independent of which one of these two flight positions is taken, the orientation of the magnetic poles of the propulsors in relation to the Magnocraft's shell remains unchanged. Therefore, when two vehicles so positioned (i.e. one in the upright position and the other in the inverted position) fly directly above/beneath each other, each one faces the other with like magnetic poles. Thus only repulsive forces can be created between two such Magnocraft (see also Figure G14). Symbols: R - a force of magnetic repulsion from the field of Earth; A - a force of magnetic attraction towards the Earth's magnetic field; G - gravity pull of Earth; N, S - North and South magnetic poles (means "inlet" and "outlet" poles - according to subsection G5.2).

a) The **upright position**. The lifting force (R) is created by the main propulsor, whereas the side propulsors create stabilization forces (A). Vehicles most frequently take this position during daylight flights.

b) The **inverted position**. This reverses the functions of the vehicle's propulsors, i.e. the main propulsor acts as a single stabilizer (A), whereas the side propulsors produce the lifting forces (R). During horizontal flights close to Earth, the gravity pull (G) acts like an additional stabilizer, decreasing the power engaged in magnetic circuits for propelling and stabilisation of the vehicle. Magnocraft most frequently use this position during night flights close to the surface of Earth. This is because then their crew cabin is moving close to the surface of the ground, allowing for a better observation.

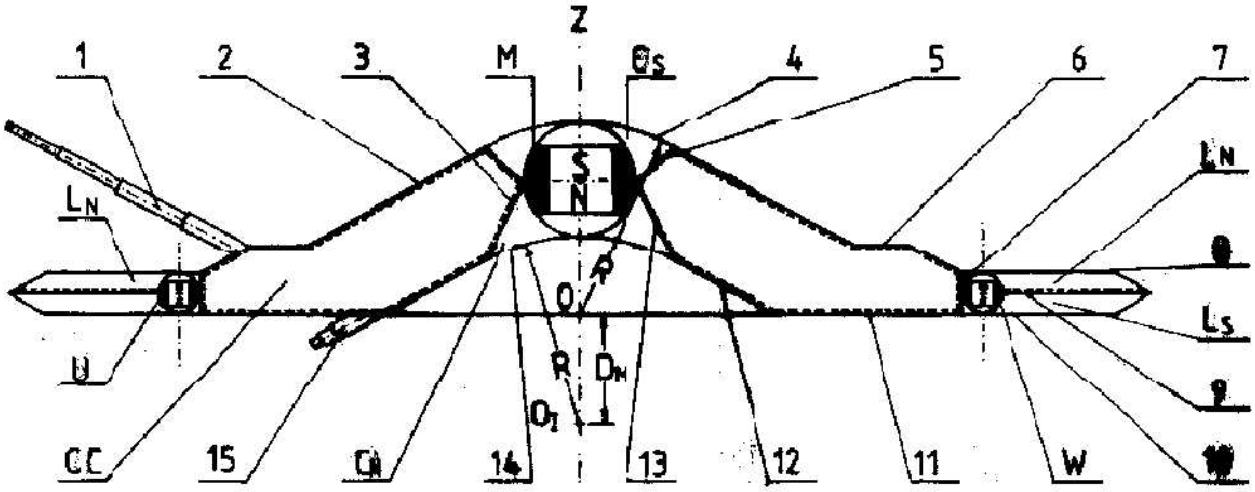

Fig. G5. **The internal design of the Magnocraft** and names of the main features of its shell. It is illustrated using an example of the middle-sized vehicle type K6, which utilizes n = 20 side propulsors and whose outer dimensions are: D = 0.5486*2^6 = 35.11 meters, H = D/K = D/6 = 5.85 meters (where the symbol * indicates multiplication while the symbol / indicates division). The material impenetrable by a magnetic field (magnetoreflective) is indicated by a broken line. The diagram presents:

- Magnetic propulsors: main (M), and two examples of side propulsors (U), (W) out of the total number n = 20 of side propulsors.
- Magnetoreflective shells: ceiling (5), topside alignment cone (2), complementary flange (6), crew cabin edge (7), base (11), underside alignment cone (12), central cylinder (3) and (13), separatory ring (9).
- Magnetoconductive shells: topside dome (4) which represents the central part of the convex top, underside bowl (14) which represents the central part of the concave bottom. In Magnocraft types K3 to K6 out of the magnetoconductive shell are also made of: flange's aerodynamic cover (8), flange's base (10) which in Magnocraft type K7 to K10 is made of a magnetoreflective material, while their functions are performed by magnetoconductive outlets from side columns that carry inside vehicle's side propulsors.
- Spaces: living space containing a crew cabin (CC), central propulsion space (C) subdivided into north (C_N) and south (C_s) sections, lateral propulsion space (L) with its north (L_N) and south (L_s) sections.
- Facilities from inside of the hulk of Magnocraft: periscopes (1), telescopic legs (15). The Magnocraft's shell will also be equipped into (not shown on this Figure): movable balustrade running around the side flange, an entrance lift, ladders, lamps of the SUB system.

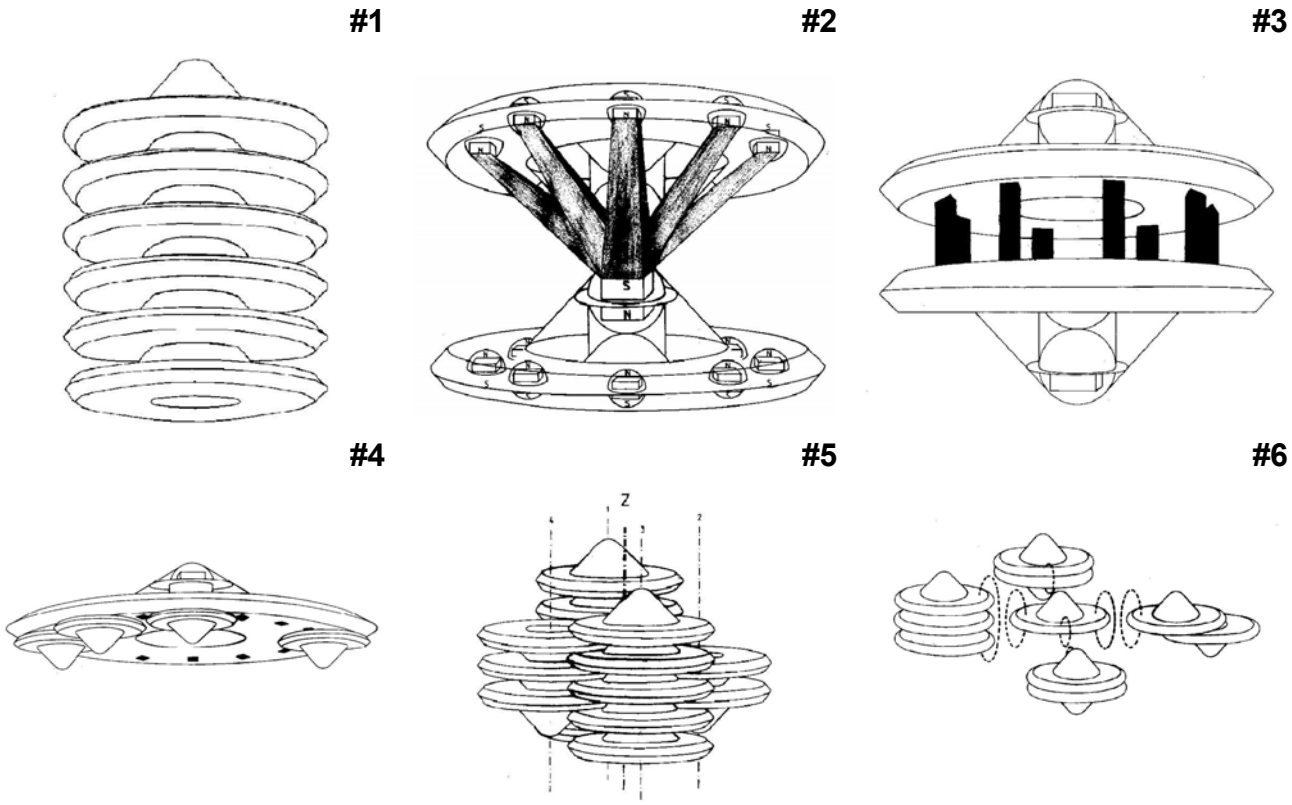

Fig. G6. Examples of **six classes of arrangements of the Magnocraft**. Notice that examples of real vehicles representing all these classes are captured and illustrated on photographs from volume 13 of this monograph. Each class is obtained through coupling in a different manner several discoidal vehicles (illustrated above are arrangements of mainly K3 type Magnocraft). Within each class a number of further specific arrangements (not shown in this illustration) can be distinguished. For example, flying complexes (class #1) can be subdivided into: (a) spherical flying complexes (shown in Figure G1(b)), (b) cigar-shaped complexes (shown above) and (c) fir-tree complexes (Figure G8(b)). Also vehicles arranged in any of the above classes can further cluster or couple with other arrangements, forming in this way an almost unlimited variety of shapes. Illustrated are examples of:

#1. Physical flying complexes. These are obtained when coupled vehicles are fixed in a steady physical contact. Illustrated is a cigar-shaped stack consisting of six Magnocraft type K3. Apart from cigars, to the class of physical flying complexes belong also spherical complexes and fir-tree formations.

#2. Semi-attached configurations - in spite of labile (point) contact, vehicles are steadily bond together with magnetic circuits visible as black bars.

#3. Detached configurations - vehicles do not physically touch each other, but are bond with repulsive and attractive magnetic interactions in equilibrium. The black bars mark the columns of magnetic field that join the side propulsors oriented as to attract one another (the main propulsors of both vehicles repel each other).

#4. Carrier platforms - obtained when smaller Magnocraft are suspended under the side propulsors of a bigger mother-ship (shown is a K5 type mother-ship carrying four K3 type vehicles).

#5. Flying systems - formed when several flying cigars are physically coupled together by their side propulsors.

#6. Flying clusters. These are formed through the bonding (without physical contact) of any other arrangements listed before. A two-dimensional "flying cross" is illustrated here. Its magnetic circuits that separate subsequent vehicles are shown with broken lines (these are always accompanied by numerous holding circuits which, for the clarity of illustration, are omitted here but are discussed in subsection G3.1.6 and shown in Figure G13).

(a) (b)

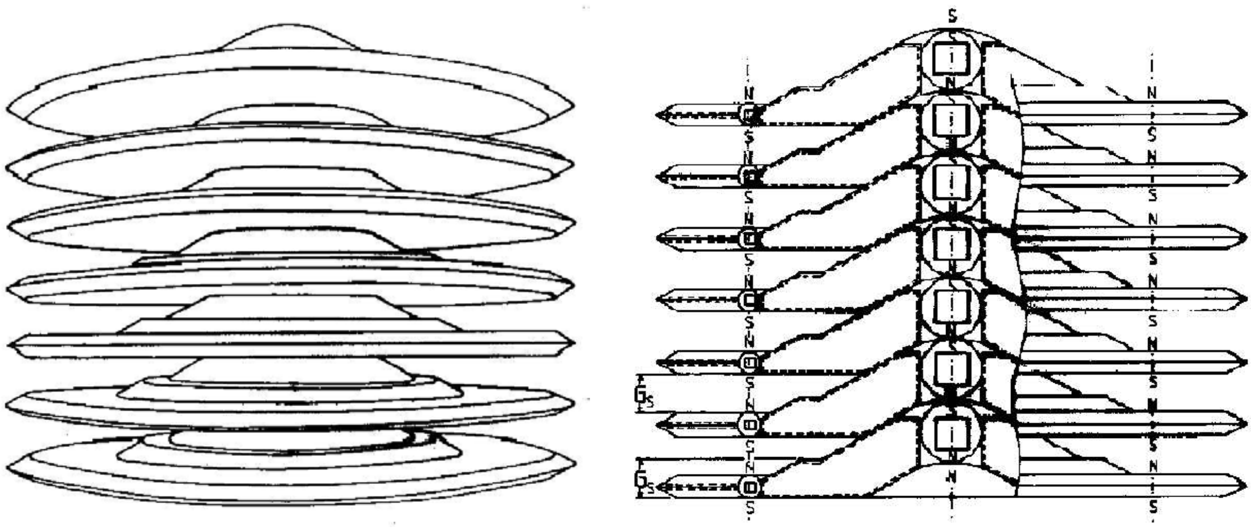

Fig. G7. **A stacked cigar-shaped flying complex** which represents one of the most efficient configurations obtainable through the magnetic coupling of a number of Magnocraft. This configuration is formed by stacking a number of subsequent Magnocraft of the same type (illustrated is a stack consisting of seven vehicles type K6) one on top of the other, like a pile of saucers stored in a kitchen cupboard. Because in subsection P2 of this monograph is formally proven that "UFOs are already operational Magnocraft", probably a similar cigars of UFOs exploded near Tapanui in New Zealand in 1178 AD, and also in Tunguska, Central Siberia, in 1908. The outer dimensions of the Magnocraft type K6 are: D=35.11 meters, H=5.85 meters - see equations G13 and G7. After landing, n = 20 side propulsors present in this type of vehicle scorches a ring on the ground having the nominal diameter $d = D/\sqrt{2} = 24.82$ meters – see equation G9.

(a) External (side) view of the whole cigar-shaped complex. Please notice that examples of just such cigar-shaped flying complexes, only that flying in the magnetic whirl mode of operation (in which the surface of vehicles is covered with a spinning cloud of ionised air), were captured and shown on photographs from Figure P10 in monograph 13 of this series.

(b) Vertical cross section of the complex showing the interaction of propulsors and the relative positioning of the compartments in the coupled vehicles. Symbols: G_S - the thickness of the complementary flange which is equal to the gap between the flanges of two subsequent vehicles (because this is equal, a number of such cigar-shaped flying complexes can be further coupled rim-to-rim into flying systems - see Figure G17); N, S - polarity of the subsequent magnetic propulsors.

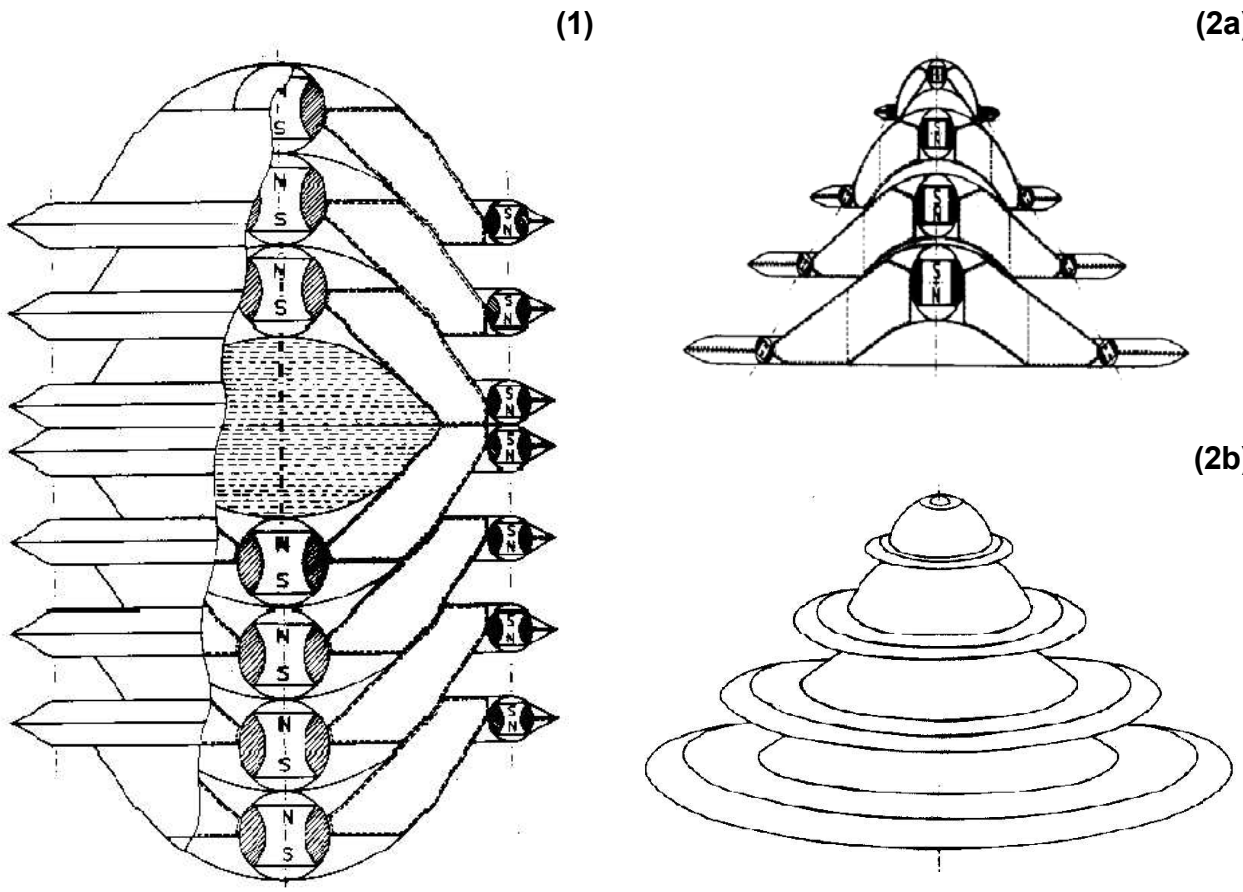

Fig. G8. Examples of **physical flying complexes**.

(1) Cut-away view of a **double-ended cigar-shaped flying complex** made by coupling further units to both ends of a spherical complex. The hydraulic substance "angle's hair" is shown between the two central Magnocraft joined at their bases.

(2) An example of **a "fir-tree" shaped flying complex** formed by the stacking of smaller types of Magnocraft upon larger types. Shown are vertical cross-section (a) and side view (b) of this complex. Because of the binary growth of diameters of subsequent types of these vehicles, subsequent components of this complex cannot be shown in the same scale. (If they are shown to the same scale, then for the fir-tree illustrated here and composed of m = 4 Magnocraft, the external diameter “Dm” of the largest, bottom vehicle would be $Dm/D = 2^{(m-1)} = 2^3 = 8$ times larger from the external diameter “D” of the smallest vehicle located on the top of this complex.)

(2a) Sectional view of the complex, showing the cooperation of propulsors and the relative positioning of compartments in the coupled vehicles.

(2b) External appearance of the whole complex. Notice that it is slightly deformed because of the lack of the same scale in drawings of all vehicles. In reality the configuration shown here would be much more “flat”. Also notice that examples of just such fir-tree flying complexes, only that flying in the magnetic whirl mode of operation (in which the surface of vehicles is covered with a spinning cloud of ionised air), were sighted by eye witnesses whose drawings are shown in Figure P11 from monograph 13 of this series.

(a) **(b)**

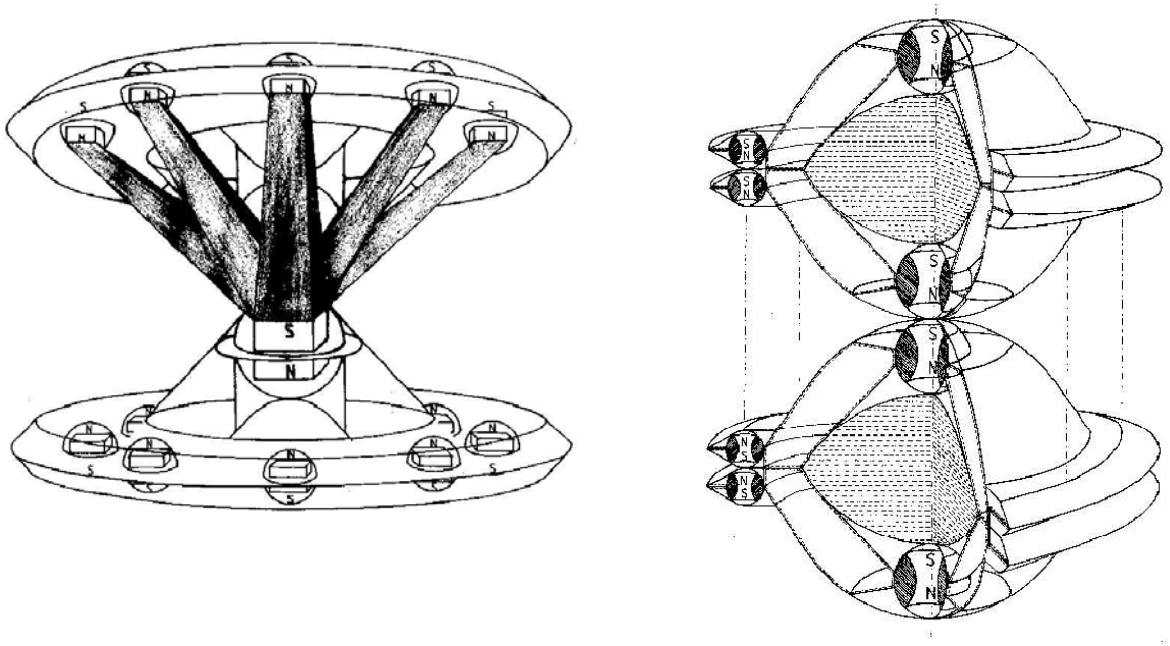

Fig. G9. Examples of **semi-attached configurations**: (a) spool-shaped, (b) "flying necklace".

