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Antigravity System on Centrifugal Maglev Concept

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ABSTRACT: Many researchers conducted the study of weight reduction of rotating bodies, But here try to study weight loss over revolution than rotation. By examining this strange phenomenon this paper is try to design an antigravity machine. Here also considering banking of roads, wall of death shows and weight reduction of astronauts in space station. For designing antigravity machine here use magnetic repulsive action and centrifugal action for making levitation. This paper could make real antigravity machine, So single vehicle can move through air, water, land and space.

KEYWORDS: Antigravity, Rotating bodies, Weight loss, Vyoma box, Maglev.

I. INTRODUCTION

Is rotating body make any kind of weight reduction? This question has been remain as confusing one in world of physics. Professor Eric Laithwaith of London Imperial College shows a rotating wheel experiment, he lifted a heavy rotating wheel easily and claiming that weight is reducing. Then finnish man Eugene Podkletnov make levitating disc showing weight has been reducing when disc is under rotation. Then Japanese scientists Hayasaka and Takeuchi shows when gyroscope spins on clockwise direction looking from top the weight has been reducing. Then another man named Sandy Kidd make an antigravity like machine based on rotation of gyroscope. NASA also conduct experiment on reduction of weight in rotation. But the way to make real antigravity machine on the principle of weight reduction on rotation is still remain in dark. This paper is investigating the truth behind weight loss of rotating bodies and designing an antigravity machine.

NOTATIONS:

g_h = Acceleration due to gravity at horizontal

v_s = Sandy velocity

ω_s = Sandy angular velocity

N_s = Sandy rpm

II. WORKING PRINCIPLE

Here we suspend down a body of mass 'm' with a string from a point called 'O'. The distance between point of suspension of 'O' and center of gravity of mass is taken as 'r' like figure 2.1 given below.

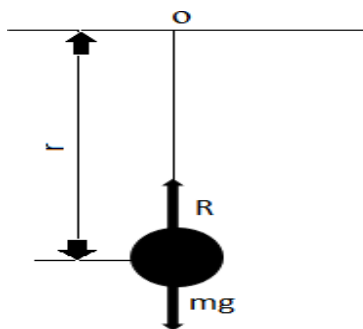


figure 2.1

Here the force acting downward is gravity equal to 'mg' the reaction acting upward is denoted as 'R' this reaction contributes the tension in string is denoted as 'T'.

$$mg = R$$

$$R = T$$

$$mg = T$$

Then allow to revolve the mass 'm' around an axis through 'O' with an angle of inclination ' θ ' between string and axis of revolution as figure 2.2 given below.

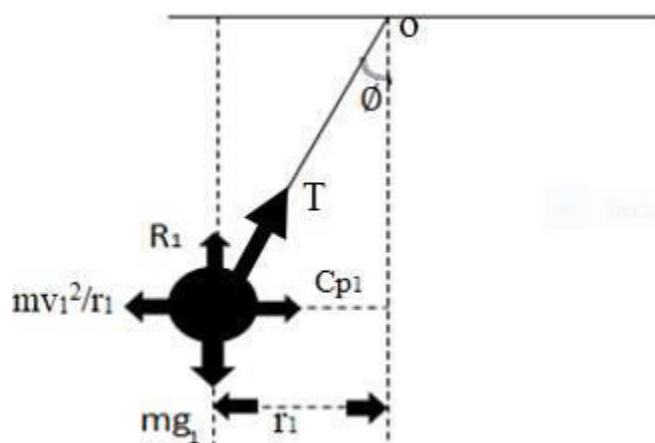


figure 2.2

Here actually centrifugal force pulls the mass 'm' away from the center of plane of revolution (radially outwards), this lift the mass 'm' towards up, here the ' v_1 ' is tangential velocity of mass and ' r_1 ' is the distance between center of mass and axis of revolution,

$$\text{Centrifugal force} = mv_1^2/r_1$$

Thus the gravitational force acting downward is reducing and new acceleration acting downward is g_1 .

