

Tesla's (real) Flying Machine

Nikola Tesla, what a great man – a real “superman” as O’Neill called him – but even this is not enough to describe the extent of his vision and truth revealing mind. “Who is Tesla?” not surprisingly one might ask; unfortunately this is not the right place to find this answer. There have been several biographies⁽¹⁾ and documents about him, more or less accurate, all in all sufficient to reveal hard evidence on an active and hasty “erasure” of his figure and occultation of related inventions. This however is still not enough to justify the entity of this oppression and misinformation. Who can see through the smoke screen, created by the powers that be, can sense that these are not just the obvious reasons for this historical “eradication”. This brings us to the reason of the creation of this document with the hope of bringing back to the world what has unjustly and oppressively been removed. I believe that there are no better words than his own, taken from his own interviews and publications, to indicate what his real secret (even if he did not intend to keep it so forever) and his life long dream, dare I say obsession, really was. This is why I will limit myself in illustrating excerpts of these important passages, which I have been able to recover after months of research, so that they can be read one after the other for major emphasis. Fortunately, not all truth has been erased and not all documents have been minutely screened permitting the pieces of the puzzle to be put back together. I consider this a simple but valuable report which will speak for itself and hopefully interest those who have not yet been enlightened by the information “packed” books written by William Lyne⁽²⁾, who has been an invaluable source and stands out between the gibberish garbage and mystical baloney that I have read and found all around. Again, there are no better words than Tesla’s to describe our current “scientific” community situation and tendency:

“The scientists of today have substituted mathematics for experiments and they wander off through equation after equation and eventually build a mathematical structure which has no relation to reality. They are metaphysicians rather than scientists.”⁽³⁾

Another remarkable statement Tesla made was that “one can think clearly, but one can be quite insane and think deeply”. We have to think clearly, and not get sucked or suckered into thinking deeply by our own mind conditioned by the brainwashing media.

If one carefully studies not only his life, but most importantly his interviews, Tesla’s real dream will emerge and this will explain and justify all the other actions he made during his “electric revolution” – I have absolutely no doubt. Instead of creating then diving into “supernatural” problems and deviated ideas one should start from the facts that have already been clearly demonstrated in front of hundreds of people through as many of his experiments. The transcripts and reports are right there under our noses, they just have to be read and most of all understood – what else could Tesla have done for us other than demonstrating⁽⁴⁾ his advance in the field? What more could he have done I ask myself than demonstrating in front of the highest figures in scientific research his discoveries and interpretations which in the end were valid? Ask yourselves why so many supposed scientists and mega-phD “dudes” still try to debunk his most critical views while

(1) “Prodigal Genius” by J. J. O’Neill, “Man out of time” by M. Cheney, “Wizard” by M. J. Seifer, “My Inventions: the autobiography of Nikola Tesla” Ben Johnston Editor

(2) “Pentagon Aliens”, “Occult Ether Physics”, “Occult Science Dictatorship” by William Lyne

(3) “*Dr. Tesla, at 77, seldom sleeps*” Jul 11th 1933 *New York Times*

(4) Experiments with alternate currents of high potential and high frequency delivered before the I.E.E. in London 1892

present objectable or no hard evidence to the contrary. We have evidence, we have facts and we have thousands of people who have witnessed his ideal flying machine zip through the air; what more evidence can that be? The word "Alien" here is out of question. The only "alien" word I see here is in the "alienated" minds of these propagandistic brainwashed back-government funded group of people. Is it possible that amongst all of the world population there are so little straight thinkers? The government controlled brainwashing media has done an exceptionally good job in creating and maintaining these lies and the false "cradle of love" sensation it wants to project - that is certain. I refuse to believe that people do not realize what has happened in the last 100 years of scientific research. We have practically moved from scientific to metaphysic research, from Ether physics (or more correctly Ether Mechanics) to Relativity. Tesla thought of relativity as a "beggar wrapped in purple whom ignorant people take for a king" and "a mass of error and deceptive ideas violently opposed to the teachings of great men of science of the past and even common sense." ⁽¹⁾ Do people not see how Relativity has stolen ether physics' major truths and deviated them to fit it's own greedy needs? One must see both "sides of the medal" to see the truth, not be narrow visioned and suffocated and accept what is thrown at you just because it is just Mr. PhD who is vomiting it.