(a) An example of the simplest "spool-shaped", **semi-attached configuration**. The spool-shaped arrangement illustrated here is formed by coupling together two Magnocraft type K3 whose topside domes touch each other. The physical contact between both vehicles is at only one point, thus it is unable to provide a bond sufficient for a safe flight. Therefore the vehicles are bonded with the magnetic forces. The mutual attraction of the main propulsors of both vehicles keeps the configuration joined together, whereas the mutual repulsion of the vehicles' side propulsors maintains the permanency of the reciprocal orientation of both Magnocraft. The propulsors with a high output which lift the entire configuration are: the main one in the lower vehicle and the side ones in the upper vehicle. The main propulsor of the upper Magnocraft and the side propulsors in the lower vehicle produce only a very small output, just enough to maintain the stability of the configuration. Both vehicles have their high-output propulsors oriented by unlike magnetic poles towards each other. Therefore the outlets of these propulsors must be joined by the columns of a highly concentrated magnetic field which looks like bars made of a black substance (see also the "black bars" from Figures G6, G10, and G28b). The cross-section of these black bars reflects the square shape of the Oscillatory Chambers that yield the magnetic field. The above illustration shows the course of several such "black bars". The letters "N" and "S" indicate the polarity of the field yield of particular propulsors.

Notice that a sighting of a real vehicle, which had such a "spool-shaped" appearance, is illustrated in Figure S2 from volume 14 of this monograph.

(b) An example of **a semi-attached configuration** ("flying necklace") formed from a chain of spherical flying complexes which are further coupled together by their topside domes. The principles of this coupling are the same as for the configuration shown in part (a) of this Figure. The forces that keep the configuration joined together are obtained from the mutual attraction of the vehicles' main propulsors. The side propulsors of both complexes are oriented repulsively towards each other, thus maintaining the steadiness of the mutual positioning of these complexes. To illustrate the polarity of the vehicles' propulsors the above diagram shows a cut-away view of the Magnocraft. Inside each spherical complex the presence of "angel's hair" is indicated (see also Figure G1(b), G8 and V9). The outlets of some propulsors in the above configuration are mutually linked with "black bars" of the highly concentrated magnetic field. As the course and shape of these "black bars" would be identical to the one from part (a) of this Figure, to avoid obscuring the clarity of the illustration presentation of these bars is not repeated. Note that in the illustrated manner any number and any type of complexes can be joined together, thus forming "flying necklaces" with almost unlimited length, shape, and variation of individual beads.

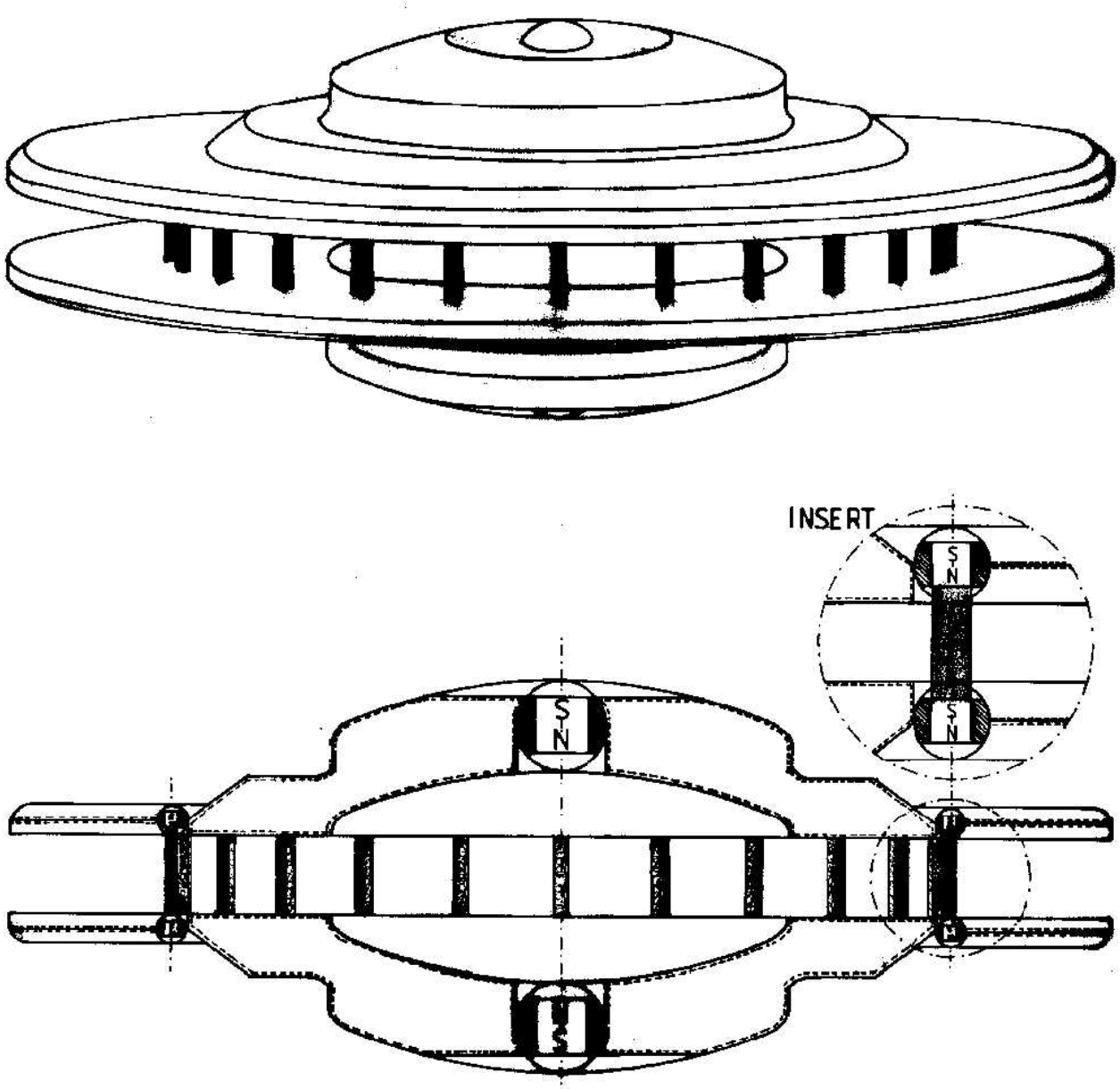

Fig. G10. An example of the **detached configuration**. Illustrated is the coupling of two Magnocraft type K7 oriented base-to-base. The lower cross-section of this configuration illustrates the polarity of the propulsors in both vehicles. The mutual interaction between these propulsors produces two counter-balanced sets of forces which keep the vehicles apart, but also simultaneously fasten them together. The first set, formed by the main propulsors, causes the repelling of one Magnocraft from the other. The second set of forces, formed by the side propulsors, causes an attraction between both craft. The columns of the magnetic field joining the outlets of every pair of side propulsors facing each other are shown in black. As these columns have clearly distinguishable boundaries, they trap the light and therefore they appear as black bars. The cross-section of these bars must be square, as they reflect the shape of the Oscillatory Chambers that yield the magnetic field.

(**Upper**) An external view of the whole configuration. The shape, location, and the number of visible black bars is illustrated. Notice that during an actual appearance of this configuration the shape of the lower vehicle could become distorted by the action of a magnetic lens. Just such a case of a distorted lower vehicle is illustrated on photographs from Figure S1 in monograph 14 of this series.

(**Lower**) A vertical cross-section of the configuration. The mutual cooperation between propulsors is shown. An INSERT illustrates the polarity of two side propulsors facing each other, each one of which belongs to a different vehicle (notice a square black bar joining the outlets from both of these propulsors).

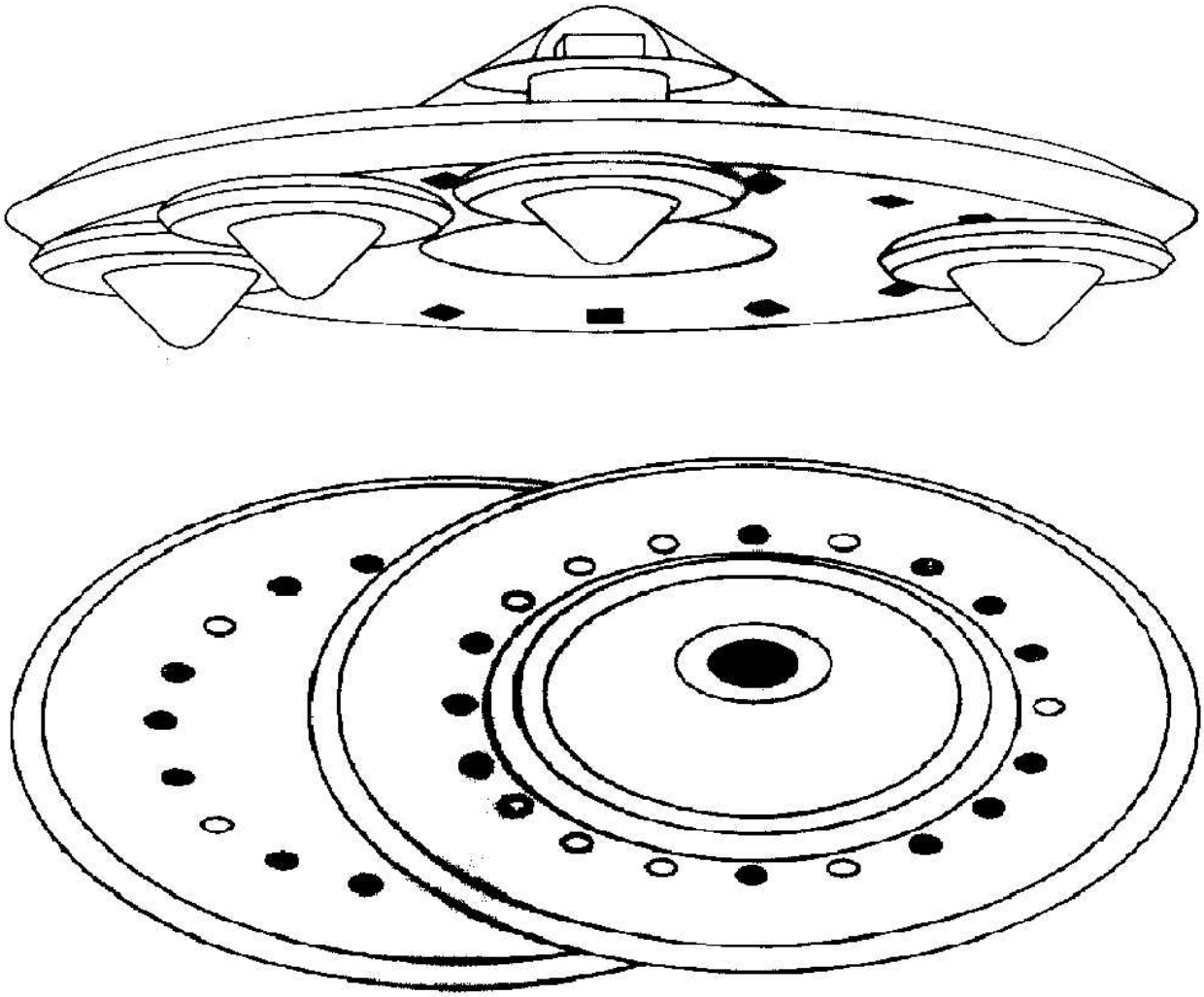

Fig. G11. Examples of **carrier platforms**.

(**Upper**) An example of the **carrier platform**, i.e. a configuration formed when a number of smaller Magnocraft are suspended under the base of a bigger mother ship. The distinctive characteristic of this flying arrangement of Magnocraft is that the main propulsor of each suspended Magnocraft is facing a side propulsor from the mother ship. The forces that join all the spacecraft together are created as the effect of mutual attraction occurring between one of the side propulsors of the mother ship and the main propulsor of each Magnocraft suspended under it. The illustration shows four Magnocraft type K3 (out of a total of eight vehicles type K3 possible to be carried by the sixteen side propulsors of a K5 type mother ship) clinging under the base of a K5 type Magnocraft.

Just such a flying carrier platform was captured on the photograph shown in Figure P14 from monograph 13 of this series.

(**Lower**) The **"zigzag" carrier configuration** formed when two Magnocraft of the same type are coupled base-to-base in such a way that the main propulsor of each of them faces the side propulsor of the other one. Illustrated is an example of the coupling of two type K6 vehicles. The above configuration is the other version of the carrier complex - see Figure G11(a), and differs from the spherical flying complex presented in Figure G1(b). At night, the glowing magnetic circuits of such a configuration produce a characteristic "**zigzag**" shape.

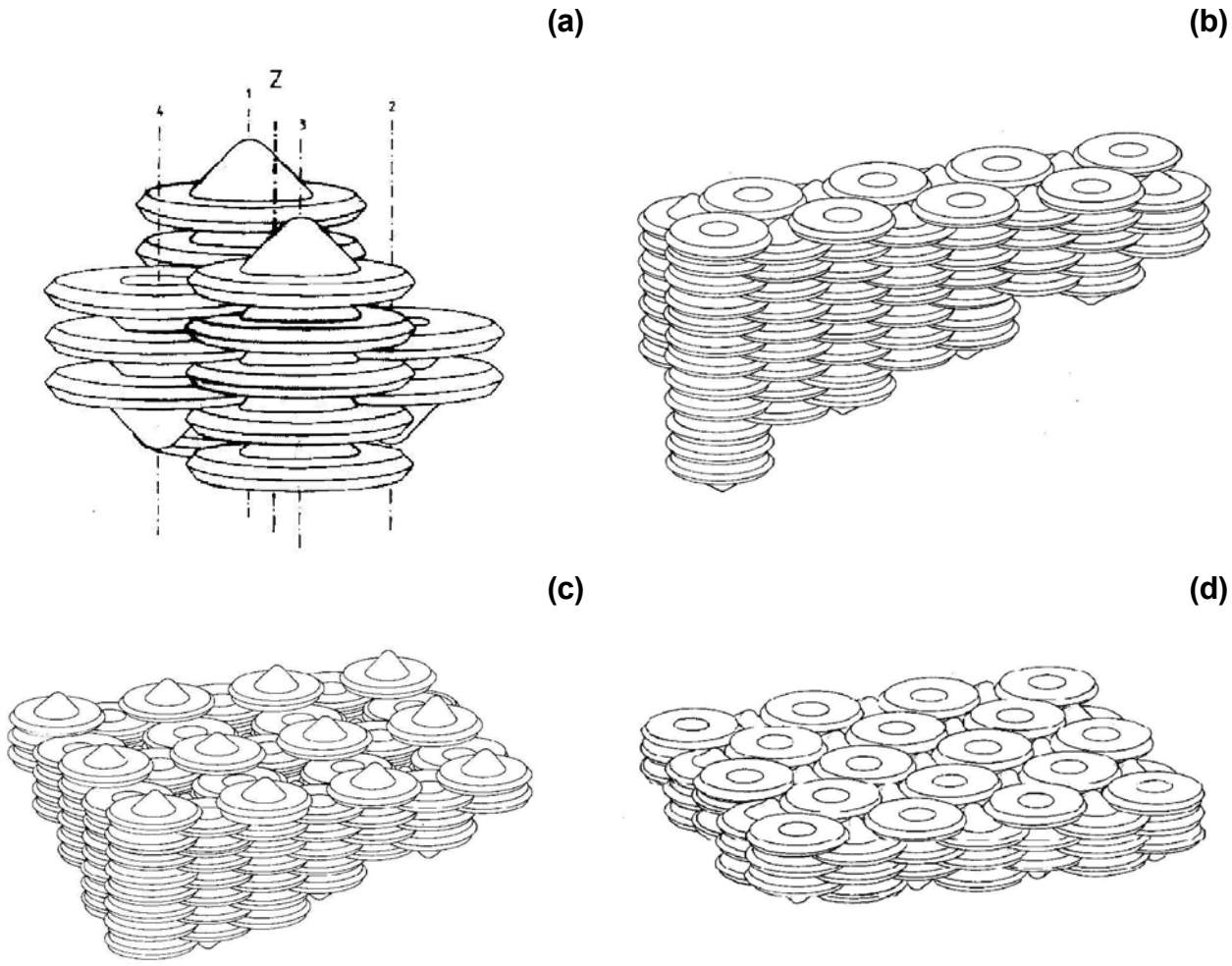

Fig. G12. **Flying systems**. These are the most highly developed homogenous arrangements of the Magnocraft. (Homogenous arrangements are arrangements formed entirely from vehicles of the same type.) They provide a physical coupling of vehicles that belong to the same type, and usually are formed for the duration of interstellar travel.

(a) A honeycomb-like **single cell** of such a flying system. The example shown here contains four cigar-shaped complexes obtained by stacking together the following number of Magnocraft type K3: (1) six, (2) two, (3) five, and (4) three. Indexes 1 and 3 are used to mark the magnetic axes of the Magnocraft oriented in the upright position, indexes 2 and 4 mark the axes of the vehicles oriented in the inverted position. "Z" is the central axis of the cell (the outermost edge of all the Magnocraft forming this cell must touch "Z" axis). Figures G16 and G17 illustrate basic principles involved in the formation of the above cell. The single cell from this illustration may be extended by attaching rim-to-rim an even number of stacked, cigar-shaped complexes that would form further similar cell formations. Examples of extended flying systems obtained in this manner are shown in the next two parts of this illustration.

(b), (c), (d) Examples of unusual **shapes** that can be formed by the Magnocraft arranged into flying systems. Shown are:

(b) **panpipes**,
(c) **honeycomb**,
(d) **platform**.

Notice that landing sites scorched in grass by such flying systems of Magnocraft are shown in Figure G37 below.

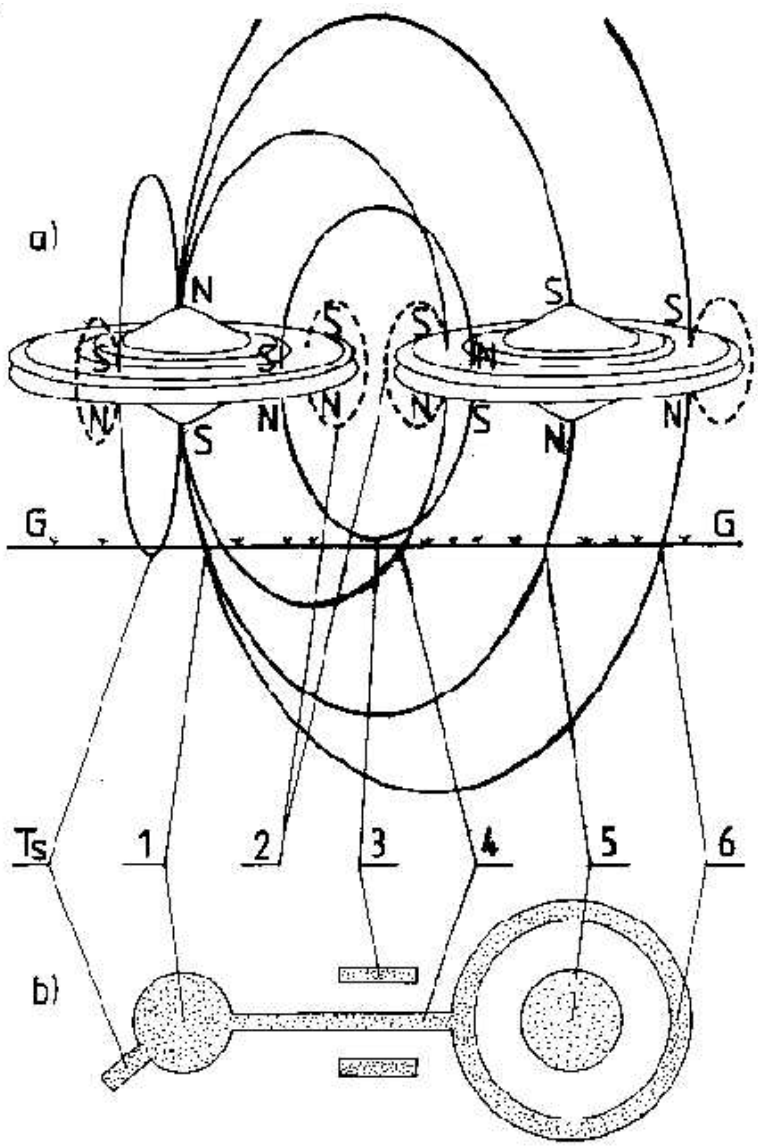

Fig. G13. An example of a smallest **flying cluster**, which simultaneously represents a basic link in every larger flying cluster. Illustrated is one of the simplest cases of the linear clustering together of two spherical complexes type K6. The main advantages of the resultant configuration include: ability to couple together the Magnocraft of any possible arrangements and types (not only spherical complexes shown here), preserving the original configurations of vehicles that form the cluster, and flying the whole cluster with only one pilot. A flying cluster is obtained through the magnetic bonding of a number of independent vehicles which do not touch one another. Such bonding without physical contact is obtained by the formation of two opposite types of magnetic circuits: i.e. those that repel coupled vehicles (see circuits labelled (2) that are shown with a broken line) and those that simultaneously attract the vehicles (i.e. circuits (3) to (6)). The function of the links for these circuits is performed by "unstable units", i.e. vehicles whose propulsors produce only lifting and attraction forces (i.e. no stabilization forces) - see the complex on the right. Note that any other vehicles or arrangements can be attached in addition to the above cluster, under the condition that between every two stable units an unstable unit is placed to link them together.

a) A side appearance of this linear cluster. Illustrated are: the polarization of propulsors (N, S) in the coupled vehicles characteristic for the Northern Hemisphere; examples of magnetic circuits that provide each class of interactions required between both vehicles (i.e. separating (2), holding (4) to (6), tuning (3), and compensating (Ts)); and the penetration of the ground (G-G) by these circuits (this penetration causes the formation of very distinctive landing marks shown in part **b)** of this drawing). Note that to keep this illustration simple it has not been shown that every side propulsor of the unstable unit is either linked with the main propulsor of the stable unit by a holding circuit (see (6)) or is involved in a tuning circuit.

b) An overhead view of a distinctive landing site which such a linear cluster produces if it hovers over a crop field at a low height with the magnetic whirl mode of operation. (Photographs of just such landing sites in real crops are provided in Figure V3 from monograph no 12 of this series.) The labels link each characteristic element of this site with the appropriate class of magnetic circuits that produces this element. Note that a change in the height of the vehicles must result in a slight alteration of the site's shape and main features.

