

# PARANORMAL PEOPLE

*Where the Weird Things Are...*

## Atacama Humanoid Preliminary Report Smells of Ketchum

APRIL 23, 2013

It is clear that more analysis is required, but the tantalising nature of the report holds parallels to the Ketchum-Bigfoot debacle of late 2012 early 2013.

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## Floating On A Cloud; UFO Propulsion...Explained?

Published by [Martin J. Clemens](#) on [4 September, 2009](#) | [1 Response](#)

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Massive floating cities of unknown origin, tiny fleeting craft who's manoeuvres seem to defy physics, mysterious and silent UFO's fill our skies day and night...but what keeps them from crashing to the earth (at least more often than they do)?

Here we will attempt to explain the ingenious propulsion systems many believe are being used by Aliens and even our own **world** governments in aeronautic technology the world, and possibly the



universe over.

Over the many years since our **culture** became obsessed with UFO's and extraterrestrials, you could always **find people** that have wondered about, and even laboured over propulsion theory in an attempt to explain the often silent and always astounding movements of these increasingly common UFOs. Some of the worlds most gifted minds have pondered this question and many theories have been presented, though some more confidently than others.

There really are two questions here, and the reason for that lies in the **nature** of what a UFO is (or might be). If UFOs, as a grand assuming definition, are terrestrial in nature, meaning that they are man-made and man-operated, then the question of what or how they are propelled is actually somewhat simpler. If they are, as many consider them to be, of an extra-terrestrial nature, meaning not originating of this world, then we develop questions of, not only how do they stay afloat, but how did they get here to begin with.

In the case of interplanetary or interstellar travel (meaning travel between distant galaxies) the problem of theoretical propulsion is somewhat exaggerated. Albert Einstein set forth some rules, or rather laws, by which we must abide when coming up with possibilities for interstellar travel, though I often wonder why people assume ET had the benefit of Einstein's superior intellect when he designed his space ship.

The leading theories for efficient interstellar travel (efficient being the key word there, though not from a fuel consumption point of view, in interstellar travel, time is the commodity to covet) are worm holes, space/time folding and even light quanta propulsion.

Many learned scientists believe that worm holes and space/time folding are much the same thing, though some contend that they are vastly different. What most, if not all physicists agree on, is that all of the above theories require a suspension of at least one of the immutable physical laws of our universe; most likely the Speed of Light Limitation. Einstein's key equation,  $E=mc^2$ , is the leading culprit in this argument, and rightfully so.

Where the argument falls short, is in assuming that we, humans, have discovered all there is to know about space/time, gravity and faster than light propulsion. It stands to reason that a species capable of travelling the distance between our world, and even the next closest galaxy, would be developed beyond us to the point that they may have discovered new physical laws that we may or may not be able to comprehend in our current state.

Alright, now that we've thoroughly confused each other, let's move onto more down-to-earth concepts.

As mentioned, this issue is really a two pronged question, and above we've demonstrated that the



problem of interstellar propulsion is best left to theoretical physicist to solve. Intra-planetary travel though is quite another thing; in other words, flying the skies of Earth doesn't necessarily take a rocket scientist to conquer.



The main reason why UFO propulsion is such a mystery is based on three common ideas about traditional aerospace engineering.

- 1) **Mach travel is loud** – this means that any object or craft that is capable of breaching the invisible sound barrier is going to be loud, both intrinsically in its operation (jet engines) and in its manipulation of sound waves (sonic booms), as any jet aircraft enthusiast can tell you. However, the vast majority of UFO reports indicate no sound whatsoever, both in operation and in travel. No engine noise and no sonic boom (which seems to defy Einstein once again).
- 2) **Thrust equals movement** – this means that in typical man-made aircraft, thrust, generated by rotors or jet engines, is required to achieve flight. Thrust is the consequence of moving a large volume of air past or through the rotors or jet engine of the craft, and as we all know, every action causes an equal and opposite reaction; that air moving through or past the rotors/engine is drastically increasing the air pressure on the exhaust side of the engine...making the aircraft capable of flight. In the case of UFOs, they seem to be immune to this immutable law of ours; hovering without sound or visible effect to the surrounding environment, instant acceleration to speeds in excess of the speed of sound, and near instant deceleration from high speed to full stop.
- 3) **Aerodynamics are the key to high-speed travel** – look at any airplane, jet or helicopter in use today and you'll see at least one thing in common between each craft. Aerodynamic body design is important to the successful operation of an aircraft. This is because wind resistance is the enemy of thrust, the greater the wind resistance of the craft, the greater the thrust required to get it off the ground and keep it airborne. UFOs tend, in large part, to violate this law as well; massive, hulking ships with square angles and flat surfaces facing the wind. Yet they careen through our atmosphere at ultra-high-speeds and seem to ignore wind resistance entirely.