The excerpts hereafter are sorted in "striking" order, from the most explicative and obvious to the lesser ones, but all similarly pertinent. At the end of the document I have added some pictures which resemble an idea of his flying machine for reference with an interesting "cover" originally taken from the New York Herald tribune. There is plenty more of course to all this (the truckloads of notes brought away by the FBI and still classified must contain a lot more information than we can imagine) but this should be enough to start the rediscovery of his hidden work for those researchers with good will with a still uncontaminated and open mind.

I will start with the first most explicative article which I believe really says it all about Tesla's life long dream. This was taken from an interview about his bladeless turbine invention and application (emphasis mine):

Excerpt from "Tesla's New Monarch of Machines" Oct. 15, 1911:

"And it makes the aeroplane practical," I suggested.

"Not the aeroplane, the flying machine," responded Dr. Tesla. "Now you have struck the point in which I am most deeply interested—the object toward which I have been devoting my energies for more than twenty years—the dream of my life. It was in seeking the means of making the perfect flying machine that I developed this engine."

"Twenty years ago I believed that I would be the first man to fly; that I was on the track of accomplishing what no one else was anywhere near reaching. I was working entirely in electricity then and did not realize that the gasoline engine was approaching a perfection that was going to make the aeroplane feasible. There is nothing new about the aeroplane but its engine, you know."

⁽¹⁾ "Tesla, 79, promises to transmit force" July 11, 1935 New York Times

"What I was working on twenty years ago was the wireless transmission of electric power. My idea was a flying machine propelled by an electric motor, with power supplied from stations on the earth. I have not accomplished this as yet, but am confident that I will in time."

"When I found that I had been anticipated as to the flying machine, by men working in a different field, I began to study the problem from other angles, to regard it as a mechanical rather than an electrical problem. I felt certain there must be some means of obtaining power that was better than any now in use. And by vigorous use of my gray matter for a number of years, I grasped the possibilities of the principle of the viscosity and adhesion of fluids and conceived the mechanism of my engine. Now that I have it, my next step will be the perfect flying machine."

An aeroplane driven by your engine?" I asked.

"Not at all," said Dr. Tesla. "The aeroplane is fatally defective. It is merely a toy—a sporting play-thing. It can never become commercially practical. It has fatal defects. One is the fact that when it encounters a downward current of air it is helpless. The "hole in the air" of which aviators speak is simply a downward current, and unless the aeroplane is high enough above the earth to move laterally but can do nothing but fall."

"There is no way of detecting these downward currents, no way of avoiding them, and therefore the aeroplane must always be subject to chance and its operator to the risk of fatal accident. Sportsmen will always take these chances, but as a business proposition the risk is too great.

"The flying machine of the future—my flying machine—will be heavier than air, but it will not be an aeroplane. It will have no wings. It will be substantial, solid, stable. You cannot have a stable airplane. The gyroscope can never be successfully applied to the airplane, for it would give a stability that would result in the machine being torn to pieces by the wind, just as the unprotected aeroplane on the ground is torn to pieces by a high wind.

"My flying machine will have neither wings nor propellers. You might see it on the ground and you would never guess that it was a flying machine. Yet it will be able to move at will through the air in any direction with perfect safety, higher speeds than have yet been reached, regardless of weather and oblivious of "holes in the air" or downward currents. It will ascend in such currents if desired. It can remain absolutely stationary in the air, even in a wind, for great length of time. Its lifting power will not depend upon any such delicate devices as the bird has to employ, but upon positive mechanical action."

"You will get stability through gyroscopes?" I asked.

"Through gyroscopic action of my engine, assisted by some devices I am not yet prepared to talk about," he replied.