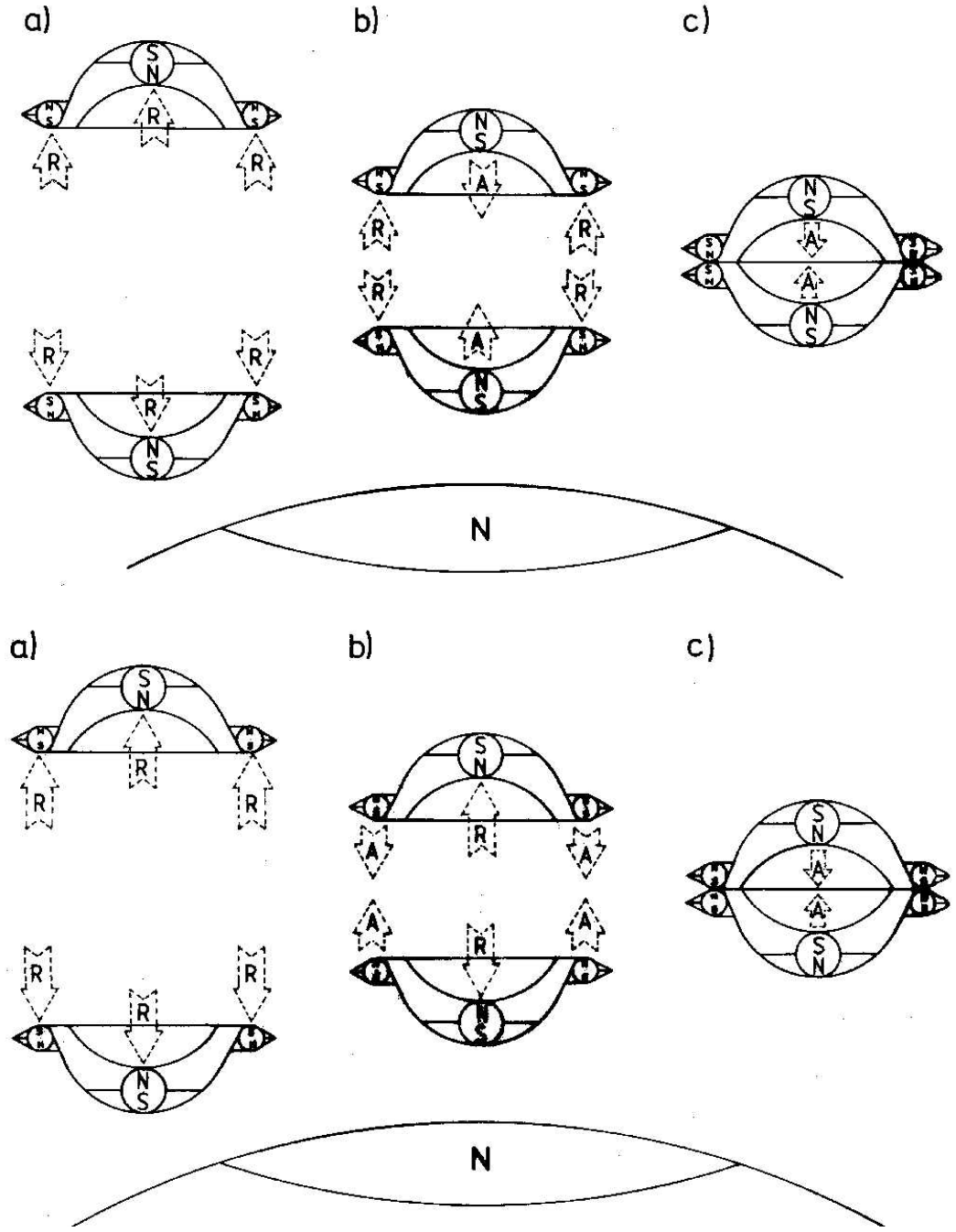

Fig. G14. **The principle of coupling two Magnocraft** into a spherical flying complex.

(**Upper**) Principle involving the so-called "**routine through a semi-attached configuration**". The active vehicle, which undergoes all necessary transformations, is the upper one. The passive vehicle, to which the active Magnocraft is to be joined, is the lower spacecraft. The coupling routine consists of the following phases:

a) **Orienting**. The effect of this phase is the reciprocal confrontation of the propulsors from both craft. These propulsors, however, only interact with repulsive (R) forces because they face each other with like magnetic poles.

b) **Docking**. The effect of this phase is the formation of a semi-attached configuration, in which both vehicles magnetically cling to each other because of the equilibrium of their mutual repulsion (R) and attraction (A). In the docking phase the vehicles do not make physical contact with each other.

c) **Linking**. As the effect of this phase the spherical flying complex is formed in which both vehicles are physically linked and kept together by the forces of mutual attraction (A) of all their magnetic propulsors.

(**Lower**) The principle of **coupling two Magnocraft** into a spherical flying complex, alternative to the principle shown in part (1) of this Figure. The routine illustrated here is called the "**routine through a detached configuration**". In this illustration the active vehicle is the lower one, whereas the passive vehicle is the upper one. Shown are: a) The orienting phase, b) The docking phase, c) The linking phase.

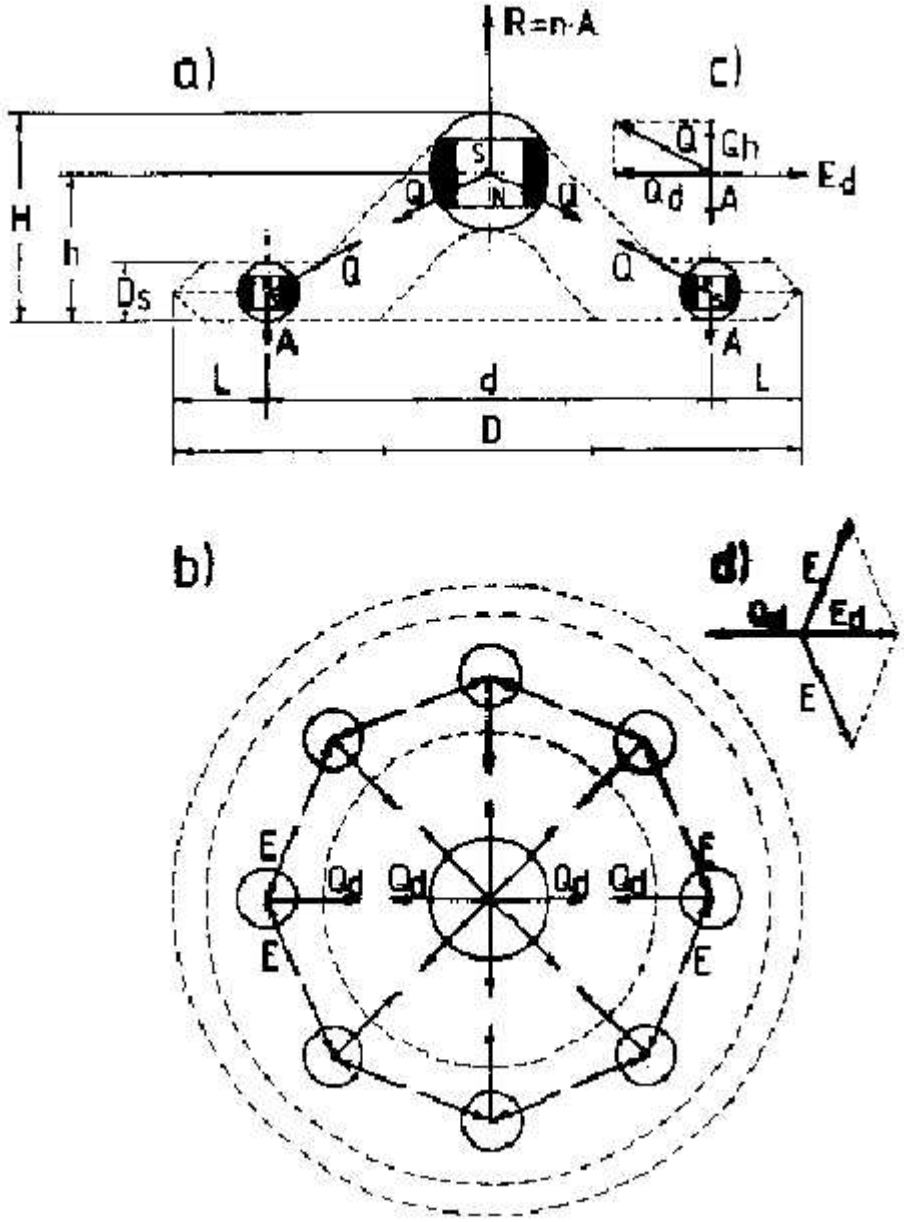

Fig. G15. The forces of **magnetic interactions** caused by the Magnocraft's propulsors. Shown are: R, A - repulsion and attraction of the vehicle's propulsors by the environmental magnetic field (the action of these forces R and A tenses the Magnocraft in the axial direction); Q - relative attraction of the side propulsor and the main propulsor; Q_d - radial components of the Q forces (compressing the Magnocraft in the radial direction); Q_h - axial components of the Q forces (compressing the vehicle in the axial direction); E - relative repulsion between two side propulsors; E_d - the result of the repulsive forces E acting on a particular side propulsor (the set of the E_d forces tenses the vehicle in the radial direction). The interpretation of dimensions that exert influence on the value of forces, is illustrated on outlines of Magnocraft type K3 marked with a broken line.

(a) Sectional view of the Magnocraft presenting forces acting in an axial plane. The interpretation of the dimensions involved is shown in an outline of the K3 type of Magnocraft drawn with a broken line.

(b) Plan view of the Magnocraft showing forces which act in the radial plane.

(c) Equilibrium condition of forces acting in the axial plane, illustrated using vector notation.

(d) Equilibrium condition of forces acting in the radial plane illustrated using vector notation.

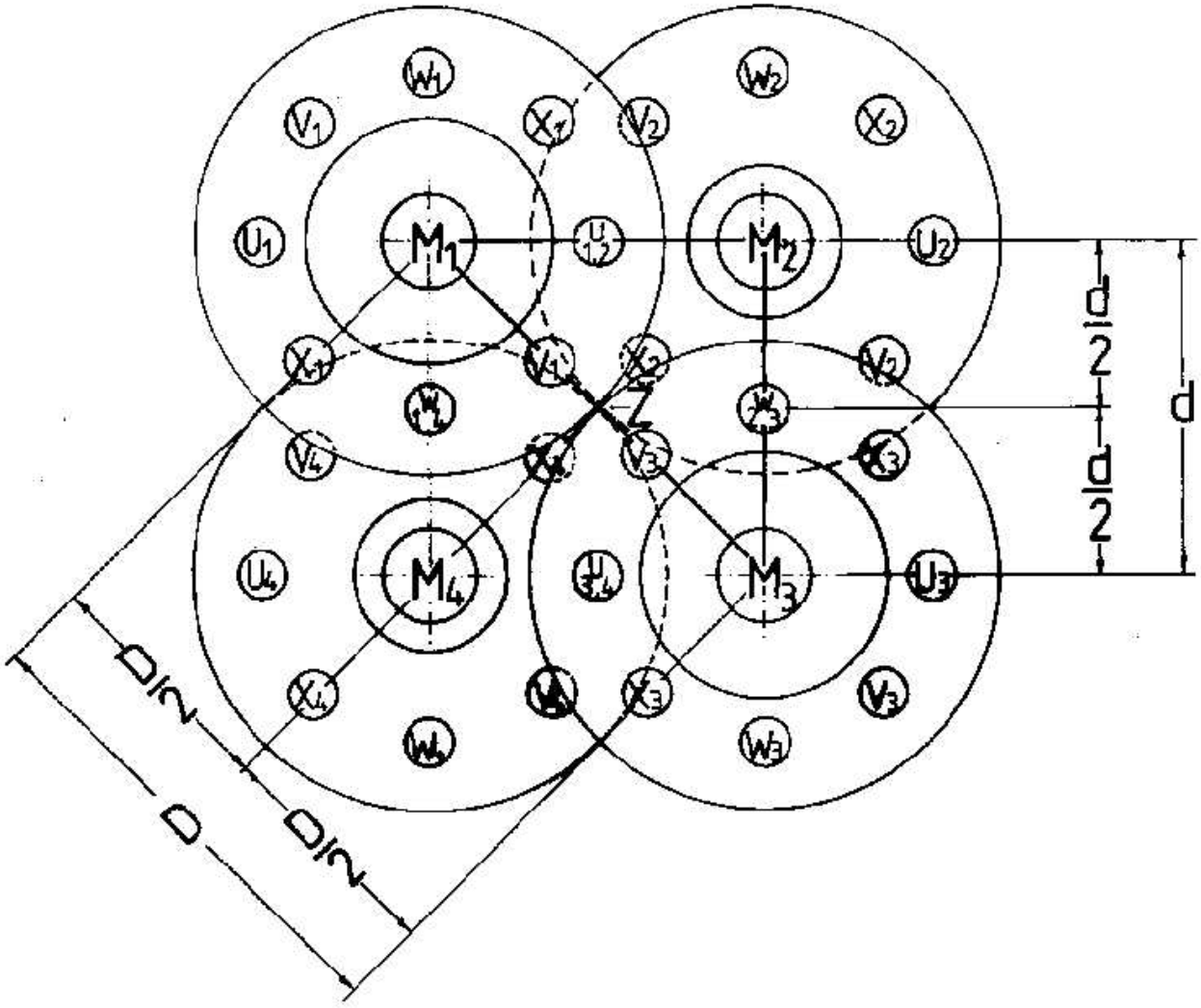

Fig. G16. An overhead view of **one cell of the flying system** arranged from four stacked cigar-shaped complexes joined rim-to-rim by the forces of attraction from their side propulsors. In order to form such forces, outlets from propulsors marked with the same letters must face each other in neighbourly vehicles (e.g. the outlet of U propulsors in vehicles 4 must face the outlet of the U propulsors in vehicles 3). The diagram illustrates that the dimensions of the Magnocraft must obey the equation (G12) "$D = d/\sqrt{2}$" which stems from the Pythagoras Equation (see also Figures G12, G37, and equation G34). Symbols: M – main propulsors; U, V, W, X - four groups of side propulsors the output of which pulsates with mutual phase shifts of 90°; Z - central axis of the cell (the outer edge of each Magnocraft forming this single cell of the flying system must touch the Z axis); d - the nominal diameter of the circle on which centres of the side propulsors within each spacecraft are located; D - the outer diameter of the Magnocraft. Indexes 1 and 3 are attributed to the spacecraft oriented in the upright position, indexes 2 and 4 are assigned to the spacecraft in the inverted position.

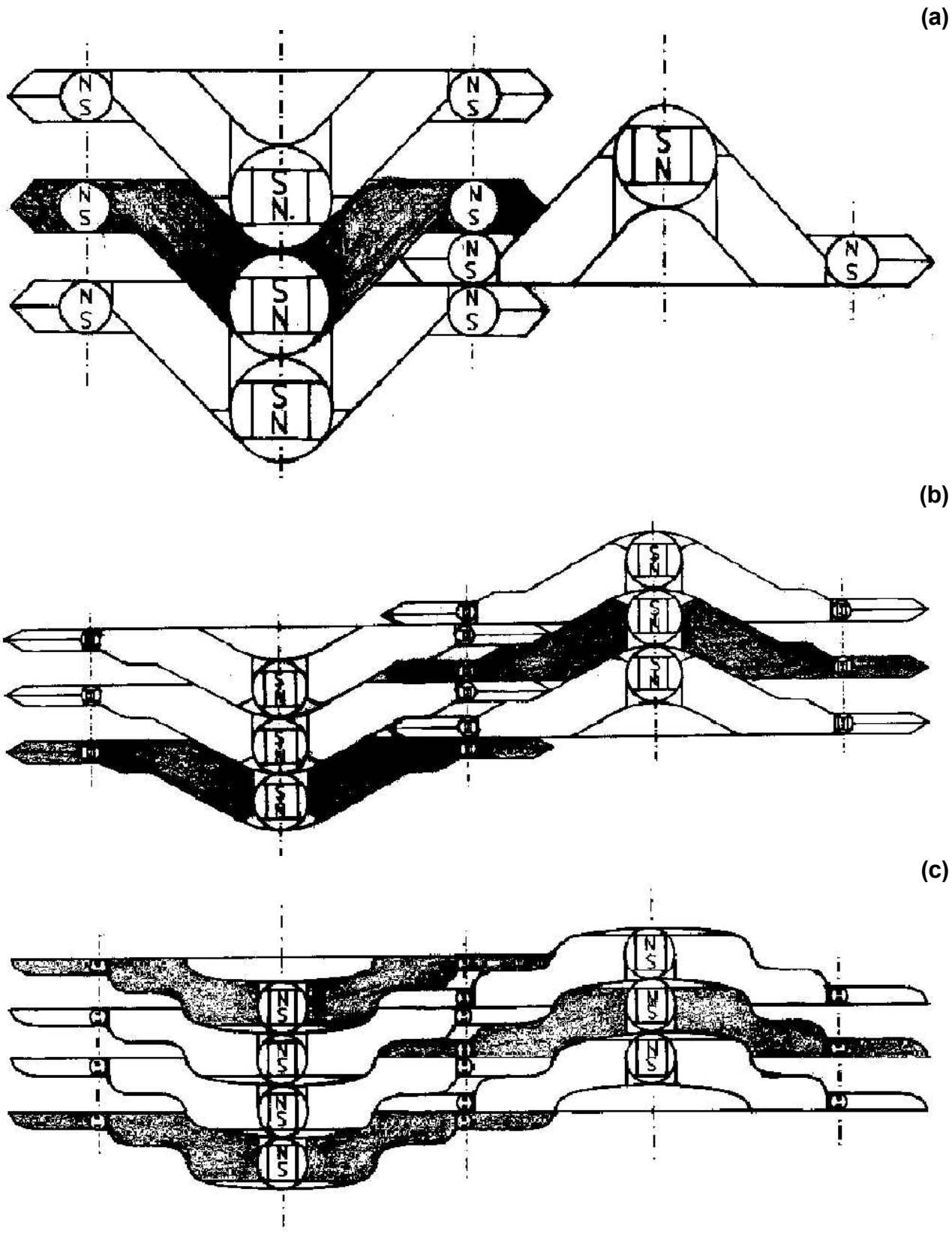

Fig. G17. The principles involved in the **meshing of flanges in flying systems**. These principles are illustrated with examples of vertical cross sections of pairs of cooperating cigars taking part in the formation of such systems. As shown, the cigars coupled rim-to-rim are oriented in reverse of each other (see also Figure G12). The joining forces are created by the positioning of the side propulsors of the coupled spacecraft in a straight line so that each is able to attract the propulsor of its counterpart. The diagram presents the coupling of the following numbers and types of Magnocraft: (a) four Magnocraft of the K3 type, (b) six Magnocraft of the K6 type, and (c) seven Magnocraft of the K7 type.

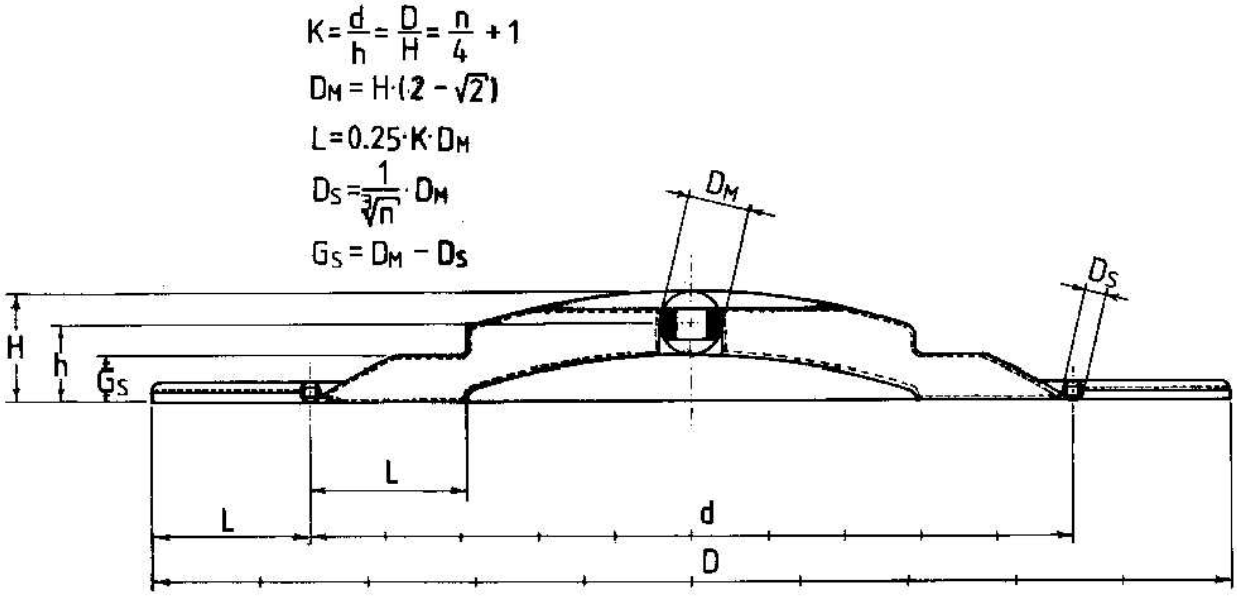

Fig. G18. A compendium of **basic equations** which combine the most important parameters describing the shape of the Magnocraft's shell. An interpretation of the dimensions involved is shown in an outline of the K10 type of this vehicle. Interpretation of the same symbols for Magnocraft of other types is shown also in Figures G15, G20, and G38. Symbols: "H" is the height of the craft (base to top); "D" is the outer diameter of the vehicle (it is expressed by the equation $D = 0.5486x2^K$, thus for the Magnocraft type K10 it is equal to D = 561.75 metres); "D_M" and "D_s" are the diameters of the spherical casings that cover the main and side propulsors; "K" represents the "Krotnosc" factor which in consecutive types of Magnocraft takes the integer values ranging from K=3 to K=10 (for the vehicle type K10 this factor takes the value K=10); "n" represents the number of side propulsors (for Magnocraft of K10 type this number equals to n = 36).

