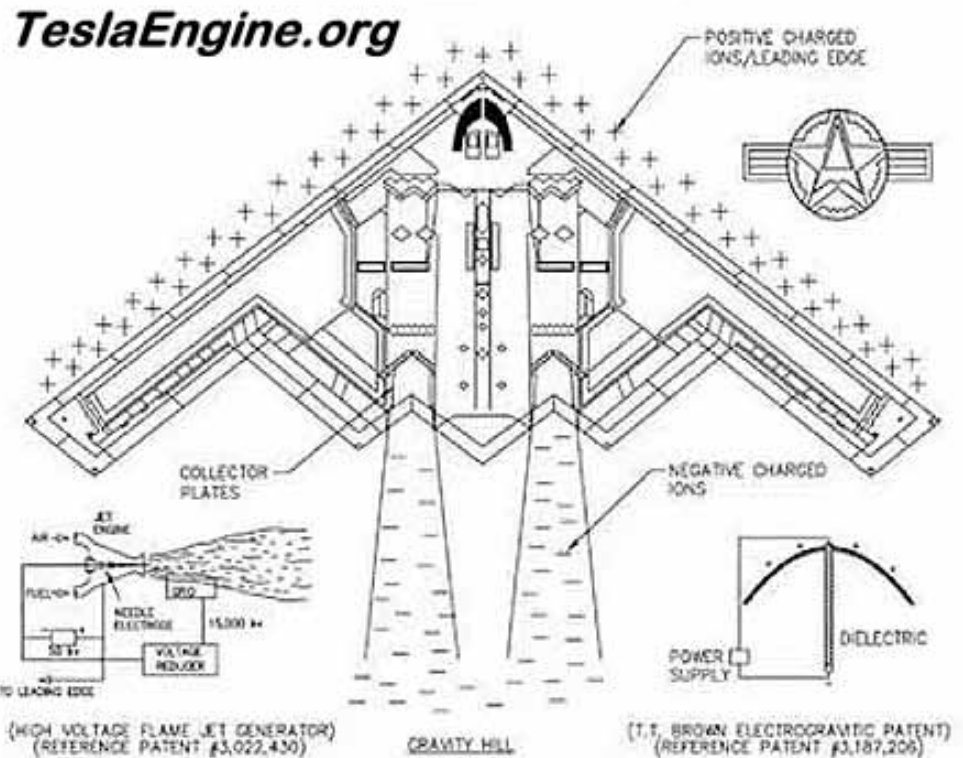
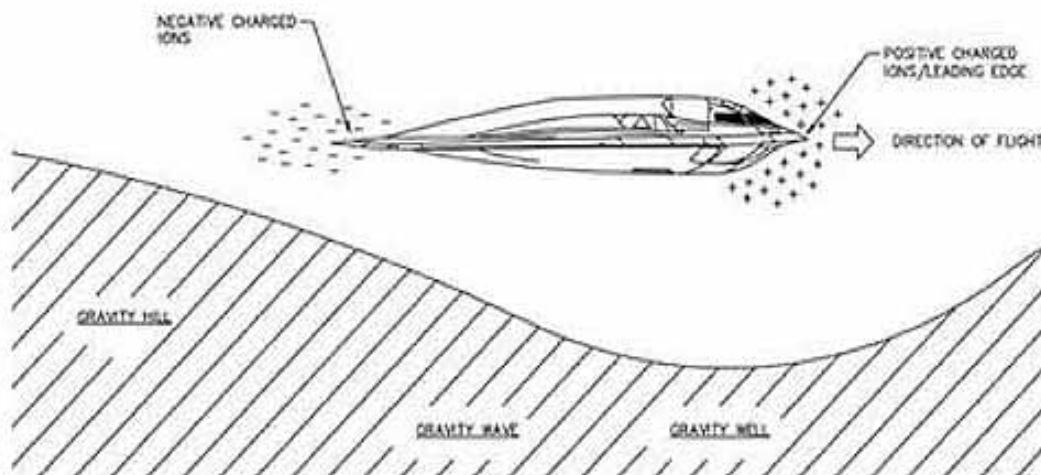


THE 2.3 BILLION DOLLAR FLYING CAPACITOR

“Aviation Week and Space Technology (March 9, 1992) reported that the Northrop B-2 ATB Stealth Bomber utilizes a number of classified “Black” Technologies deigned to enhance it’s “stealth” capabilities. One Technique reported in the Aviation Week article indicated that the B-2 electrically charges it’s wing leading edge to reduce the RCS (radar cross section). The article went on to say that the exhaust gasses of the B-2



are negatively charged to reduce it’s infared signature. This process of positively charging the leading edge, and negatively charging the exhaust gasses is virtually identical to the electrogravitic propulsion system developed by Thomas Townsend Brown in 1965. This system produces a gravity “well” behind the craft, which allows the B-2 to ride on a “gravity wave,” similar to a surfer riding a wave on the ocean. The four F-118-GE-100 engines inside the B-2 serve as “flame jet generators,” producing up to 100 megawatts of electrical power. This electrical power can be store directly inside the structure of the B-2 which is primarily made up of an advanced dielectric ceramic material, and essentially turns the B-2 into one large capaci-



tor once the “gravity wave” is established. The Engines on the B-2 can be shut down, turning the craft into an “over unity device,” that can fly at supersonic speed, with unlimited range.”