$$\text{New weight} = mg_1$$

So,

$$\text{Centripetal force (Cp)} = mv_1^2/r_1$$

$$\text{Reaction Upward (R)} = mg_1$$

Then Tension on string,

$$Cp = T \sin \theta$$

$$R = T \cos \theta$$

So,

$$mv_1^2/r_1 = T \sin \theta$$

$$mg_1 = T \cos \theta$$

$$T^2 = (mg_1)^2 + (mv_1^2/r_1)^2$$

We know, $T = mg$

$$(mg)^2 = (mg_1)^2 + (mv_1^2/r_1)^2$$

$$g^2 = g_1^2 + (v_1^2/r_1)^2$$

$$g^2 = g_1^2 + (\omega_1^2 r_1)^2$$

This above equation is **balancing equation**

g = acceleration due to gravity

g_1 = reduced acceleration due to gravity

v_1^2/r_1 = centrifugal acceleration

As centrifugal force increases weight decreases but tension 'T' remains constant till weight equal to zero. After that centrifugal force increases cause increase in tension.

At a particular condition of attaining $\theta = 90$ degree means ball and string becomes perpendicular to gravity as figure 2.3 given below.

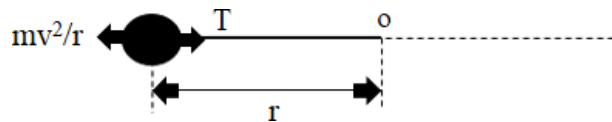


figure 2.3

Acceleration due to gravity at $\theta = 90$ will be g_h and tangential velocity will be v_s . Here the ball keeps in horizontal. (g_h = acceleration due to gravity at horizontal)

$$mg_h = T \cos 90 = T \times 0 = 0$$

$$mv_s^2/r = T \sin 90 = T \times 1 = T$$

We know,

$$T = mg$$

So,

$$mv_s^2/r = T = mg$$

$$mv_s^2/r = mg$$

$$v_s^2/r = g$$

$$v_s = \sqrt{rg}$$

Also,

$$r\omega = v$$

$$\omega_s = \sqrt{g/r}$$

$$\omega = 2\pi N/60$$

$$N_s = (30/\pi) \sqrt{g/r}$$

At this velocity weight of body become zero, this velocity ' v_s ' is termed as Sandy velocity, angular velocity ' ω_s ' is called as Sandy angular velocity and rpm ' N_s ' is called as Sandy rpm.

NOTE: Here all the directions of velocities are perpendicular to directions of gravity pulls.

This is similar with the **Banking of Road** method, where outer edge of road is raised above inner edge to turn the vehicle. Where the downward gravity pull has been nullifying as figure 2.4 and 2.5 given below.



figure 2.4 Banking of Road



figure 2.5 Wall of death shows are perfect example of Banking of Road

III. VYOMA EFFECT

If a body revolves around an axis with radius 'r' and velocity 'v' with all directions of velocities should perpendicular to directions of gravity pulls and product of radius and acceleration due to gravity is equal to square of velocity then gravity pull on the body will be zero.

IV. FLYING MACHINE WITH VYOMA BOX

Vyoma box consist of a motor, at the end of motor shaft two electromagnetic balls is connected with string. Then at the top of box disc shaped electromagnet is placed as figure 4.1 below.(vyoma(Sanskrit) =air).