"Powerful air currents that may be deflected at will, if produced by engines and compressors sufficiently light and powerful, might lift a heavy body off the ground and propel it through the air," I ventured, wondering if I had grasped the inventor's secret.

Dr. Tesla smiled an inscrutable smile.

"All I have to say on that point is that my airship will have neither gas bag, wings nor propellers," he said. "It is the child of my dreams, the product of years of intense and painful toil and research. I am not going to talk about it any further. But whatever my airship may be, here at least is an engine that will do things that no other engine ever has done, and that is something tangible."

Excerpt from "Tesla's new device like bolts of Thor" Dec 8, 1915 NY Times:

"...He is not yet ready to give the details of the engine which he says will render fruitless any military expedition against a country which possesses it. Suffice it to say that the destructive invention will go through space with a speed of 300 miles per second, a manless airship without propelling engine or wings, sent by electricity to any desired point of the globe on its errand of destruction, if destruction its manipulator wishes to effect."

Excerpt from "Tesla at 78 bears new Death beam" Jul 11, 1934 NY Times:

"The production of the death beam, Dr. Tesla said, involves four new inventions, which have not been announced by him. The scientific details of these inventions are to be given out by him before the proper scientific bodies in the near future.

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"The first inventions, he said, comprises a method and apparatus for producing rays and other manifestations of energy in free air, eliminating the high vacuum necessary at present for the production of such rays and beams.

The second is a method and process for producing "great electrical force."

The third is a method for amplifying this process in the second invention. The fourth, he said, is "a new method for producing a tremendous electrical repelling* force." (*repelling may have been changed from "propelling" in this article to mislead. Tesla has always referred to a propelling force.)

Excerpt from "Little airplane progress" June 6, 1908:

"The aeroplane of the Langley type, such as was used by Farman and others with some success, will hardly ever prove a practical aerial machine, because no provision is made for maintaining it in the air in a downward current. This and the perfect balance independently of the navigator's control is absolutely essential to the success of the heavier-than-air machine. These two improvements I am myself endeavoring to embody in a machine of my own design"

Excerpt from "Tesla's new engine - Tesla's Wireless Torpedo" Sep 13, 1911 NY Times:

"Mr. Charles Wilson Price, editor of the Electrical Review, does not say that Nikola Tesla's latest invention of a rotary engine operated by steam or gases will save most of the 30,000,000 horse power wasted annually by manufacturing plants in this country, power that is worth upward half a billion dollars. He has not said, as Mr. Tesla is reported

saying, that the new engine will give the world a flying machine that, without planes or screw propellers, 'excessively swift, and, above all, perfectly safe in the greatest storm,' will be small and compact compared with present machines, but capable of carrying shiploads of passengers."

Excerpt from "Tesla Promises Big Things - Planeless, screwless air-ship safe in any storm" Sept. 15, 1911:

"Dr. Nikola Tesla leaned back against his chair at the Waldorff last night and talked calmly of airships without planes, propellers or any of the other gear of the now familiar aeroplanes hurtling through space at tremendous speeds or driving more slowly carrying great loads, and in either case always as safely as the most prosaic of wheeled vehicles."

....

"How about aerial navigation?" Dr. Tesla was asked. He considered for a moment or two and then replied with great deliberation:

"The application of this principle will give the world a flying machine unlike anything that has ever been suggested before. It will have no planes, no screw propellers or devices of any kind hitherto used. It will be small and compact, excessively swift, and, above all, perfectly safe in the greatest storm. It can be built of any size and can carry any weight that may be desired"

Excerpt from "The boy's book of new inventions - The Tesla Turbine" 1912:

"But most of your research has been in electricity," Tesla was reminded, for no one can forget that Tesla's inventions largely have made possible most of the world's greatest electrical power developments.