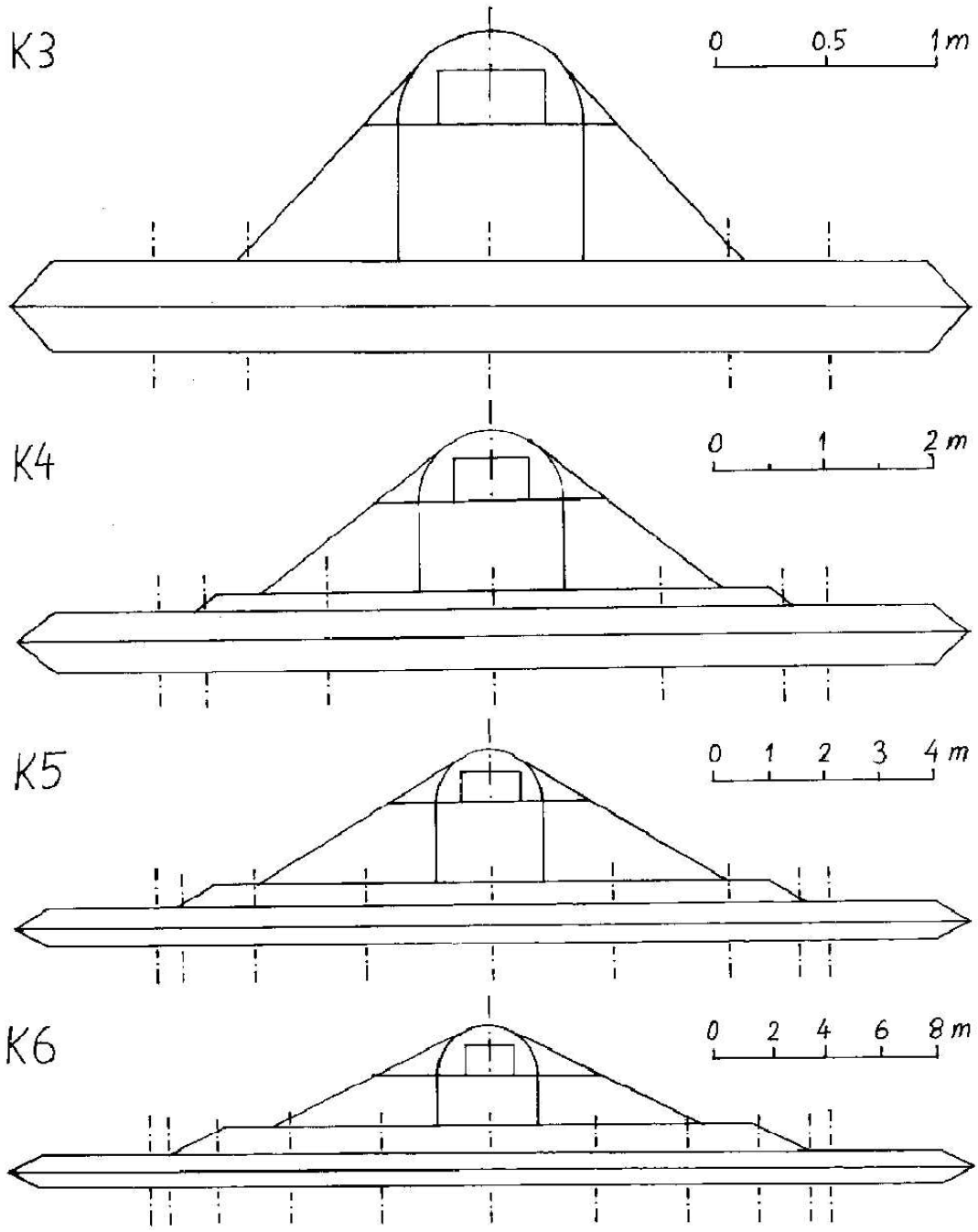

Fig. G19(a). Side outlines of **K3 to K6 types of Magnocraft**. The Magnocraft of these types are characterised by a lens-like (i.e. sharp like edges of an optical lens) side flange. The outlines are obtained when equations describing the Magnocraft (listed in Figure G18) are resolved for each individual value of the "K" factor. Shown are the shapes of the crew cabin, the flange with side propulsors, and the transparent top bowl with the main propulsor. Because each type of Magnocraft looks different, knowledge of the above outlines allows for fast identification of the type of vehicle in question. Although this diagram does not illustrate the vehicles' underneath, each type of Magnocraft has a symmetrical concavity in its base which corresponds exactly to the topside convexity (in this way Magnocraft of the same type are able to stack one on top of the other, forming cigar shaped configurations as shown in Figure G7). Note that in order to show all vehicles with reasonable clarity, they cannot be drawn to the same scale. Therefore on the above drawing all types of Magnocraft are shown as is they have the same outer diameter D, although in reality these diameters are described by the exponential equation (G16) of the form: $D = 0.5486x2^K$ (where “x” indicates multiplication). In turn heights H of subsequent types of vehicles are expressed by the equation (G10): H = D/K. The dimensional scales for subsequent vehicles are shown next to these vehicles. In turn their exact dimensions are listed in Table G1.

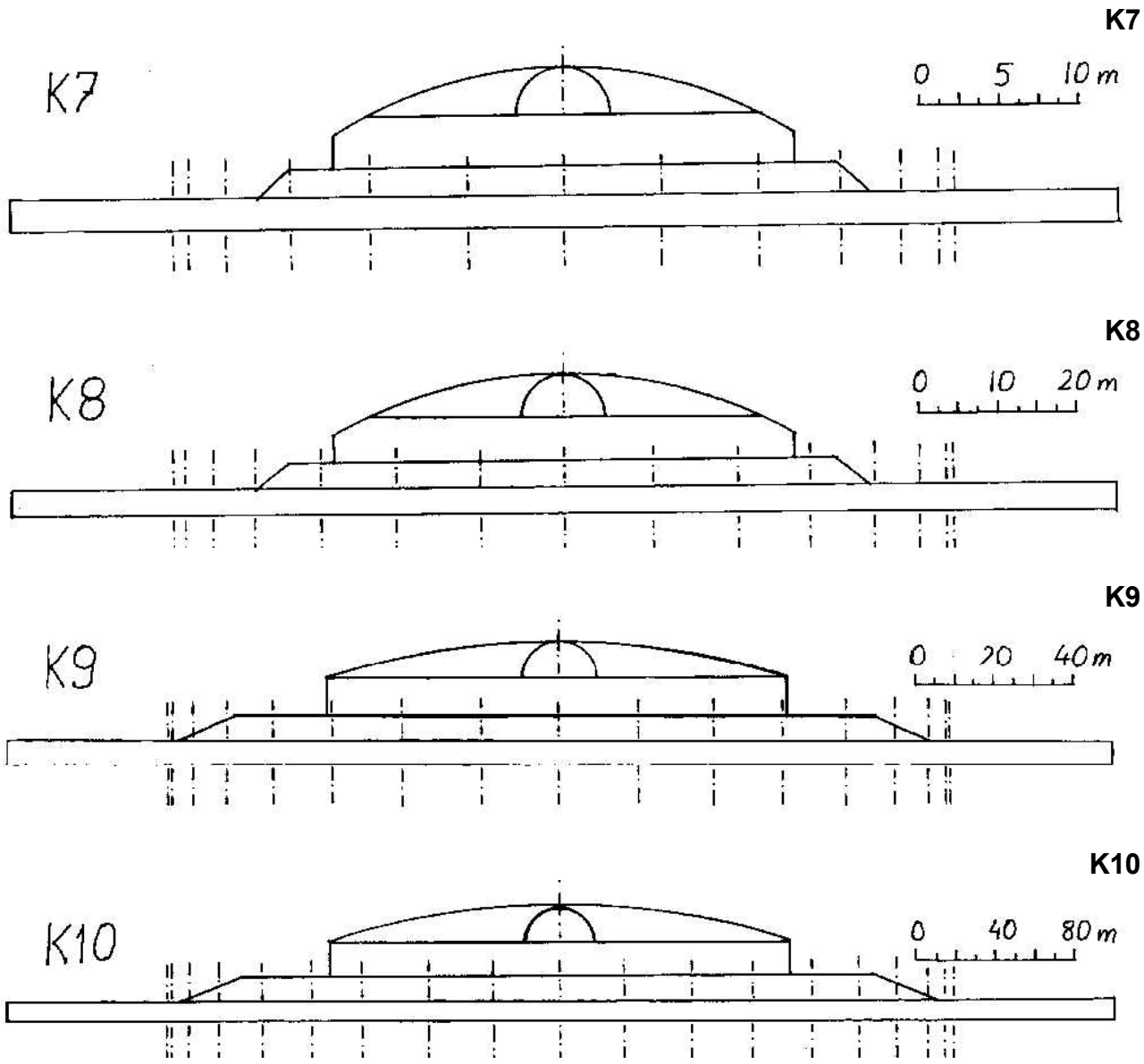

Fig. G19(b). Side outlines of **K7 to K10 types of Magnocraft**. The Magnocraft of these types are characterised by a by cylindrical (i.e. vertical and flat) peripheral of the side flange. The outlines are obtained when equations describing the Magnocraft (listed in Figure G18) are resolved for each individual value of the "K" factor. Shown are the shapes of the crew cabin, the flange with side propulsors, and the transparent top bowl with the main propulsor. Because each type of Magnocraft looks different, knowledge of the above outlines allows for fast identification of the type of vehicle in question. Although this diagram does not illustrate the vehicles' underneath, each type of Magnocraft has a symmetrical concavity in its base which corresponds exactly to the topside convexity (in this way Magnocraft of the same type are able to stack one on top of the other, forming cigar shaped configurations as shown in Figure G7). Note that in order to show all vehicles with reasonable clarity, they cannot be drawn to the same scale. Therefore on the above drawing all types of Magnocraft are shown as is they have the same outer diameter D, although in reality these diameters are described by the exponential equation (G16) of the form: $D = 0.5486 \times 2^K$ (where “x” indicates multiplication). In turn heights H of subsequent types of vehicles are expressed by the equation (G10): H = D/K. The dimensional scales for subsequent vehicles are shown next to these vehicles. In turn their exact dimensions are listed in Table G1.

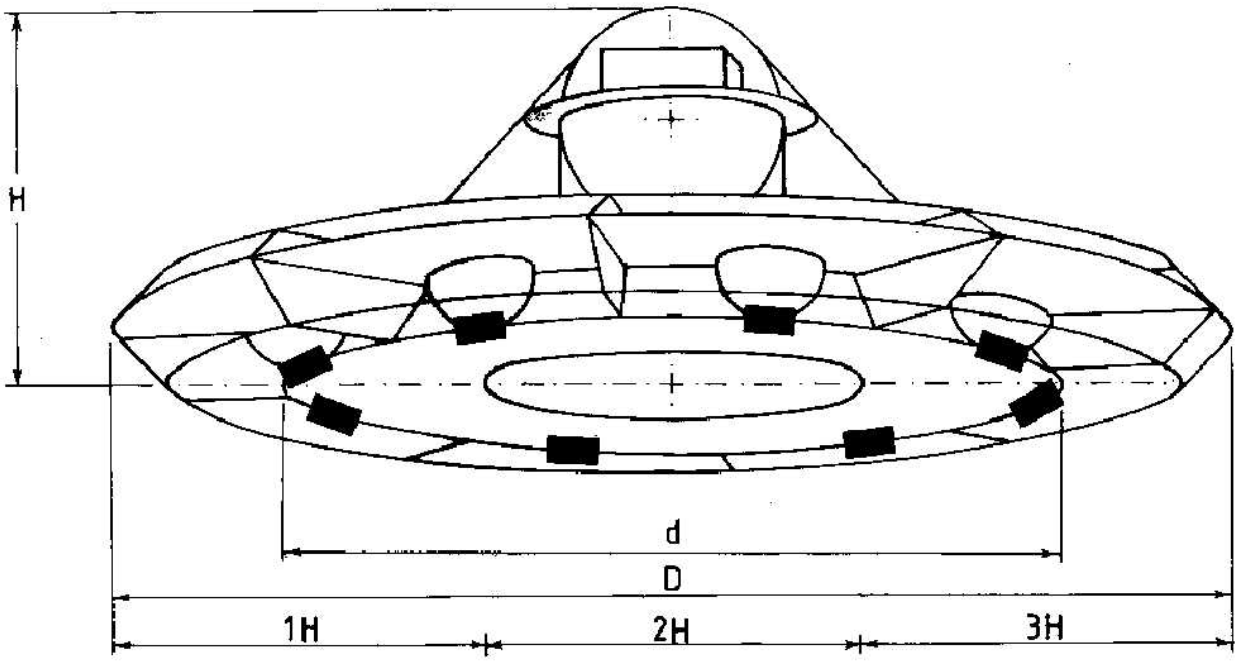

Fig. G20. Compendium of easy to use **methods of identifying the type of Magnocraft** through determining its type factor "K". (Because all technical details of this spaceship are derived from "K", when this factor is known, the rest of the vehicle's dimensions and parameters can be learned from Table G1 or calculated from a set of appropriate equations listed in Figure G18.) Note that all vehicles shown on photographs from monograph 13 of this series always prove to meet every attribute and every dimension for corresponding type of the Magnocraft defined here.

#1. The method involving proportion of main dimensions. It allows for the direct determination of the vehicle's type factor "K", through measurement of the apparent height "H" of the observed spacecraft (base to top) and then determining how many times this height is contained within the outer diameter "D" of the vehicle's flange (the result of the division K=D/H represents the value of "K" which must take one of the following "integer" numbers: K=3, K=4, K=5, K=6, K=7, K=8, K=9, or K=10). In the above example the apparent height "H" is contained three times in the vehicle's apparent diameter "D", thus the illustrated vehicle is type K3 (i.e. its type factor is equal to: K=3).

#2. The method involving counting the number "n" of the vehicle's side propulsors. The "K" factor is then determined from the following equation (G9): K=1+n/4 (see also equations G2 and G6, and Figure G28).

#3. The method involving counting the number of the “SUB” lamps. The "K" factor is then determined from the following equation: K=(SUB)/2 + 1.

#4. The method involving counting the number "f" of magnetic waves. The "K" factor is then calculated from the equation: K=1+f, where f=n/4 (see also subsection G7.2 and Figures P19D and P29).

#5. The method involving counting the number "crew" of the vehicle's crew members. The "K" factor is equal to this number: K=crew (see Table G1).

#6. The method involving measurement of the nominal diameter "d" of the circular marks scorched during landings on the ground by the vehicle's side propulsors. The relationship between this diameter and the “K” factor is: $d = (0.5486/\sqrt{2})2^K$ metres (see equation G34). Thus knowing "d", the value of "K" can either be calculated from this equation or learned from Table G1.

#7. The method involving identification of the vehicle's outlines by matching with the shapes of all eight types of Magnocraft listed in Figure G19 (K is determined through this identification).

#8. The method involving identification of characteristic attributes of the vehicle's interior. Data for this method is discussed in subsection G2.5. In turn an example of its use is provided in subsection P6.1.

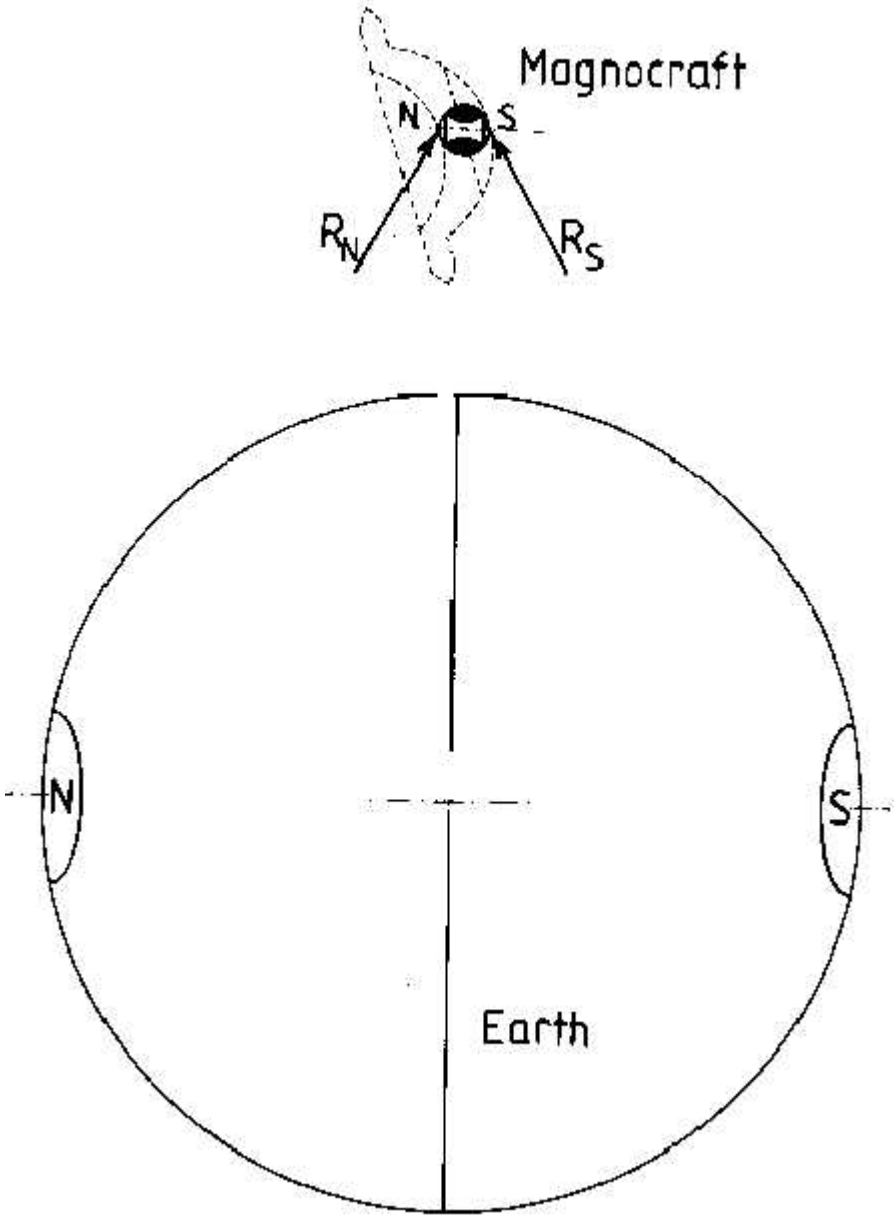

Fig. G21. **The formation of force of magnetic buoyancy above the Earth's equator**. This orientation of the Magnocraft optimizes the vehicle's interactions with the force lines of the environmental magnetic field. Therefore a solo flying vehicle favours turning its base perpendicularly to the local course of the environmental magnetic field (i.e. the field of the Earth, Sun or Galaxy). While flying above the Earth's equator, the main propulsor of the Magnocraft has its magnetic axis positioned tangentially to the Earth's magnetic field, and the magnetic poles of this propulsor are directed towards the like poles of Earth (i.e. N of the propulsor to the N of Earth, and S to S). Thus, this main propulsor forms significant repulsive forces "R_N" and "R_S" which lift the spacecraft. The extremely large effective length of the magnetic bubble produced by the vehicle's propulsors is appreciable even when compared with the diameter of Earth (see subsection G5.3). Therefore, in spite of the small physical size of the Magnocraft, its magnetic dimensions can be illustrated by the proportions from the above diagram.

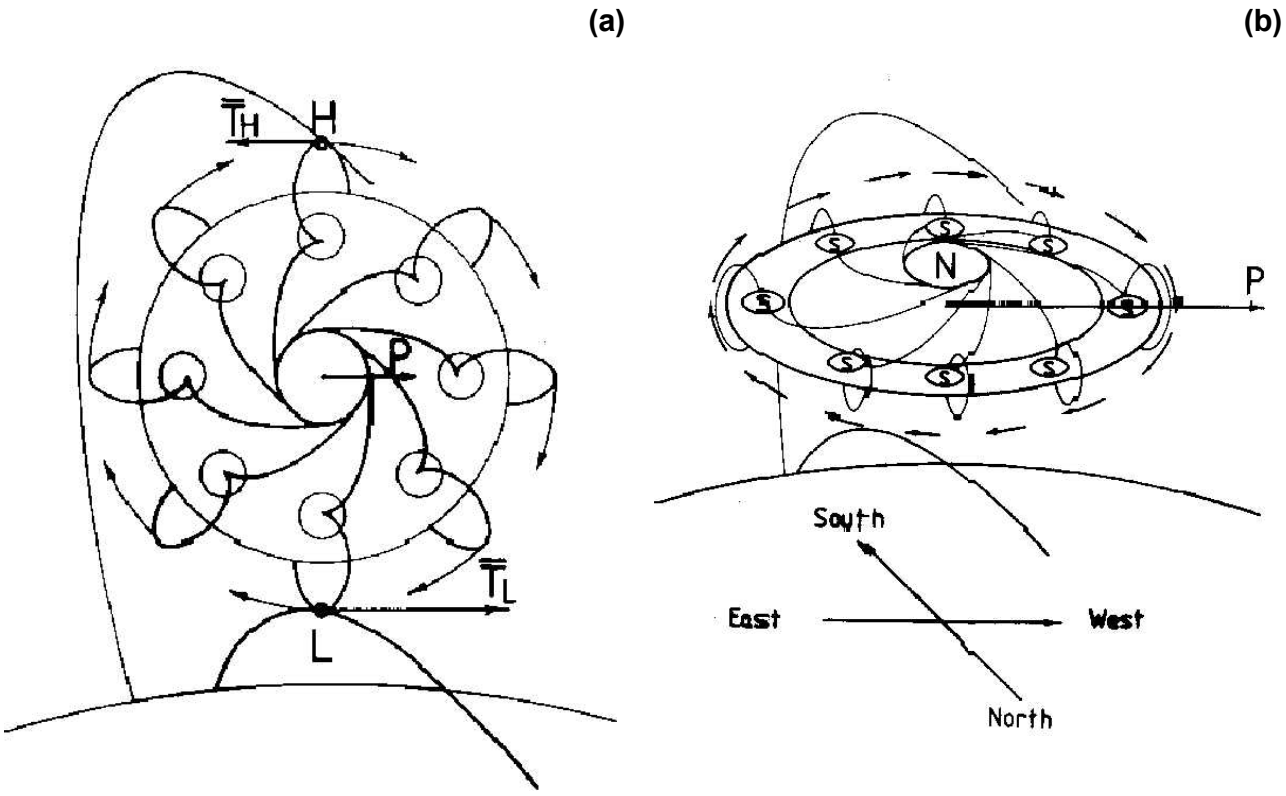

Fig. G22. **A latitudinal thrust force** - the formation of this force and the determination of the direction in which it acts.