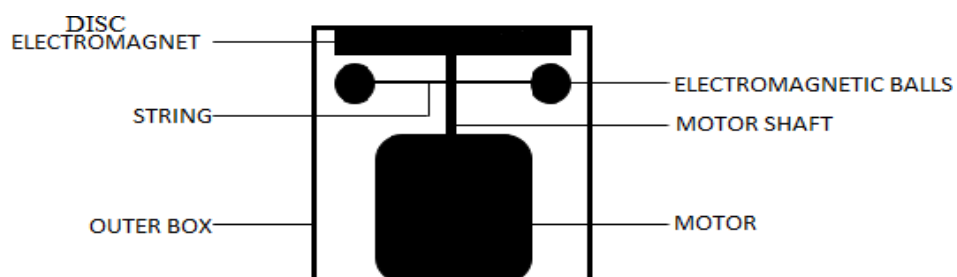


figure 4.1

Allow the electromagnetic balls to rotate with velocity ' v ' and radius ' r ' and on condition $v^2 = rg$ then balls and string stay in horizontal to the instrument system. The above placed disc electromagnet and ball electromagnets is magnetized with current, then should generate repulsive force ' F ' between disc electromagnet and ball electromagnets. No doubt the repulsive force between electromagnetic balls and above placed disc electromagnets will pull down the ball electromagnets, so ball and string not stay in horizontal to the system, then we have to increase the centrifugal force to balls and string to stay in horizontal to the instrument system. Then we again increase the repulsive force ' F ' along with centrifugal force when the total repulsive force overcomes the total weight (weight without balls) of the system with balls and string remains in the horizontal to the system, then instrument get lifted. If we increase again the repulsive force ' F ' along with centrifugal force then instrument get starts moves in upward direction.

By increasing number of balls and increasing number of instruments we could lift more weight and we could increase the acceleration so we could attain speed like 11.2 km/s and may 300000 km/s. More instruments can be arranged like one over the other vertically or adjacent to other horizontally for attaining high speed and more lift. This is similar with artificial gravity mechanism but this mechanism is focusing on getting out of gravity not creating gravity.

It will not produce any opposite reaction on its action so this is reaction less or **zero reaction device**.

This device is violating Newton's laws of motion.

APPLICATIONS:

This mechanism can be used to make Drones, Flying car, Flying platform, Flying cities, Flying saucers, Flying Suits, Space ship, Rocket, Submarines and also a single vehicle is enough to move through land, water, air and through space without emission and disturbances.

Extra thrust producing device: While we cutting, drilling and lifting an opposing force acting on our equipment as Newton's third law, this opposing force can be neutralized as converting it into centrifugal force using vyoma box so this can replace mega machines like heavy cranes and others to small ones.

REASON BEHIND WEIGHT LOSS IN ISS:

We know in International Space Station (ISS) we feel weight loss, it is not because of continuous falling down. It is because orbital velocity's square is equal to product of radius of revolution and acceleration due to gravity, this will make gravity pull equal to centrifugal force and both are opposite in direction hence gravity pull will be nullified by centrifugal force.

Here directions of velocities of ISS is perpendicular to directions of gravity pulls so it clarifies vyoma effect.

V. REASON BEHIND WEIGHT LOSS ON ROTATION OF BODY

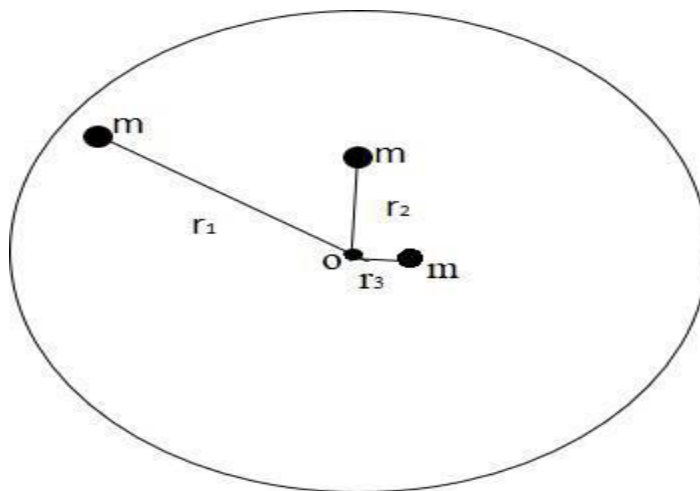


figure 5.1



If we consider disc with large number of unit mass as 'm'. If we selecting the unit masses at particular distances from center that is radius as ' r_1 ', ' r_2 ', and ' r_3 ' as figure above 5.1. Then allow the disc to rotate in angular velocity ' ω ' the centrifugal force acting for each unit mass is equal to $mr_1\omega^2$, $mr_2\omega^2$, and $mr_3\omega^2$. Here the radius is only varying parameter, ' r_1 ' is larger so $mr_1\omega^2$ value will be larger so it could reduce the more weight with smaller rpm, ' r_2 ' is smaller than ' r_1 ' so its centrifugal force is smaller so it could reduce only less weight, then ' r_3 ' is very close to center and nearly it is zero, we need higher rpm to make higher angular velocity for higher centrifugal force then only reduce weight near center.

So for total weight reduction we need millions of rpms.

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