"Yes," he answered, "but I was a mechanical engineer before I was an electrical engineer, and besides, this principle was worked on in the course of my search for the ideal motor for airships, to be used in conjunction with my invention for the wireless transmission of electrical power. For twenty years I worked on the problem, but I have not given up. When my plan is perfected the present-day aeroplanes and dirigible balloons will disappear, and the dangerous sport of aviation, as we know it now with its hundreds of accidents, and its picturesque birdmen, will give way to safe, seaworthy airships, without wings or gas bags, but supported and driven by mechanical means.

"As I told you before when we were talking of the wireless transmission of power, the mechanism will be a development of the principle on which my turbine is constructed. It will be so tremendously powerful that it will make a veritable rope of air above the great machine to hold it at any altitude the navigators may choose, and also a rope of air in front or in the rear to send it forward or backward at almost any speed desired. When that day comes, airship travel will be as safe and prosaic as travel by railroad train today, and not much very different, except that there will be no dirt, and it will be much faster. One will be able to dine in New York, retire in an aero Pullman berth in a closed and perfectly furnished car, and arise to breakfast in London."

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"And so, while we are waiting for the world-moving wireless transmission of power and for the completion of Tesla's invention for the safe and stable airships, we can look for the speedy development of his turbine in practically all departments of mechanical engineering."

Excerpt from “The World’s Work – The Tesla Turbine” March 1920:

“How did you happen to turn your attention to mechanics instead of electricity?” I asked.

“I was a mechanical engineer before I ever took up electricity,” replied Dr. Tesla. “I went into electricity,” replied Dr. Tesla “I went into electric science years ago because I thought, in that direction, I was going to solve the problem I have been working on all my life – the production of an engine sufficiently light and powerful to operate the ideal flying machine. All my work in the wireless transmission of power, which has attracted more public attention than anything else I have ever done, was toward that end. I do not expect to build that ideal machine tomorrow, any more than I expect every steam engine in the world to be thrown into the scrap-heap because of this new application of mechanical principles, but such a flying machine will come some day, and meantime I have succeeded in developing something new in prime movers.”

Excerpt from “Tesla, 79, promises to transmit force - WOULD EVEN GUIDE SHIPS” Jul 11, 1935 NY Times

“...He described relativity as a ‘beggar wrapped in purple whom ignorant people take for a king.’”

Excerpt from “Man out of Time” by M. Cheney, Chapter 20 “Flying Stove”

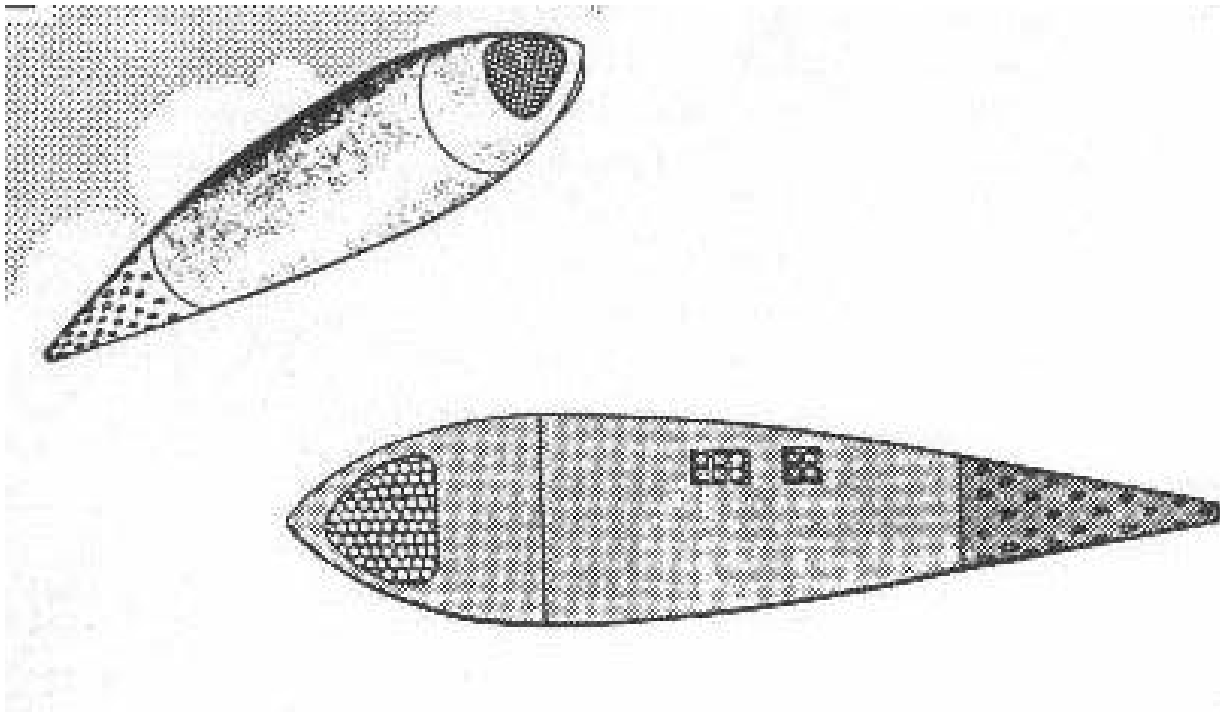
“ When the manager of Westinghouse’s railway and lighting division wrote asking for details on the turbine, Tesla replied confidently that it was superior to anything in the competition in terms of extreme lightness and high performance. Indeed, he said, he was planning to use it in a box-like flivver airplane.