(a) The principle involved in **the creation of a latitudinal thrust force** by the magnetic whirl of the Magnocraft. In two points, higher "H" and lower "L", a different density of the environmental magnetic field prevails. This environmental field opposes the rotation of the magnetic whirl. It forms elemental forces of magnetic resistance "T_H" and "T_L" ($T_H < T_L$) which counteract the rotation of the vehicle's field (this resistance can be compared to that posed by the ground to a rotating wheel). The value of these elemental forces is proportional to the local densities of the environmental magnetic field. Therefore their integration along the perimeter of the vehicle's whirl produces the resultant thrust force "P" acting on the Magnocraft, causing its latitudinal flight from east to west or from west to east.

(b) The method called **the "rolling sphere rule"** for determining the direction in which the Magnocraft is propelled by a particular spin of its magnetic whirl. In this method, the vehicle's whirling magnetic field is replaced by an imaginary sphere which rotates around the vehicle's central axis and whose surface touches the ground. The direction this sphere would roll is also the direction in which a given magnetic whirl propels the Magnocraft. In the illustrated example, the direction of the whirl's spinning would "roll" the imaginary sphere from east to west. Therefore the diagram presents the "solar" magnetic whirl which creates the thrust force "P" that propels the spacecraft in an east-to-west direction.

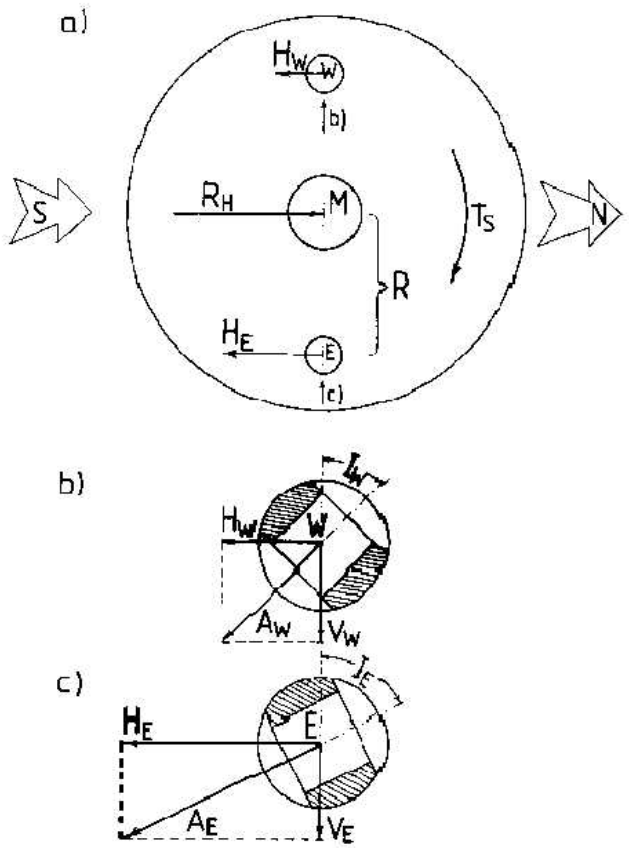

Fig. G23. The principle for **the creation of controlling torques**: rotary "T_s" and rocking "T_p". The rotary torque "T_s" counteracts the magnetic whirl reaction and allows for control over the rotation of the Magnocraft. In turn rocking torque "T_p" counteracts the reactive torque from slanting the main propulsor of the vehicle, and allows for control over the rocking (levelling) of the Magnocraft.

The vehicle is illustrated flying in a direction from south to north. The meridional thrust force "R_H" is produced by the main propulsor "M". The side propulsors located on the eastern "E" and western "W" sides of the Magnocraft produce stabilization forces "A_E" and "A_W" which are greater than such forces from the other side propulsors. The inclination angles "I_E" and "I_W" of these side propulsors are so controlled that each propulsor produces the same value of the vertical component of the stabilization forces, i.e. $V_E = V_W$. But the horizontal components of the stabilization forces are not equal, and thus the side propulsor located in the eastern part of the vehicle dominates over the western one, i.e. $H_E > H_W$. The difference in the values of both these horizontal components acting on the radius "R" produces the rotary torque: $T_s=R\cdot(H_E - H_W)$. See also Figure G13. For the formation of rocking torque “Tp” the situation is reversed, e.g. $V_E > V_W$ when $H_E = H_W$, thus $T_p=R\cdot(V_E - V_W)$.

a) The overhead view of the flying Magnocraft illustrating the forces acting in the horizontal plane and the propulsors which produce them. For simplicity, only two side propulsors, vital for producing the rotary torque, are shown. Of course, during the actual flight, all the side propulsors would usually be operational (except that the output from the other side propulsors would not be so high).

b) The vertical cross-section of the side propulsor located in the western (W) part of the Magnocraft. Note that the total stabilization force "A_W" produced by this propulsor can be resolved into the vertical component "V_W" and horizontal component "H_W", the value of which depends of the slanting angle “I_W”.

c) The vertical cross-section of the side propulsor in the eastern part of the Magnocraft. Note that by controlling the inclination angle "I_E", a change in the relation H_E/V_E (vertical/horizontal) stabilization force can be obtained. In connection with a similar action of the propulsor on the opposite side of the Magnocraft this forms the required value of rotary torque "T_s" or rocking torque "T_p".

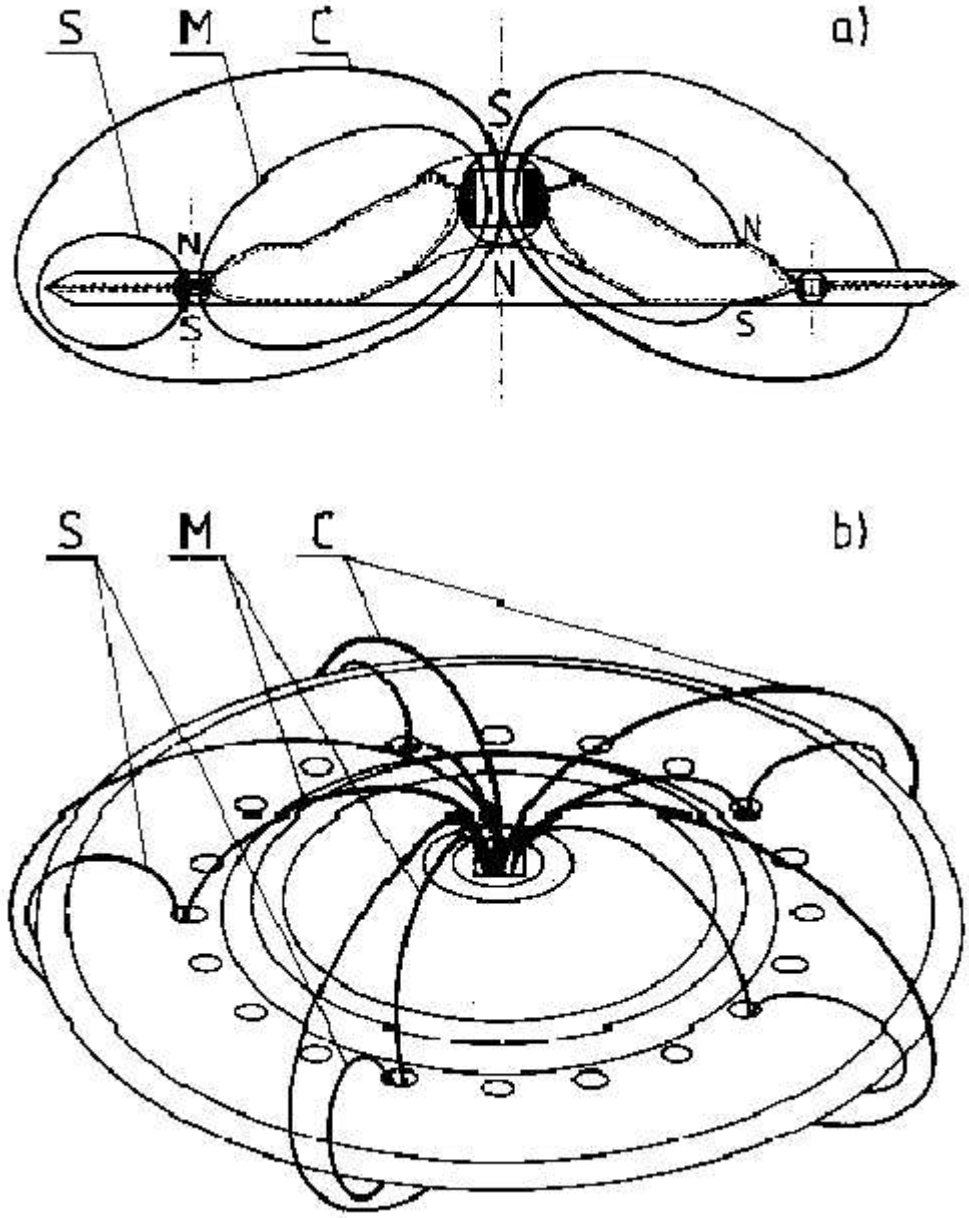

Fig. G24. **Magnetic circuits** formed by the K6 type of Magnocraft producing a stationary (i.e. non-whirling) magnetic field. Three types of circuits are illustrated, i.e. the central "C", main "M", and side "S". Symbols: N, S - magnetic poles of the vehicle's propulsors.

a) A vertical cross-section of the Magnocraft illustrating the path of particular circuits and the polarity of vehicle's propulsors.

b) An overhead view of the Magnocraft illustrating the distribution of the magnetic circuits around the vehicle's shell. The vehicle is shown as if it is operated in the "four-circuit mode".

Note that in real vehicles the magnetic circuits shown here were actually captured on photographs. These circuits are shown in Figure P19 from monograph 13 of this series.

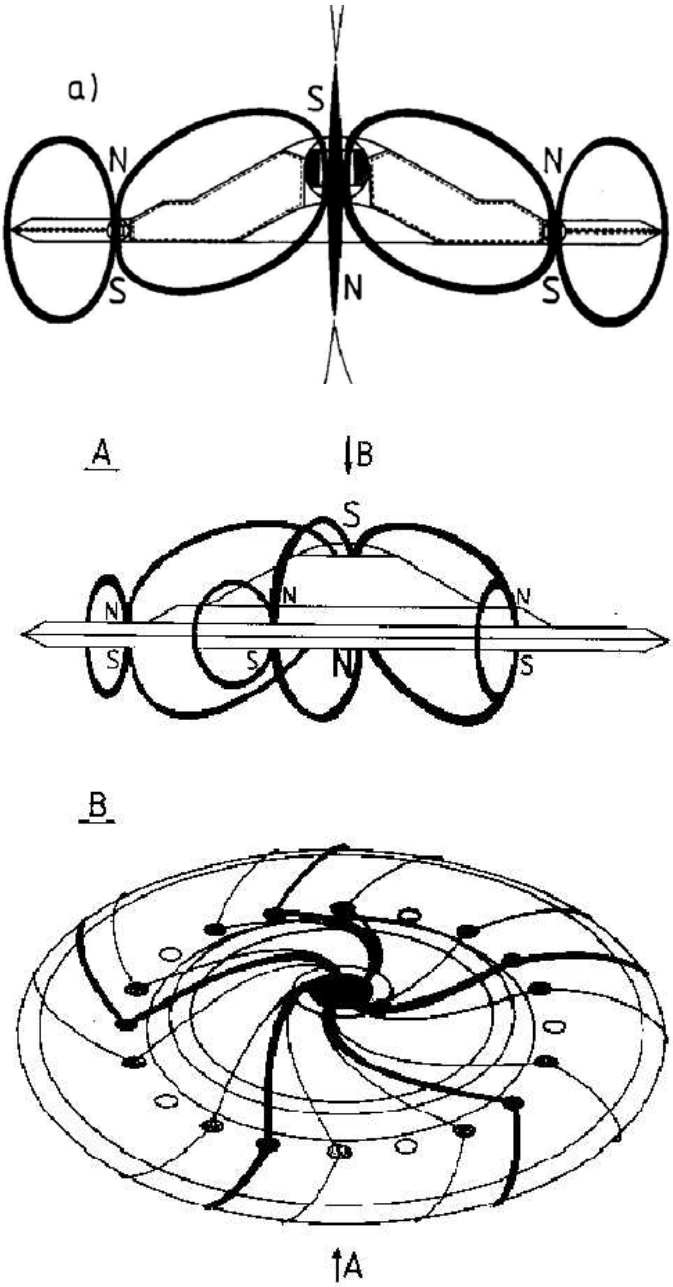

Fig. G25. **The spinning magnetic circuits of the Magnocraft type K6**. The formation of a magnetic whirl is illustrated. The strands of the magnetic field presented here should be visible on photographs taken with a very short time of exposure, i.e. when the motion of the strands is unnoticeable on a single frame (e.g. see Figure P19). After putting into the spin these circuits ionise the air and form the spinning plasma cloud, which is able to perform a function of a huge “plasma saw”. Such a saw can evaporate rocks drilling glossy tunnels in them that are shown in Figures G31 and O6. Symbols: N. S - magnetic poles in the vehicle's propulsors.

(**Upper**) A vertical cross-section of the Magnocraft illustrating the polarization of propulsors and the vertical course of the whirling magnetic circuits. All three magnetic circuits are present. In the central magnetic circuit two "slip points" are indicated. Because the non-whirling magnetic force lines do not ionize air, outwards from these slip points the central circuit becomes invisible.

(**Middle**) A side view of the Magnocraft illustrating the main and side magnetic circuits in one of their many possible positions. The location of the field's strands reflects the situation shown in diagram (lowest).

(**Lowest**) An overhead view of the Magnocraft presenting the spinning magnetic circuits frozen in one of their many positions. Notice that the thickness of the successive strands of the field has a sinusoidal distribution, i.e. if the side propulsors "V" have their maximal output, the propulsors next to them (i.e. "U" and "W") are in the mean value of their output, whereas propulsors "X" produce no output at all - see also Figure G26 "b".

For photographs of the above magnetic circuits see Figure P19 from monograph 13.

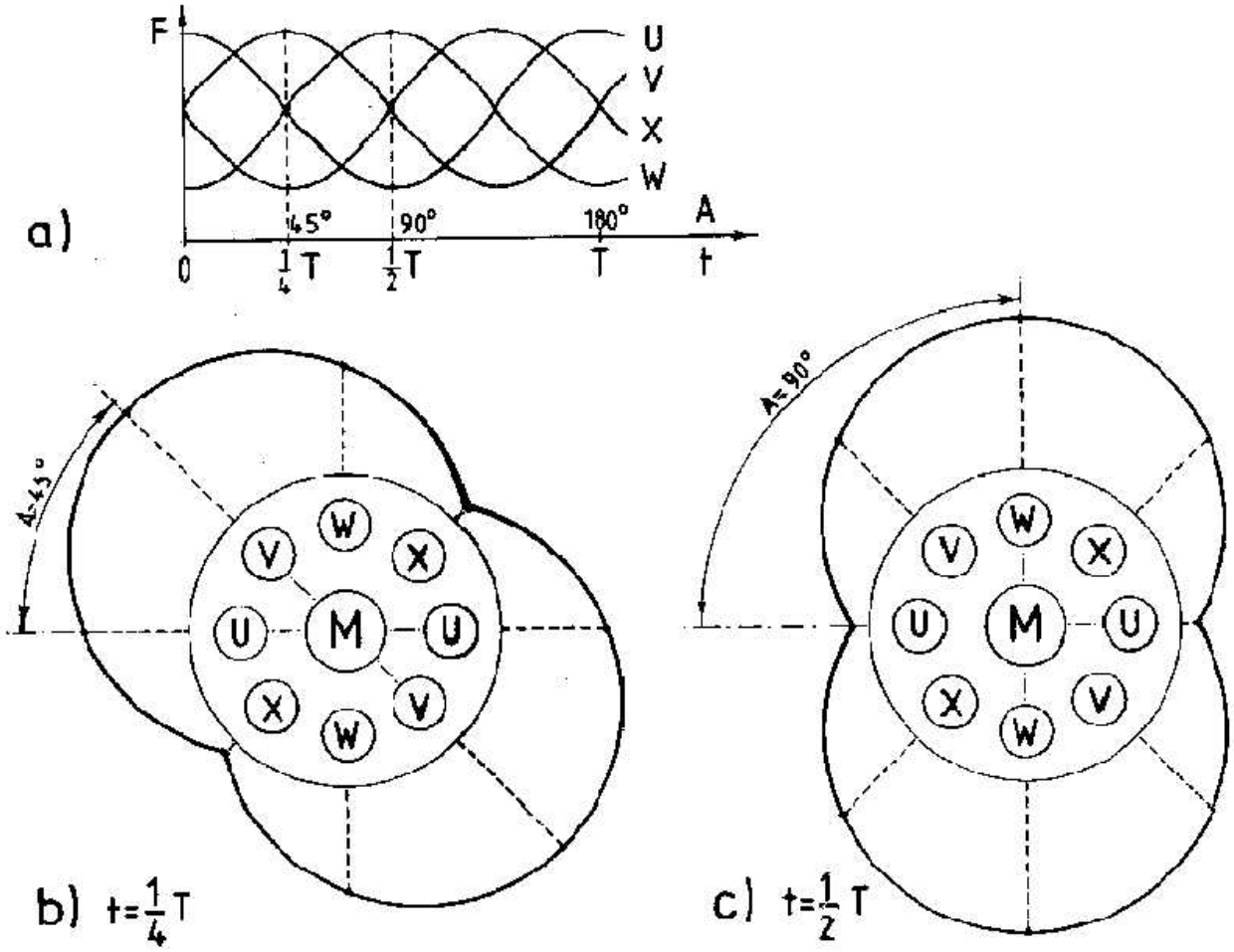

Fig. G26. **The principle of the magnetic whirl formation** (illustrated on an example of a K3 type of Magnocraft).

(a) The pulsation curves for the outputs from the side propulsors. The sequence of phase-shifting in the pulsation of output in successive side propulsors is illustrated. The broken lines indicate two moments of time for which the parts (b) and (c) of this Figure present the distribution of a magnetic field. Symbols: F - value of the magnetic flux; t - time; T - period of the field pulsation; A - angular position of a magnetic wave maximum; U, V, W, X - curves of the output time variation for successive side propulsors.

(b) The distribution of a magnetic field around the K3 type of Magnocraft at the moment of time t=¼T. The outlines of the vehicle are shown from an overhead view. The lengths of radial broken lines coming outwards from the side propulsors are proportional to the value of output produced by these propulsors. The thick continuous line indicates the distribution of a magnetic field around the vehicle. The illustration shows the positions of two magnetic waves formed by the output from the side propulsors. Symbols: M - main propulsor; U, V, W, X - side propulsors; A - angular position of the magnetic wave under observation - here this wave is at 45°.

(c) The distribution of a magnetic field at the moment of time t=½T. Notice that the maximum of the magnetic wave now occupies the angular position A=90°.