So how do they do it? Without making the erroneous claim that anyone on earth has any real idea, there are some theories floating around that might offer a little insight. The leading theory and one that is more plausible than most would think is Anti-gravity Propulsion.

Paul A. Laviolette, PH.D., among several others, has spent several years examining and explaining the theory of antigravity propulsion. As many are surprised to hear, obscure physicists have been working on this idea for more than a half century. Electrogravitics, a

theory developed by Thomas Townsend Brown in the early part of the 1920's, was the first glimpse mankind would have of so-called alien technology, but Brown's experiments were entirely of human origin.

In his early experiments, Brown used two plate conductors, separated by a highly resistant material, suspended from the ceiling of his lab by light wire. When he applied a current to one of the plates, he found that the entire unit swayed in one direction slightly.

This was the beginning of the idea that gravity could be produced electrically. The advancement of those experiments by a few talented and dedicated scientists has brought antigravity theory to a new level.



MARK III FLYING SAUCER

ELECTRONIC CENTRIFUGES BASED ON THE VORTEX DRIVE ARE MOUNTED IN GIMBALES TO TURN IN SYNCH WITH THE REVOLUTIONS OF THE MAIN ROTOR DISC. THE TUNED ELECTROMAGNETIC FIELD GENERATED BY THE VORTEX DRIVE CAUSES THE VEHICLE TO BE CARRIED BY THE EARTH'S ELECTROMAGNETIC FIELD LIKE A DRUGGIBLE ELECTRON. CONTROLLED GEOMAGNETIC PROPULSION IMPROVES THE DESIGN EFFICIENCY TO THE MARK III STAGE.

The basic idea, as explained by Laviolette in his book, *The Secrets of Antigravity Propulsion*, is that through a complex process of alternating conductors and insulators, a highly metered electrical current can produce a well or hole of gravity. This gravity well can be used as a method of thrust-less propulsion like so.

If a vessel is equipped with antigravity engines, the direction of the engine (picture the two conductive plates and a layer of insulation, swaying in one direction when current was applied) determines the direction of travel. When the proper current is applied, a well of gravity is formed ahead of the craft (ahead being the desired direction of travel) causing it to fall through the false gravitational field; essentially these vessels travel through invisible elevator shafts, perpetually falling but never reaching the basement. Acceleration and deceleration are controlled via the amount and variation of current fed through the engine, either increasing or decreasing the gravitational pull.

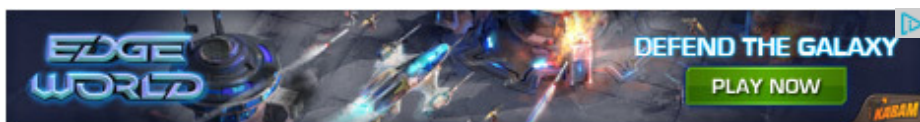
If you're able to grasp this concept with any confidence, you can easily begin to see how a UFO might manipulate Einstein's laws and achieve speeds and manoeuvres not deemed possible by traditional aircraft. Aerodynamics are much less of a concern to a falling object, than to an object trying to maintain flight against gravity; secondly, an electrical current being fed through conductors is virtually silent, hence no engine noise, as well, since the craft is technically not moving any faster than it's own terminal velocity within the particular gravitational field that it employs, it doesn't actually breach the sound barrier, hence no sonic boom; and thirdly an object that falls requires no thrust, it simply falls through the air.

There are other theories out there, some more or less credible than the above, but the point remains, no one yet knows how or why they fly though our skies the way that they do, though the side issue brought up by this type of examination is one of conspiracy and mistrust of our

governments.