“You should not be at all surprised,” he wrote, “if some day you see me fly from new York to Colorado Springs in a contrivance which will resemble a gas stove and weigh as much.” (The plane would weigh only eight hundred pounds and could if necessary enter and depart through a window.)”

Excerpt from “My Inventions” Ben Johnston Editor, Chap. VI, last page

“ As stated on a previous occasion, when I was a student at college I conceived a flying machine quite unlike the present ones. The underlying principle was sound but could not be carried into practice for want of a prime-mover of sufficiently great activity. In recent years I have successfully solved this problem and am now planning aerial machines devoid of sustaining planes, ailerons, propellers, and other external attachments which will be capable of immense speeds and are very likely to furnish powerful arguments for peace in the future. Such a machine, sustained and propelled entirely by reaction, is shown on page 108 (here: second last picture) and is supposed to be controlled either mechanically or by wireless energy.”

A representation of Tesla's Flying Machine



The above design is the more simpler of the 2 possible fundamental types: the disc or saucer shaped "translation" type (developed later) and the "directional" cigar or ovoid type as the above original conception. Here follows a brief description by W. Lyne himself of the above pictured ether propulsion or "electropulsion" craft:

"In considering the gyro system only two large stabilizing gyros are needed, vertically oriented and with axes connected to the airframe. These can be side-by-side or front-to-back on the same plane. This will prevent the ship from rolling side to side or front to back, but will permit the ship to turn horizontally and to rise and drop vertically without problem. Three electrodes on the front would provide turning and forward motion and the polarity could be reversed for braking. To turn, an electrode to the right or left front would be activated and air pressure would push the ship around in that direction after which the front electrode would be activated.