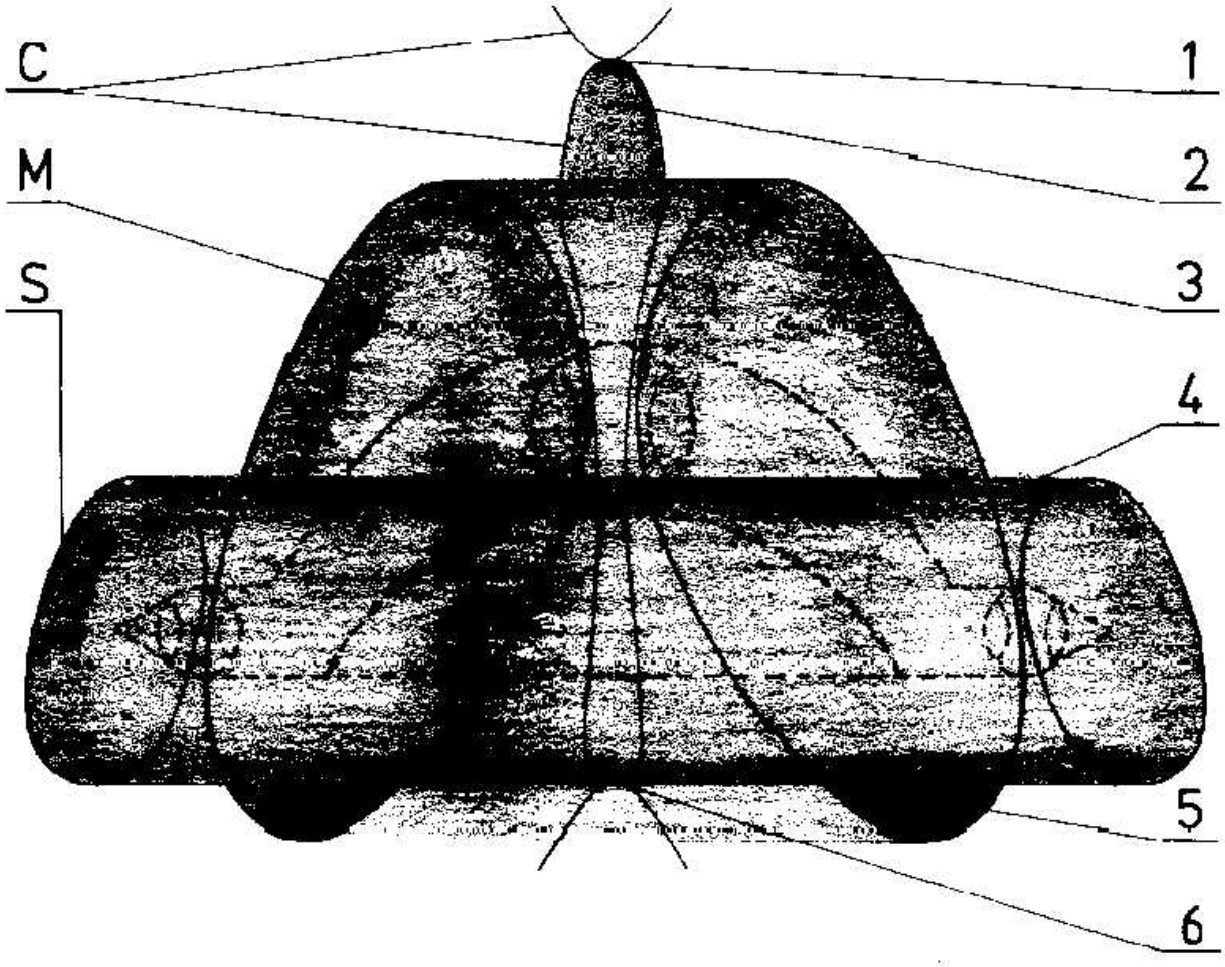

Fig. G27. An example of the **"ionic picture of a whirl"**. This picture represents the apparent shape of the magnetic whirl surrounding an operational Magnocraft (illustrated above is a whirl formed by a motionless single Magnocraft type K3). The visible part of the ionic picture is formed from particles of ionized air (whose spin follows the rotation of force lines of the magnetic field around the central axis of the spacecraft). The outline of the vehicle is indicated by a broken line. Continuous lines illustrate the path of the three types of magnetic circuits formed from the output of the Magnocraft's propulsors, i.e. C - central circuit looping through the main propulsor only; M - main circuits passing through the main and side propulsors; and S - side circuits looping through the side propulsors only. The force lines of these circuits are kept spinning permanently. The blackened areas indicate the shape which appears to an eye-witness. The characteristic features of this shape are: 1 - the "upper slip point" of the central pillar; 2 - the pillar of central swirling; 3 - the block of main swirling; 4 - the flange of side swirling; 5 - the bulges of the lower part of the main swirling; 6 - the "lower slip point" usually concealed behind the main swirling and side swirling. Note that the motion of the Magnocraft may change (disperse) the visible shape of the magnetic whirl presented here. Manoeuvres of the Magnocraft, or more strictly the change of proportion between output from the main propulsor and outputs from side propulsors, may also cause a distortion of the picture shown here.

Notice that just such “ionic picture of a whirl” from a real vehicle is shown on photograph from Figure P20 of monograph 13 in this series.

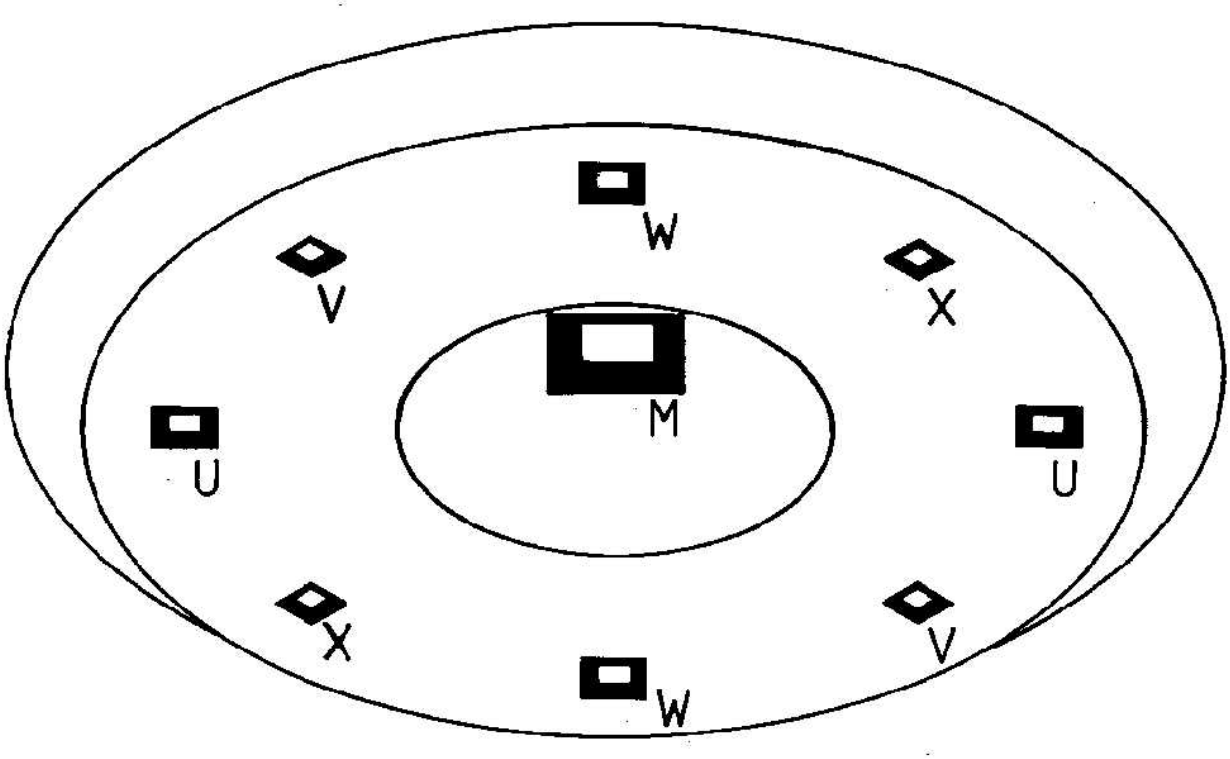

Fig. G28(a). **The visibility of propulsors in Magnocraft** of K3 type.

General view looking upward at a K3 type Magnocraft During the "throbbing" mode of operation. Layers of ionized air at the outlets of the propulsors are indicated. These outlets are shown as if the twin-chamber capsules of all propulsors operate in the "inner flux prevalence" mode (see also Figure F6). When the light is subdued these layers should be visible with the naked eyes. Blackened areas (or more strictly squares viewed under various angles) indicate the outlets of the side magnetic propulsors (marked U, V, W, X). When the Magnocraft flies in the Southern Hemisphere, the side propulsors should emit a reddish-yellow light because their North (N) magnetic poles are oriented downwards. Crossed lines show the outlet of the main propulsor (marked M), which in the Southern Hemisphere should emit a blue-green light because its South (S) magnetic pole points downwards. Note that these colours are reversed (i.e. a reddish-yellow replaces a blue-green and vice verse) when the Magnocraft flies in the inverted position or changes hemispheres. Also, when viewed from overhead, the outlets of the same propulsors have colours which are the reverse of those seen from below.

The square shape of the propulsor's outlets as indicated above is characteristic only to the case when the vehicle's magnetic field is stationary (i.e. non-whirling), and when the observed Magnocraft is of the first generation. (Magnocraft of the second and third generation will have octagonal and sixteen-sided outlets from their propulsors.) But when this field begins to spin, the glowing patches of the ionized air become rounded and take the appearance as it is shown in part (A) of Figure K4. As the speed of their spinning increases, the whole air around the vehicle gradually starts to glow and the picture firstly transforms into similar to that shown in parts (d) and (e) of Figure K2, and then transforms into that shown in Figure G27.

Notice that just such location of propulsors in a real vehicle is shown on photographs from Figures P15 and P16 in monograph 13 of this series.

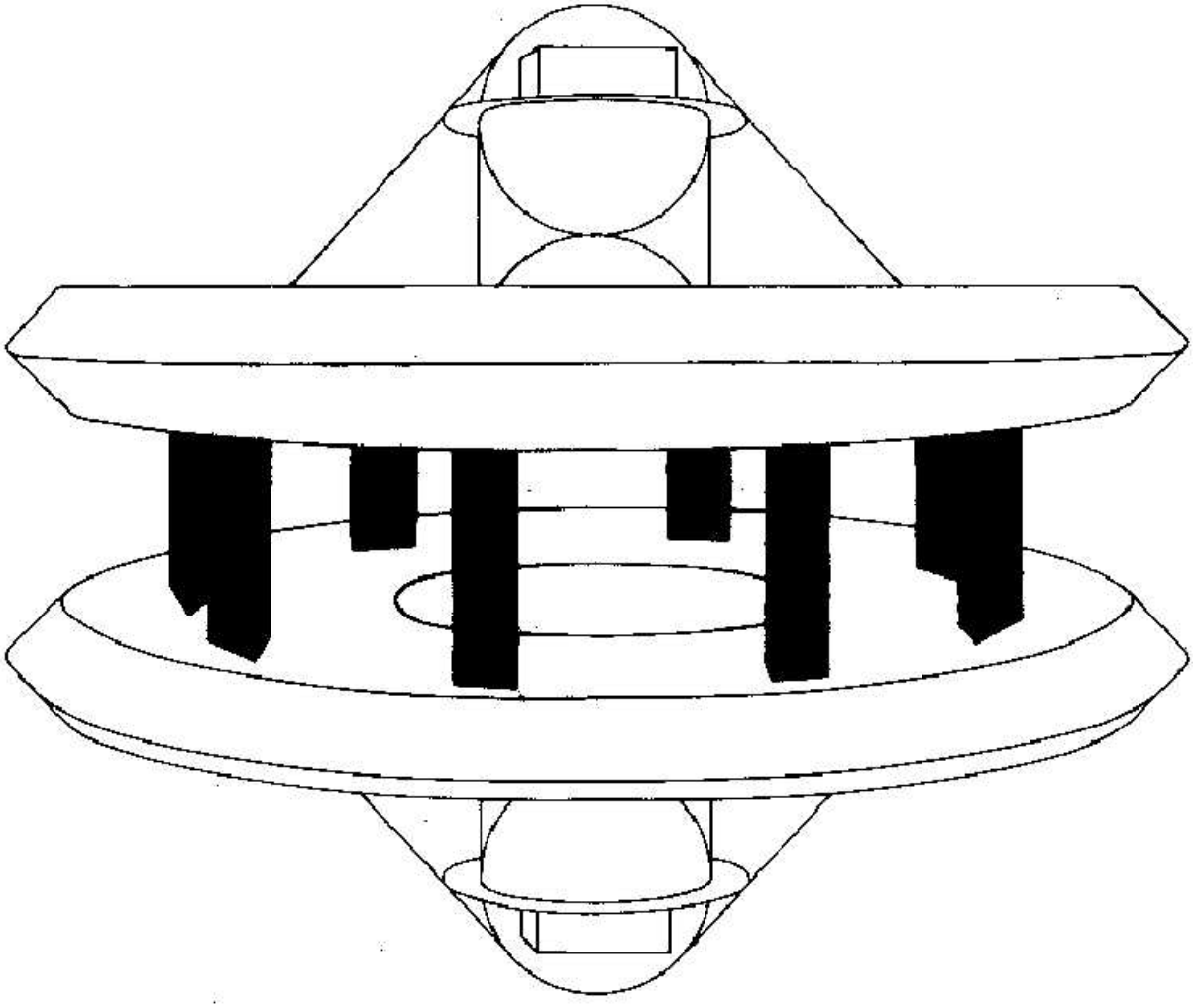

Fig. G28(b). **The visibility of propulsors in Magnocraft** of K3 type.

A **side view** of a detached configuration coupled from two Magnocraft of K3 type. The "black bars" from magnetic field reveal the location of propulsors and the geometrical shape of devices that generated this field. Each such a bar represents one side propulsor in Magnocraft coupled in that manner. So by counting the number "n" of these "black bars" it is possible to determine the type of an observed vehicle (K = 1 + n/4).

Notice that just such "black-bars" were seen by several eye-witness in a real vehicle and are illustrated with the drawing from Figure P12 of monograph 13 in this series.

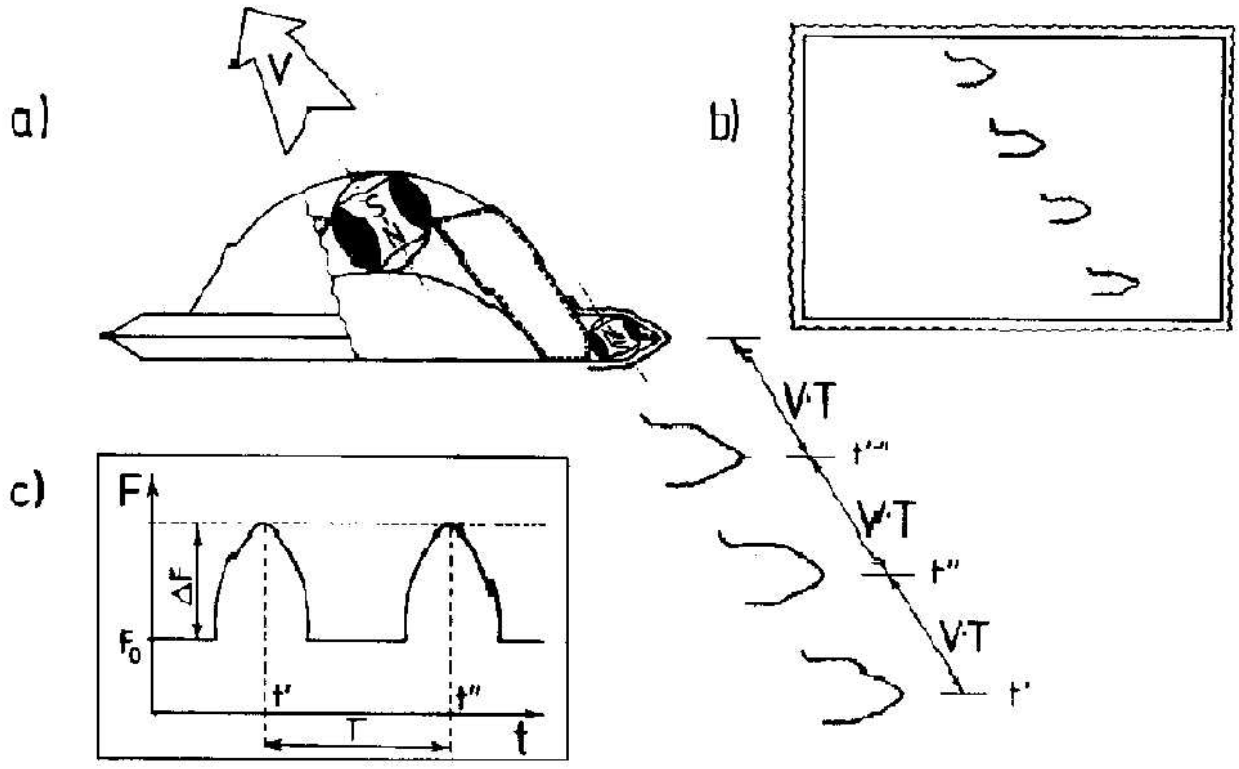

Fig. G29. The principle involved in formation of flashes with **a multiple image of a glowing magnetic circuit in night-time photographs of a Magnocraft** taken when this vehicle flies in a throbbing mode of operation. (See also Figure P18 from monograph 13 of this series - which shows photographs of just such flashes emitted by Magnocraft-like vehicles.)

a) Outline of the Magnocraft with an indication of the layer of glowing air which flashes when being ionized along a side magnetic circuit (i.e. along the path of magnetic field force lines which join the opposite outlets of a side propulsor). Previous flashes of this glowing air are also indicated. Symbols: V - vector of the vehicle's speed, T - period of pulsation of the magnetic flux (F) yield by side propulsors of this vehicle, t - time.

b) The image captured on a photograph of this spacecraft taken at night. Only the flashes from the air ionized by the magnetic circuit of a side propulsor are visible in darkness. The spreading of these flashes indicates the movement of the propulsor in the duration of film exposure. (Notice that in reality the background would be black and flashes would appear as white or of a bright colour.)

c) The curve F=f(t) of a variation in time (t) of the magnetic flux (F) produced by the side propulsor of this Magnocraft. This variation of the vehicle's magnetic field corresponds to the "beat-type curve" explained in more details in Figure F7 from monograph 2 of this series. Such a field ionizes the air only when its value goes through a "peak". Therefore layers of air ionized by a vehicle's magnetic circuits must appear as a cascade of individual flashes spread along the vehicle's path (instead of a continuous glow).

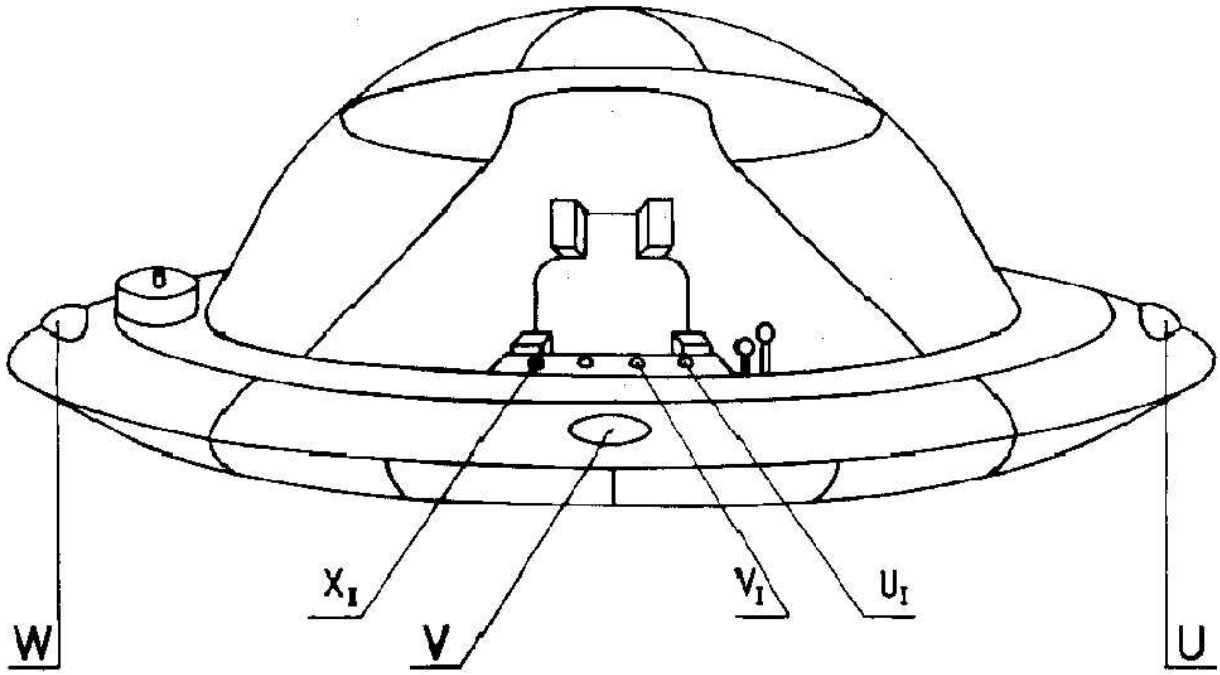

Fig. G30. **The location of SUB system lamps in the Magnocraft**. The capital letters U, V, W, X are assigned to the lamps installed on the vehicle's flange. The small letters u_i, v_i, w_i and x_i label the four smaller versions of these lamps installed on the pilot's control panel.

The SUB system of lamps indicates the Magnocraft's mode of operation. This system is an advanced version of the navigation lights used in present aeroplanes. The colour pattern of the light flashed by each lamp reflects the state of the magnetic field produced by the group of side propulsors marked with the same letter with which this lamp is labelled (see also Figure G26), whereas the dynamic state of colours from all lamps simulate the general state of the field produced by the whole vehicle.

The sequence of colour changes in these lights, characteristic for the magnetic whirl mode of the Magnocraft's operation, is illustrated in Table G3. (This particular table illustrates colour signals that would accompany the magnetic whirl from Figure G26.) The table's rows show the subsequent colours that each lamp emits at a given moment of time to describe the operation of the propulsors labelled with a letter corresponding to that lamp. Observing only one lamp, it is evident that its colours change according to a sinusoidal curve that simulates the change of the magnetic field in a given group of propulsors. But observing only one colour (e.g. red), this table shows that with the elapse of time (i.e. after each quarter of the propulsors' period of pulsations) each colour moves to the next lamp. In this way the apparent motion of colours reflects the motion of the magnetic waves around the Magnocraft. Note that for the throbbing mode of operation, the colours of the lights would change in the same way in each lamp, whereas in the magnetic lens mode all the lamps would emit a yellow colour all the time.

