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*note: because important websites are frequently "here today but gone tomorrow", the following was archived from <http://www.americanantigravity.com/laviolette-b2-bomber.shtml> on January 18, 2005. This is NOT an attempt to divert readers from the aforementioned website. Indeed, the reader should only read this back-up copy if it cannot be found at the original author's site.*

# The U.S. Antigravity Squadron

by Paul Laviolette, PhD

*Dr. Paul Laviolette wrote this article for inclusion in Tom Valone's breakthrough book Electrogravitics Systems. The article below is a partial-length reprint of Laviolette's speculative work suggesting a connection between the B2-Bomber and the 1960's electrogravitics research of TT-Brown.*

## Excerpt from "Antigravity Squadron"

Electrogravitic (anti-gravity) technology -- under development in U.S. Air Force black R&D programs since late 1954 -- may now have been put to practical use in the B-2 Advanced Technology Bomber to provide an exotic auxiliary mode of propulsion. This inference is based on the recent disclosure that the B-2 charges both its wing leading edge and jet exhaust stream to a high voltage. Positive ions emitted from its wing leading edge would produce a positively-charged parabolic ion sheath ahead of the craft, while negative ions injected into its exhaust stream would set up a trailing negative space charge with a potential difference in excess of 15 million volts.

According to electrogravitic research carried out by physicist T. Townsend Brown, such a differential space charge would set up an **artificial gravity field** that would induce a reactionless force on the aircraft in the direction of the positive pole. An electrogravitic drive of this sort could allow the B-2 to function with over-unity propulsion efficiency when cruising at supersonic velocities.

For many years, rumors circulated that the U.S. was secretly developing a highly advanced, radar-evading aircraft. Rumor turned to reality in November of 1988 when the Air Force unveiled the B-2 Advanced Technology Bomber. Although military spokesmen provided the news media with some information about the craft's outward design and low radar and infrared profile, there was much they were silent about. However, several years later, some key secrets about the B-2 were leaked to the Press.

On March 9, 1992, *Aviation Week and Space Technology* magazine made a surprising disclosure that the B-2 electrostatically charges its exhaust stream and the leading edges of its wing-like body. Those familiar with the electrogravitics research of American physicist T. Townsend Brown will quickly realize that this is tantamount to stating that the B-2 is able to function as an anti-gravity aircraft.

*Aviation Week* obtained their information about the B-2 from a small group of renegade West Coast scientists and engineers who were formerly associated with black research projects. In making these disclosures, these scientists broke a code of silence that rivals the Mafia's. They took the risk because they felt that it was important for economic reasons that efforts be made to declassify certain black technologies for commercial use. Two of these individuals said that their civil rights had been blatantly

abused (in the name of security) -- either to keep them quiet or to prevent them from leaving the tightly-controlled black R&D community.

Several months after *Aviation Week* published the article, black world security personnel went into high gear. That sector of the black R&D community received VERY STRONG warnings and -- as a result -- the group of scientists subsequently broke off contact with the magazine. Clearly, the overseers of black R&D programs were substantially concerned about the information leaks that had come out in that article.

To completely understand the significance of what was said about the B-2, one must first become familiar with Brown's work. Beginning in the mid 1920s, Townsend Brown discovered that it is possible to create an artificial gravity field by charging an electrical capacitor to a high-voltage. He specially built a capacitor which utilized a heavy, high charge-accumulating (high K-factor) dielectric material between its plates. He found that when charged with between 70,000 to 300,000 volts, it would move in the direction of its positive pole. When oriented with its positive side up, it would proceed to lose about 1 percent of its weight.

He attributed this motion to an electrostatically-induced gravity field acting between the capacitor's oppositely charged plates. By 1958, he had succeeded in developing a 15 inch diameter model saucer that could lift over 110% of its weight! Brown's experiments had launched a new field of investigation which came to be known as **electrogravitics** -- the technology of controlling gravity through the use of high-voltage electric charge.

## **Acclaim for Electrogravitics Systems**

This 111-page book presents information indicating that anti-gravity has been -- and is -- being seriously investigated by leading aircraft companies as well as governments. An underlying theme is that T. T. Brown propulsion -- once developed -- will usher in an age of flight so revolutionary it will make all previous aviation from the Wright brothers to space shuttles constitute the "Stone Age of flight".

This book can be appreciated by anyone who is interested in electrogravitics. It contains basic information for the neophyte (such as glossaries, patent lists, and basics on T. T. Brown research) as well as clippings and information which make a case for the reality of electrogravitics technology. ... The book is thought-provoking.

Having made a theoretical case for electrogravitics, the book also makes a historical one. Hints of electrogravitics in the history of aviation revealed through developments and statements made by major aircraft companies in articles from *Aviation Report* in the mid-1950s are reprinted. T. T. Brown's work is described in detail.

The paper by Paul LaViolette is an intriguing speculation that the B-2 stealth bomber operates on T. T. Brown's principle of propulsion. Statements from government and ex-government workers and officials are shown to fit in nicely with this possibility. LaViolette argues that several disclosed as well as probable technological details of this classified design are consistent with design specifications for a would-be T. T. Brown aircraft.

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