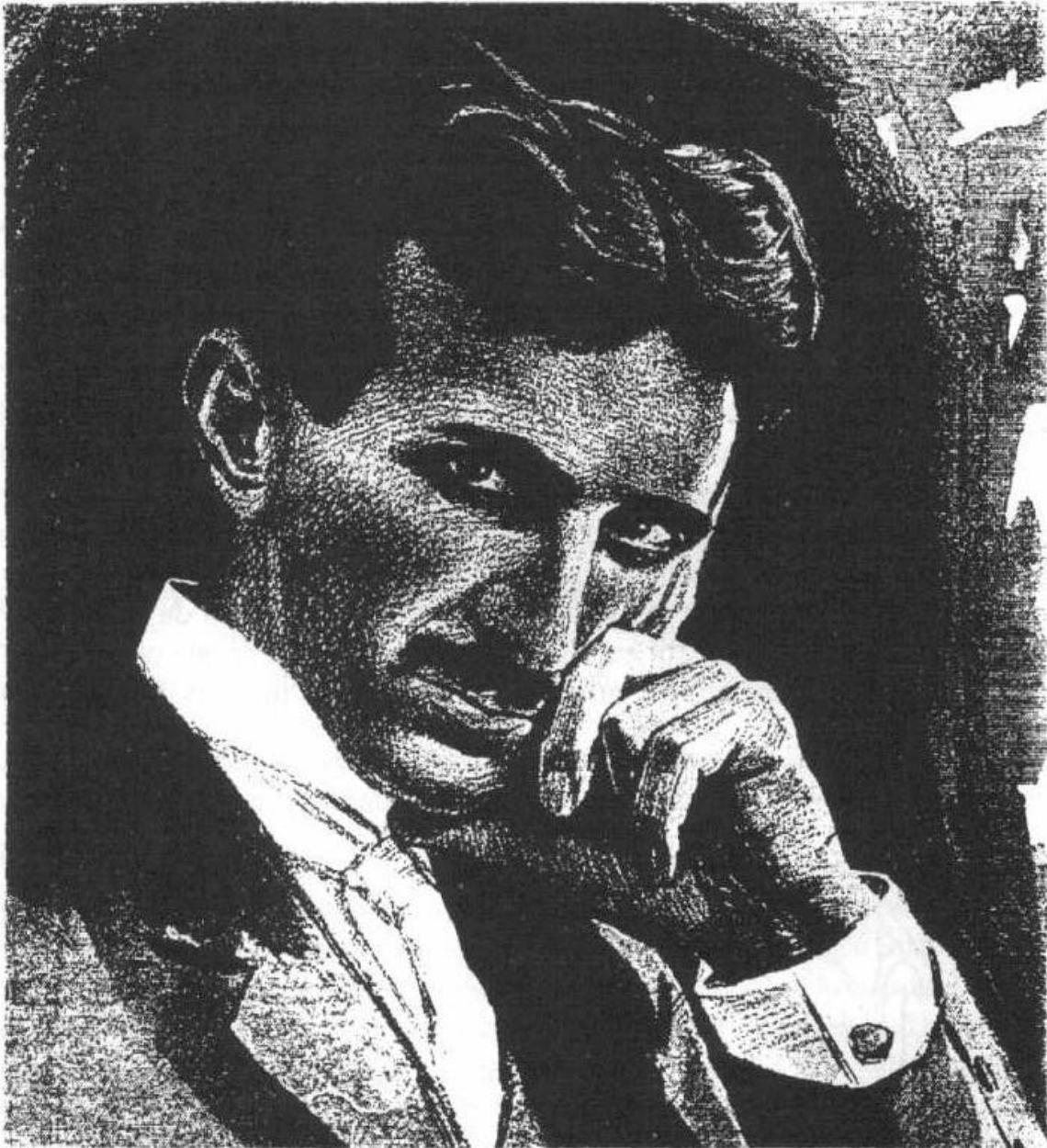
For a small ship, a set of twin turbines would turn a 20kW alternator or generator. Some of this power (about 5-10kW) would run the two synchronous electric motors turning the two gyro-stabilizers. One other small gyro---on gimbals---would be the master gyro for the Peiltochterkompass. For a larger ship, the alternator might have to be perhaps 50kW.

Each "negative" electrode---top one and three front and one rear one---would have a "Tesla bulb" to focus the "ropes" when needed.

Pseudo-electrostatic discharge electrodes would surround each bulb.

This should be all that is needed for a "simple" ship."

WILL TESLA'S NEW MONARCH OF MACHINES REVOLUTIONIZE THE WORLD?



Noted Balkan Scientist claims to have perfected an engine that will develop ten horsepower to every pound of weight, and promises soon to give to the world a flying machine without wings, propeller, or gas bag.

Characterizes aeroplanes of today as mere dangerous toys compared with the safe and stable appliance which will be used in a short time to dash through the air at a speed now unimagined.