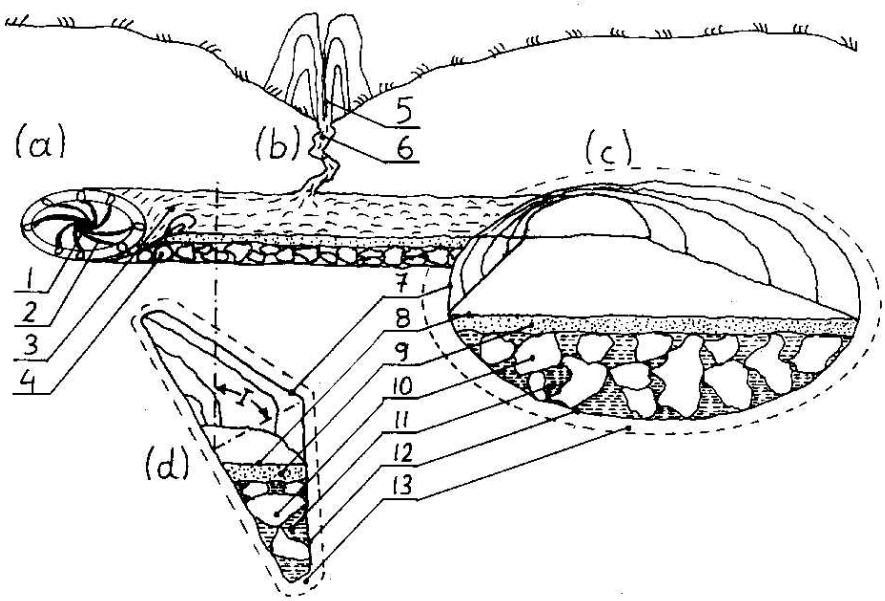

Fig. G31. **The formation and characteristic attributes of tunnels evaporated during underground flights of the Magnocraft**. Details are illustrated as they would be observed if the ground were transparent and thus revealing the tunnel and the vehicle which evaporates it. The final shape of the tunnel is defined by the fact that the Magnocraft during flights always tries to keep its floor perpendicular to the local course of Earth magnetic field. (This diagram from 8 March 1998 replaces an older and less illustrative version that tried to explain the same principle of formation of such tunnels.)

(a) Principle of evaporation of tunnels. It shows the penetration of the native rock by a "plasma saw" of the Magnocraft which changed the direction of flight from the initial south to north, into the final illustrated here from an east to west. Symbols: 1 - the Magnocraft whose magnetic field spins and thus produces a whirling plasma saw, 2 - the spinning disk of the plasma saw which cuts into the rock and evaporates the tunnel, 3 - vapours of the rock that expand along the tunnel already evaporated, 4 - rock rubble that fell on the bottom of the tunnel behind the Magnocraft.

(b) The breach from the tunnel. Such a breach is a crack in the native rock caused by the pressure of compressed gasses that expand towards the surface of the ground. It can later be used as an additional entrance to the tunnel. Symbols: 5 - the spewing of the rock vapours that forms a kind of miniature volcano at the breach outlet (the presence of this vapour discloses the location of the breach, 6 - the breach canal formed by the compressed vapours expanding to the surface of the ground.

(c) An elliptical tunnel left by the Magnocraft flying in a north-south or south-north direction. Such a tunnel has an elliptical cross-section because its shape reflects the circular shape of the vehicle that flies with the base perpendicular to the environmental magnetic field - see also photographs of just such underground tunnels shown in parts (b) and (d) of Figure V6 from monograph 17 show hardened rock bubbles), 8 - the aerodynamic, although rough and craggy "apparent floor" of the tunnel, that represents the upper surface of the "rock bridge"; in horizontal tunnels this floor is flat and relatively even and dry, while in tunnels running under angle it has a shape of hardened "dunes" and "bridges" through which flows water, 9 - a "rock bridge" formed from hardened particles of native rock which bury the lower part of the tunnel (this bridge lies on the rock rubble), 10 - rock rubble that fills up the lower half of the tunnel and covers the "real floor" of the tunnel, 11 - water that accumulates in gaps between rock rubble and that forms a stream which flows under an apparent floor of the tunnel, 12 - the "real floor" of the tunnel along which water flows, 13 - the range of magnetic, thermal, and crystallographic changes in the native rock, caused by the action on this rock of plasma and field of the vehicle.

(d) A triangular tunnel formed by the Magnocraft flying in an east-west or west-east direction. This shape results from reflecting in the rock the side outlines of the vehicle that evaporates this tunnel - see also a photograph of just such an underground tunnel shown in part (a) of Figure V6 from monograph 17 of this series. Symbols: I - the angle of the vehicle's inclination reflecting the course of the force lines of the Earth's magnetic field and thus also the slanting of triangular tunnels or the degree of flattening of elliptical tunnels (or more strictly the ratio of the horizontal to the vertical axis). Symbols 7 to 13 have meaning explained in part (c) of this Figure.

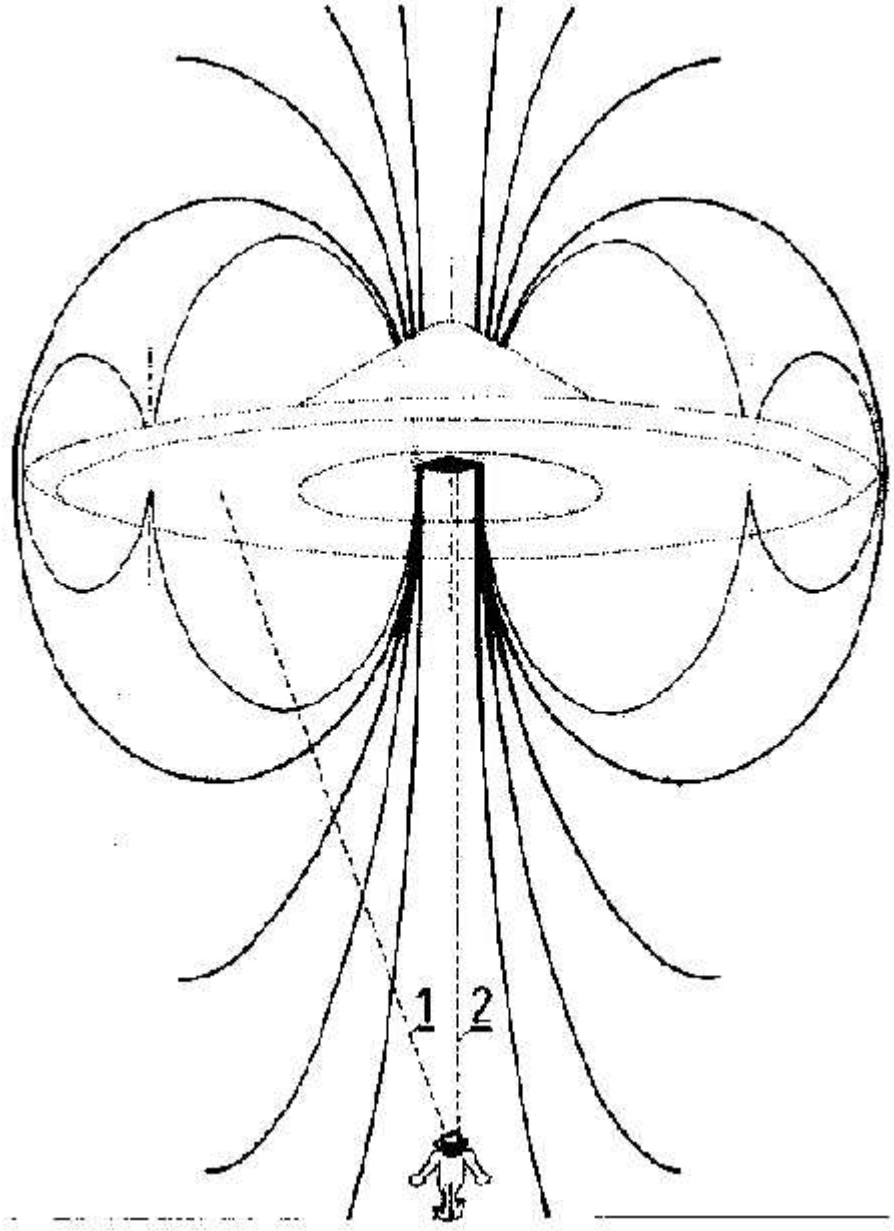

Fig. G32. **The explanation for a magnetic-lens effect produced by the central magnetic circuits of an ascending Magnocraft**. This effect means that an observer who watches such an ascending Magnocraft from below sees only a twin-chamber capsule from the main propulsor, whereas the entire shell of the vehicle remains invisible to him/her (see also Figure F6). This is because in the ascending Magnocraft, the power of the magnetic field involved in the central magnetic circuit exceeds many times the power involved in the main and side circuits. Thus force lines of the central magnetic circuit hermetically surround not only the entire body of the vehicle, but also its main and side magnetic circuits. The extremely concentrated magnetic field from this central circuit interferes with light reflected to the observer. This interference manifests itself in the following two ways: (1) paths of light which pass across the field force lines are bent (i.e. the light reflected from the vehicle's body is deflected so that it does not reach the eye of an observer), but (2) light which passes along the field force lines is unaffected (i.e. the light reflected from the twin-chamber capsule reaches the eye of an observer). Therefore the observer, who watches such an ascending Magnocraft from below, can easily see a twin-chamber capsule from the main propulsor, but he or she is unable to see all the other parts of the vehicle which are hermetically sealed in magnetic force lines. (The appearance and photographs of just such capsules are illustrated in Figure F6 from monograph 2 and in Figures S5, S4, and S3 from monograph 14.) Symbols: 1 - path along which light is unable to pass through; 2 - unaffected path of light.

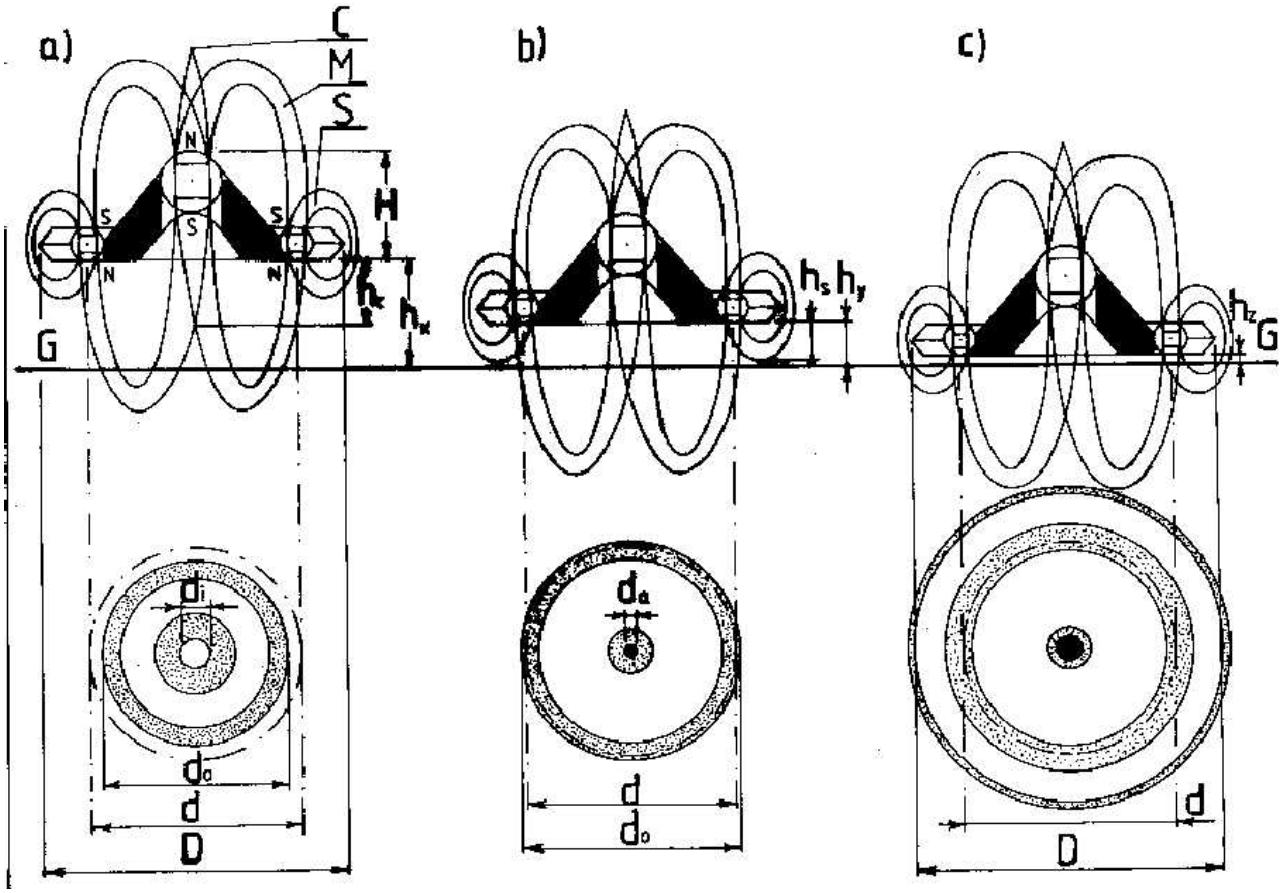

Fig. G33. **The dependence of the shape of landing site from the height** (h_x, h_y, h_z) at which a single Magnocraft hovers. The illustrated shapes are typical for the following situation: the base of a single vehicle is parallel to the surface of the ground, the axis of the main propulsor is parallel to the central axis of the vehicle, the position of the vehicle is upright, the magnetic circuits are spinning. When any of the above factors change, the shape of the landing site must also alter. For example a Magnocraft with a slanted base produces an elliptical landing, the tilting of its main propulsor shifts the central scorching (d_a/d_i) towards the magnetic north or south (see Figure G34 b), turning the vehicle upside down eliminates the ring from side circuits (S), whereas a stationary (non-whirling) field produces a circle of evenly spaced scorched patches located under outlets from side propulsors.

a) The shape of marks formed when the height of hovering (h_x) is greater than the critical span (h_c) at which the central column of main magnetic circuits (M) separates into two loops. In the upper part of the drawing a vehicle's magnetic circuits are illustrated. A single Magnocraft has three kinds of such circuits, marked as: central (C), main (M), and side (S); e.g. the main circuits (M) join the outlets of the main propulsor with the outlets of all side propulsors (see Figure G24). In the lower part of the drawing the landing site scorched by these circuits is shown. The distinct features of this site are two concentric rings: the outer having the maximal diameter "d_o" close to the nominal diameter "d" of the vehicle, and the inner ring with the inner diameter "d_i". Because of the symmetry in bending the magnetic circuits, their intersection with the surface of the ground "G-G" fulfils the condition (G35): $d-d_o=d_i$-zero. After the transformation this condition leads to an extremely important corrective equation (G36): $d=d_o+d_i$, which makes the determination of nominal diameter "d" of the marks scorched on the ground independent from the height "h_x" at which the vehicle hovered. Therefore such landing sites (Figure G34 a) allow for precise measurement of these vehicles.

b) A mark scorched when the vehicle hovers at height "h_y" which is smaller than "h_c" but larger than the span "h_s" of the side circuits. Apart from the ring of diameter "d_o" (smaller than "d") a further patch with the intensive centre of the diameter "d_a" is scorched. The corrective equation (G37) for this landing takes the form $d=d_o-d_a$ (see Figure G34 b).

c) Concentric rings scorched when a given vehicle landed on its base, or hovered at a height "h_z" smaller that span "h_s". In this case the inner diameter of the outer ring is equal to the outer diameter D of the vehicle.

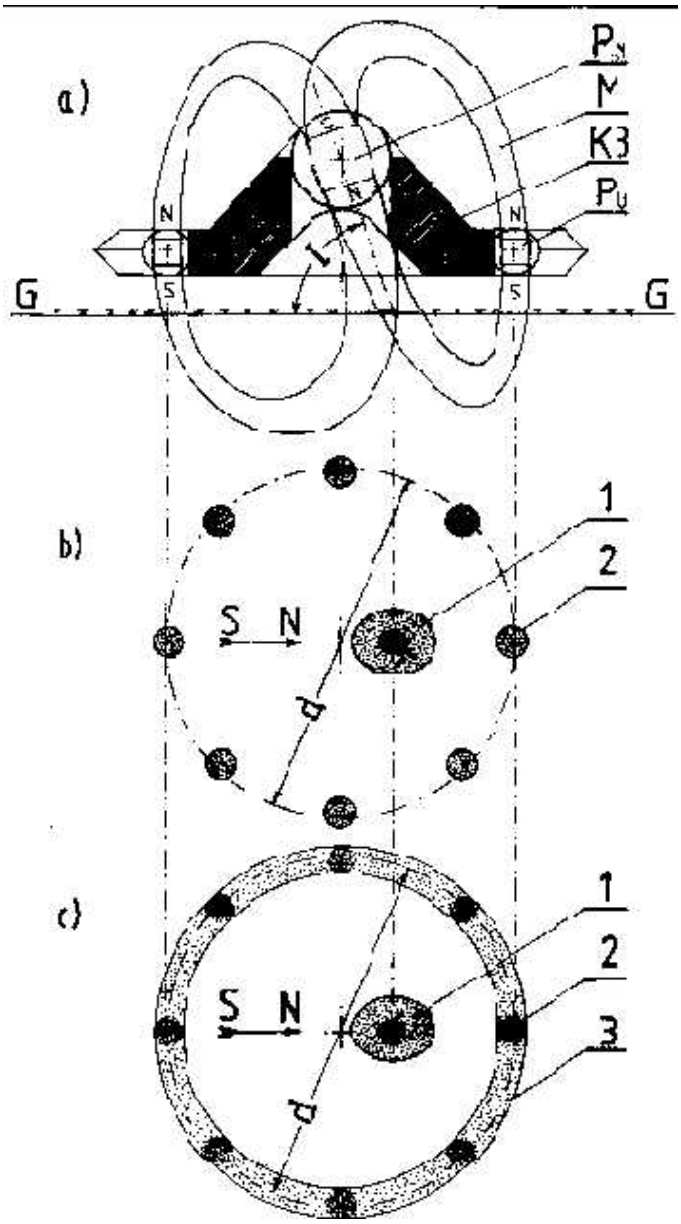

Fig. G34. **Typical landing marks left by the Magnocraft hovering close to the ground** in the standing position (i.e. when the vehicle's main magnetic circuits "M" penetrate the soil and reverse their paths underground). See also case (b) in Figure G33.

a) Cross-section of a type K3 Magnocraft and the ground showing distribution of the magnetic field from the main circuits "M". Note that when the spacecraft is hovering so close to the ground, damage to vegetation occurs only at points where magnetic circuits enter the soil. Symbols: P_M - the main propulsor, M - the main magnetic circuits whose force lines loop through the main and side propulsors; K3 - the crew cabin, P_U - one of side propulsors; G - the surface of the ground; I - the inclination angle of the Earth's magnetic field.

b) An overhead view from above of the ring of scorch marks left by this vehicle during the throbbing mode of operation. Symbols: 1 - the mark from the column of the magnetic field produced by the main propulsor (in the Northern Hemisphere this mark is dislocated towards magnetic north from the centre of the landing site); 2 - one of the burn marks produced by side propulsors; d - the nominal diameter of the vehicle's propulsion unit (i.e. diameter of the circle that passes through the centre of the side propulsors).

c) An overhead view of marks formed during the magnetic whirl mode of operation. Apart from the scorch patches "1" and "2" also formed during the throbbing mode of operation, the magnetic whirl additionally burns the circular trail "3". Note that when the vehicle hovers at a height greater than the critical "h_c" (see Figure G33) then the central scorch patch "1" expands into an inner scorch ring (shown in Figure G33 "a"). The most precise value of “d” provides a measurement carried out along east/west direction.

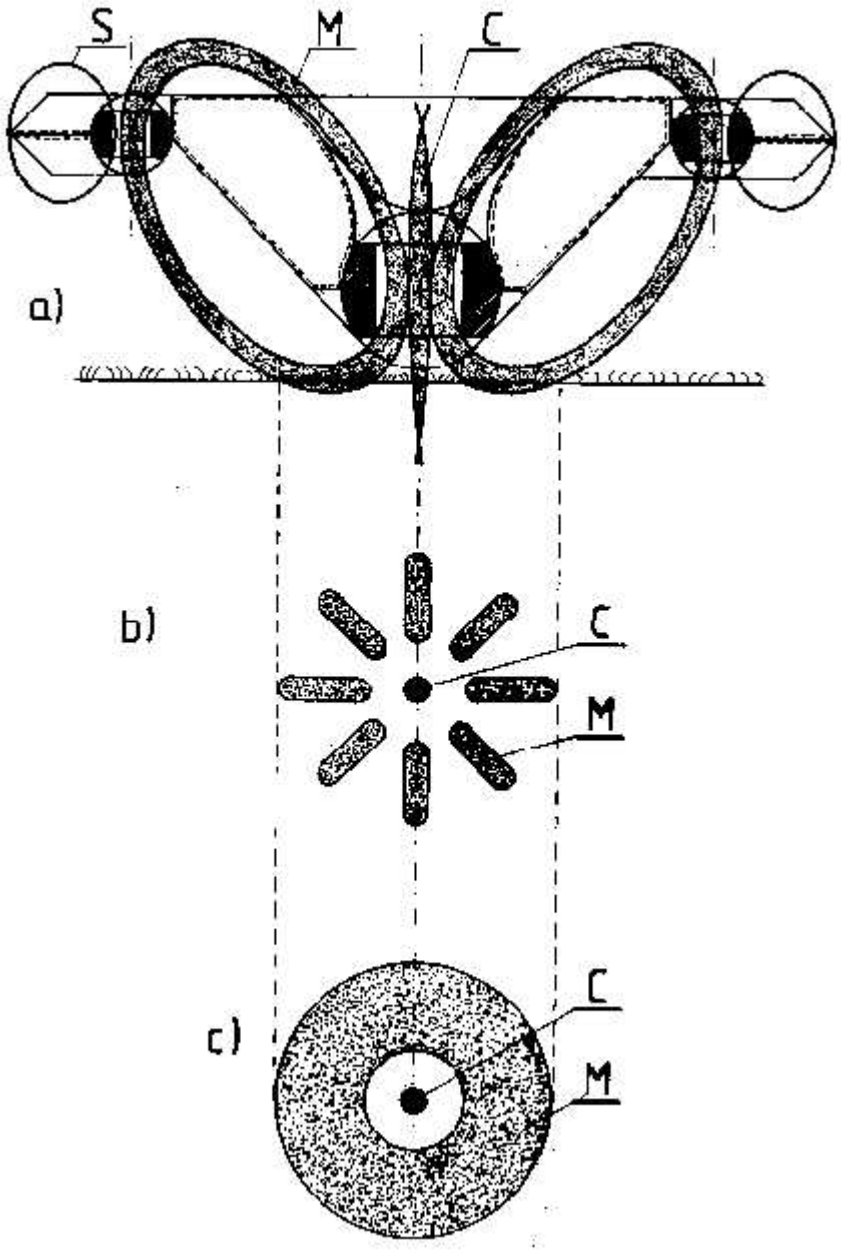

Fig. G35. **The marks left on landing sites by the inverted Magnocraft** hovering just at the height where its magnetic circuits are tangential to the surface of the ground. The illustrated pattern of marks is not distorted by any slanting of the magnetic axes of the propulsors (as would be the case during a real landing). Symbols: C - the pillar of the central magnetic circuit and the mark caused by it; M - the main magnetic circuits and marks caused by them; S - the side magnetic circuits (note that in this orientation of the vehicle they do not reach the ground).

a) A cross-section of the vehicle and ground, showing the course of the magnetic circuits and the range of ground affected by them.

b) The series of concentric lines scorched by individual magnetic circuits during the throbbing mode of the Magnocraft's operation.

c) An overhead view of the almost complete scorched circle devastated during the magnetic whirl mode of this Magnocraft's operation.