If obscure physicists with small budgets and muted voices are able to produce and experiment with antigravity propulsion, then there's nothing standing in the way of well funded government research in the pursuit of terrestrial craft that can defy gravity. Obviously, none of this speaks to answering the question of who is piloting these craft, but, the next time you look to the skies and wonder if that strange light is an alien craft or a secret government airplane, maybe you'll remember that the technology isn't so far out of reach afterall.

To learn more about Antigravity Propulsion, read Paul Laviolette's book: *The Secrets of Antigravity Propulsion*.



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Article written by [Martin J. Clemens](#)



Writer, Webmaster, Paranormal Enthusiast...and lover of science and history. As for me...I know only, that I know nothing...

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## One Response



**Doris Chapman**

*10 September, 2009 at 5:26 pm* | [Permalink](#)

I suppose you are aware of the video of the presidential inauguration with the craft in the background going in and out of physical sight. I don't know the scientific words for it, but I think it might have been a dimensional hopping. Of course, what do I know – they could have made the vid before and just started and stopped it, then laid on the pix of the guys talking. WadduIknow?

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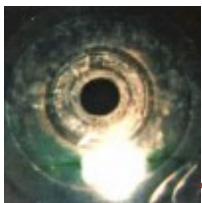
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 **Martin J. Clemens** 5h  
@Rarus\_Voluntas

@MaskedBandita I've participated in both monogamous and polyamorous relationships, both have their pros and cons. But I prefer one on one.


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 **Martin J. Clemens** 5h  
@Rarus\_Voluntas


Holy shit! I @'d a celebrity and they actually responded. One of my favourites too!

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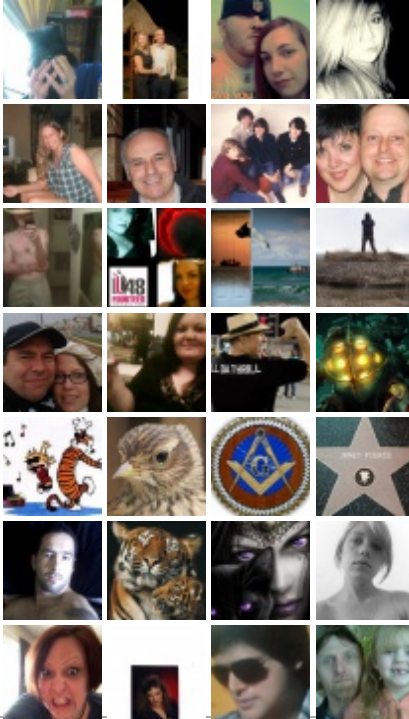
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 **Martin J. Clemens** 18h

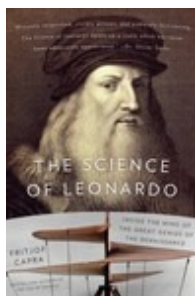
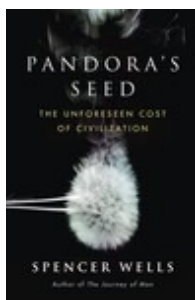
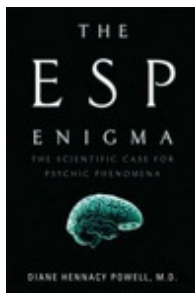
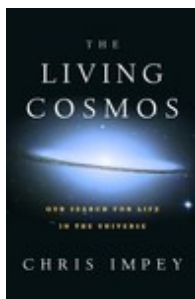
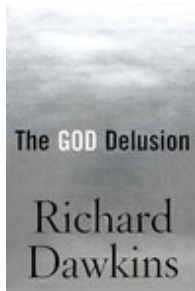
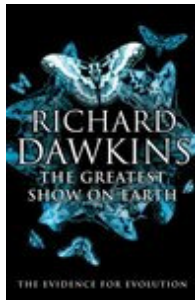
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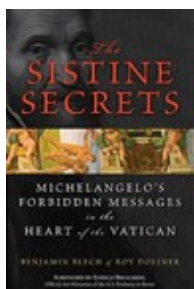
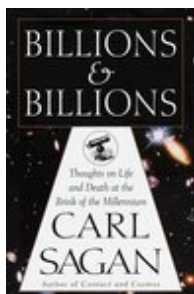
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