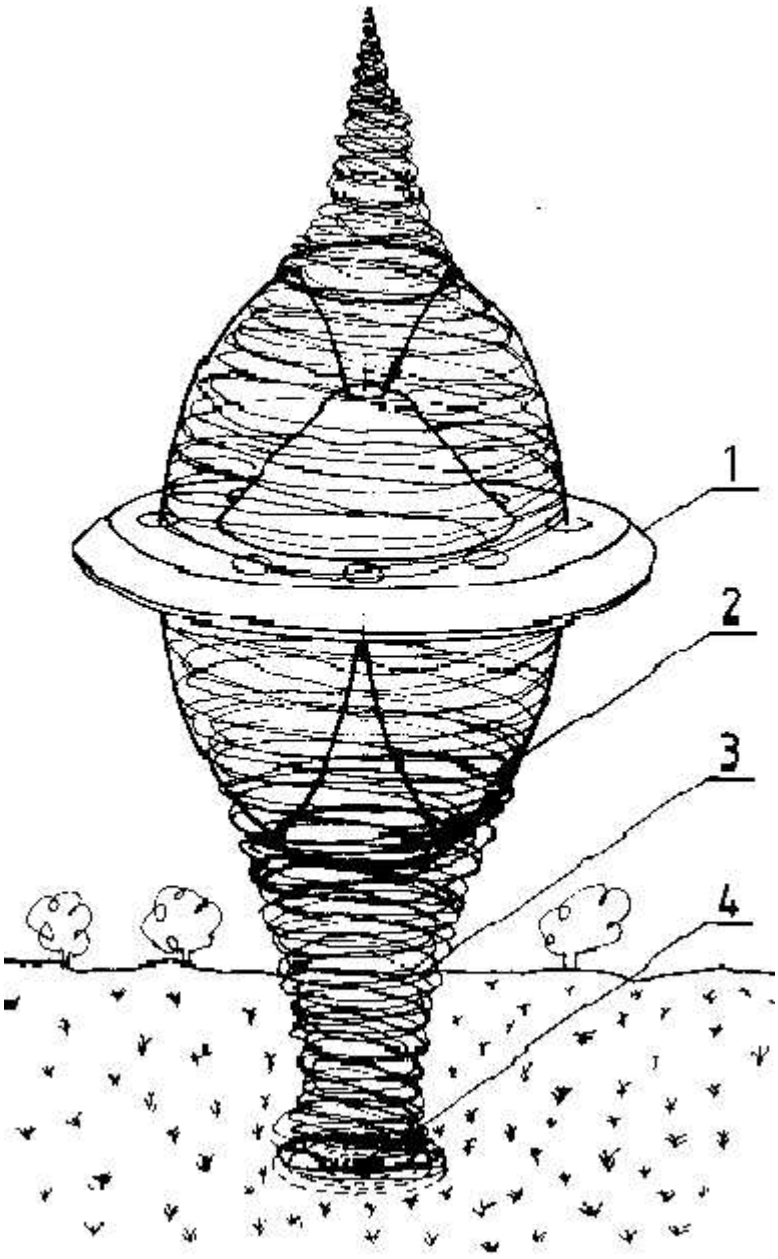

Fig. G36. **The formation of a circle of swirled plants, or a "dust devil", caused by a low hovering single Magnocraft** whose magnetic circuits loop entirely in the air (i.e. main paths of these circuits do not touch the ground). In areas covered with breakable vegetation, e.g. on crop circles, such spinning air creates a kind of characteristic swirl pattern of mechanically flattened vegetation. In turn on dry surfaces, such as country roads or sand dunes, the vehicle lifts into the air a moving funnel of dust. In many cases the vehicle which forms thus dust swirl remains invisible to observers (e.g. it screens itself with a magnetic lens). Then in folklore of various nations the effect of its action is called a "dust devil" in English, "chie fung" (i.e. "devil's wind") in Chinese, or "tańcujący diabeł" (i.e. "dancing devil") in Polish. Illustrated are: 1 - the stationary Magnocraft type K3 whose propulsion system operates in the magnetic whirl mode, 2 - the spinning magnetic circuits of the vehicle (these spinning circuits ionize the air, causing it to rotate also), 3 - the whirlwind of air (sometimes called the "devil's whirl") formed by the vehicle's spinning magnetic field, 4 - the nest of plants aerodynamically flattened and swirled in the direction of the whirlwind's rotation (the direction of this swirling allows to determine the direction of flight of the vehicle, according to the "rule of a rolling sphere" explained in Figure G22 b).

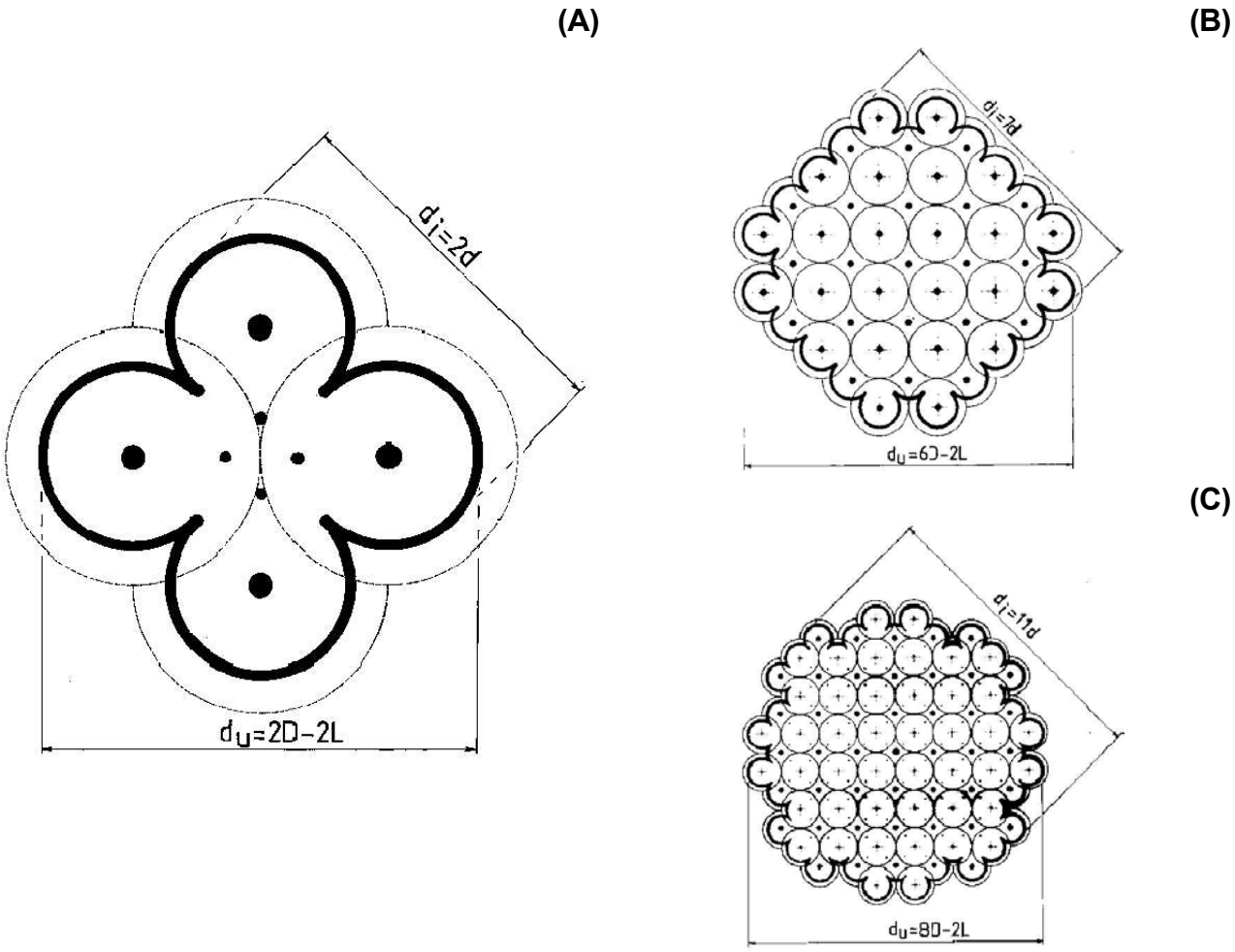

Fig. G37. Examples of various **landing patterns scorched on the ground by Magnocraft-like vehicles arranged into flying systems**. The pattern (A) resembling a "four-leaf clover" is formed by the single cell of such a system (similar to the cell shown in Figure G12 "a"). Pattern (B) is scorched by a flying platform six-rows wide, in this case consisting of forty-six cigar-shaped configurations coupled together with their side propulsors. Pattern (C) represents a circular flying system eight-rows wide. For each example of the landing pattern shown are:

- a complicated curve (outline) of scorched vegetation left by side propulsors around the peripheral of an entire system (see a **thick line** composed of small half-circles),
- outer outlines of the cigar-shaped stacks of vehicles that participated in a configuration which scorched a pattern illustrated (i.e. complete circles drawn with **thin lines** represent overhead outlines of cigar-shaped arrangements that are positioned upright - see also Figures G12 and G7); these outlines are shown to realize the number and mutual positioning of the individual vehicles that scorch a given pattern, but - of course - they would not be visible in real landings,
- a net-like pattern of marks (**thick dots**) scorched on the ground by the main propulsors of each cigar-shaped arrangement,
- the principles for determining equations that describe two basic dimensions of each flying system (these dimensions are marked with **symbols** "d_u" and "d_i", and they should be measured in directions slanted 45 degrees towards each other).

Notice that real such landing sites scorched in grass by actual landed Magnocraft-like vehicles are shown in Figure V2 from monograph 17 of this series.

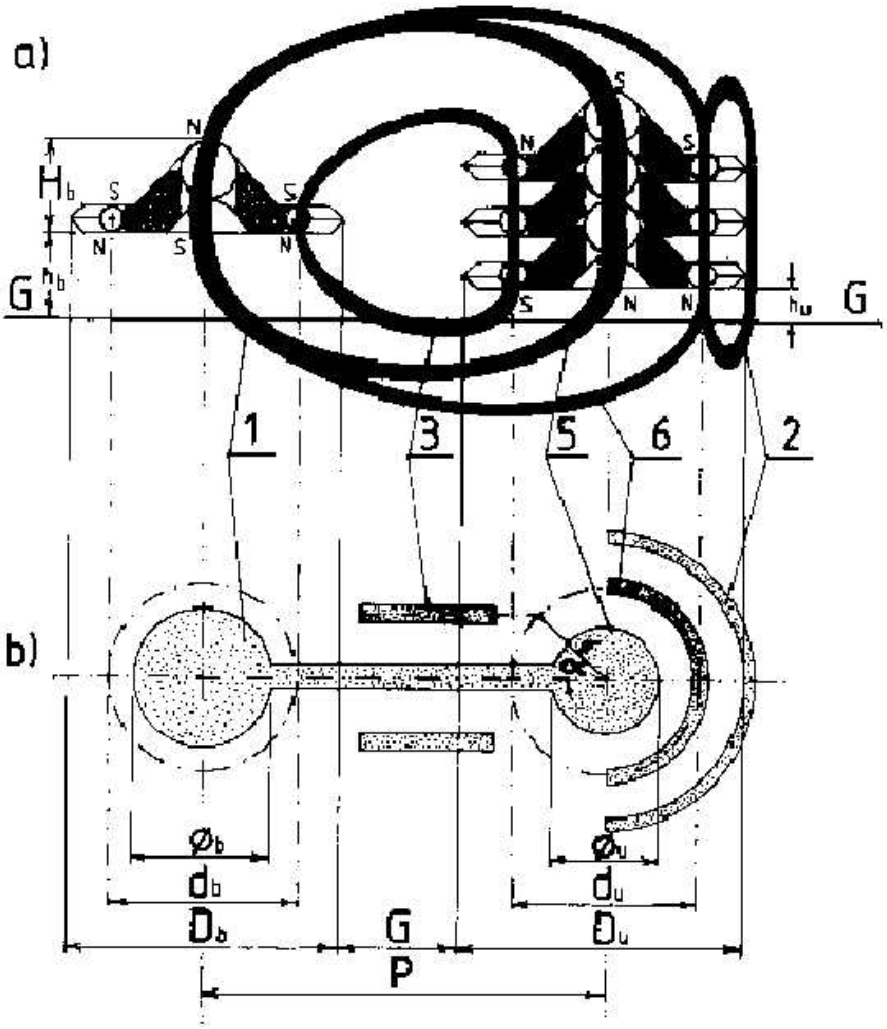

Fig. G38. Some of the **mathematical relationships existing in crop circles**. When the configuration of the cluster forming a given circle is recognized, and the main mathematical equations (supplied by the theory behind the Magnocraft) describing the component vehicles are known, an investigator with a mathematical inclinations can find numerous equations that bound together all the dimensions indicated in this Figure. For example, the gap G between both vehicles is kept by a supervisory control-computer on a constant level equal to $G=g \cdot D$ (where g is a safety coefficient, in control-computers of K6 type UFOs programmed as g=0.5). The distance P between axes of both vehicles is described by the equation $P=D(1+g)$. The angular position of the first tuning circuit is $\alpha=2\pi/n$. The diameter φ_b of the circle flattened under the stable unit is dependent on the length "l" (measured from the base of one vehicle to the base of the other) of the magnetic circuit labelled (5), and fulfils the equation $\varphi_b:h_b=d_u:l$ (thus it is also a function of h_b, h_u, d_u, and P). Similarly the diameter φ_u is described by $\varphi_u:h_u=D_b:l$ - index "$_u$" refers to an unstable unit, whereas index "$_b$" refers to a stable (balanced) unit. (The last two equations introduce numerous implications. For example when $h_u=h_b$, and the cluster consists only of vehicles of the same type, then $\varphi_u:\varphi_b = D_b:d_u = \sqrt{2}$. It should be stressed that the circles fabricated by pranksters do not fulfil the above sophisticated mathematics. Therefore the knowledge of these equations is one of the factors distinguishing the real circles from falsified ones. In the above illustration a cluster formed from vehicles type K3 is shown. The unstable unit (on the right) displays the greater depth of landing than that of the stable unit (on the left). Only magnetic circuits vital for the production of the illustrated marks are shown; their labelling corresponds to that in Figure G13. Note that to determine the dimensions illustrated here, at least the following equations provided by the "Theory of the Magnocraft" must be known and used: the outer diameter $D = 0.5486x2^K$ (where the K factor for K3 type UFOs is equal to $K = D/H = 3$); the nominal diameter $d = D/\sqrt{2}$, and the number of side propulsors $n = 4(K - 1)$. Also note that relationships explained here actually do appear in real crop circles shown in Figure V3 from monograph 17 of this series.

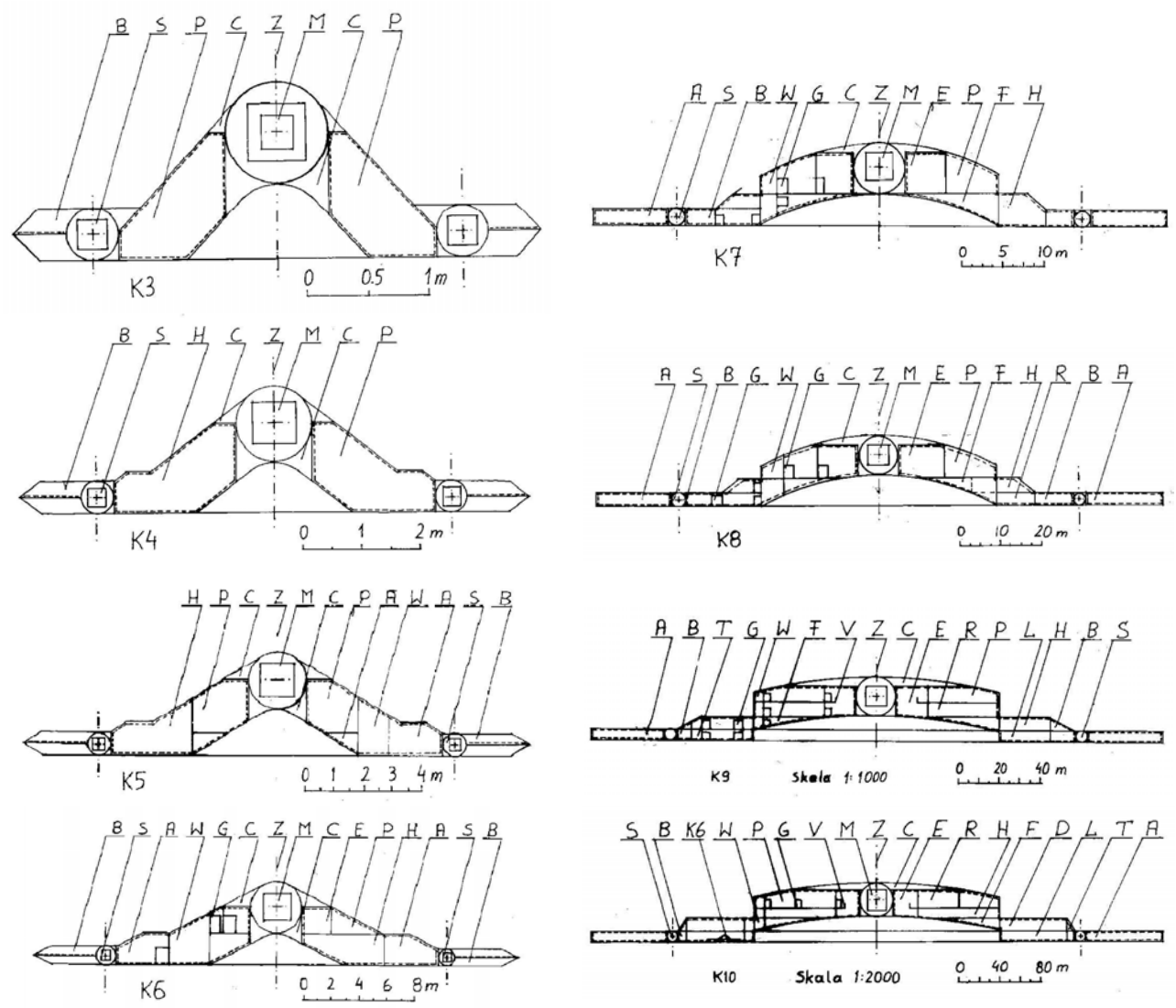

Fig. G39. **The location and designation of subsequent compartments and spaces in discoidal Magnocraft**. (This Figure illustrates descriptions from subsection G2.5.) The scales of dimensions in subsequent vehicles are provided under each type separately. Shells made of magnetoreflective material are circumscribed with a broken line. Each compartment of the Magnocraft has a concentric shape of a ring or crescent that runs around a vertical central axis "Z" of the vehicle. All types of the Magnocraft always have "K" compartments. The first two out of these "K" compartments are two propelling spaces, namely central propelling space (C) and side propelling space (B). They exist in every Magnocraft and are utilised for storage purposes. Furthermore, depending on the type and size of the Magnocraft, further living compartments are present inside of the living space. These living compartments are marked with the following symbols in subsequent types of the Magnocraft: (1) = Central propulsion space "C", (2) = Side propulsion space "B", (3) = Pilots deck "P" also called "captain bridge", (4) = Specialisation hall "H", (5) = The storage area "F", (6) = Machine room "E", (7) = Living quarters "A", (8) = Recreation centre "R", (9) = Hangar deck "L", (10) = Workshops "D". Note that the Magnocraft type K3 have compartments marked 1, 2, 3; the Magnocraft type K4 - compartments marked 1, 2, 3, 4; etc. Other symbols: G - hermetic gates, T - a side elevator ramp running between levels, W - a main elevator ramp for inter-level communication. The illustration of compartments in a K7 type of Magnocraft is also shown in Figure P30.

(**Left column**) Interior of vehicles of K3 to K6 types, with a lens-shaped side flange.

(**Right column**) Interior of large vehicles of K7 to K10 types, with a flat vertical circumference of the side flange.