

LAU-X1 Hybrid unified physics

Upgrades with OTC-X1 inertial power drive and Rodin reactionless drive

Thought Interface

The interface is the field itself. The utrons are electrets, charged yet pulsing with energy additionally from motion in the electromagnetic array. The electromagnetic array picks up a charge over the capacitors, and discharges at a higher voltage over the utrons. That electromagnetic pulse is directed in field and vortice, the energy cone shaped and spun in a solid pulsing, spiraling cone of energy that has the tip in the cockpit.

The utrons project energy, and amplify energy magneto-electrostatically, pulsing the magnet (north and south poles) in the electrical spiraled shape, beaming a straight line energy column (electrostatic aims in a tight beam as in scanning and ion thruster deflection beams on satellites). The column is in motion, and the cone shape of energy and fields at the high visible ultraviolet light frequency (along the capacitor plates) is the same energy as an intention, a thought.

Needless to say, the entire field is thought-responsive. Like in a dream where one can use telekinesis, or fly around in the dream, the ship behaves in reality in that same manner.

Space Conductivity

Magnetic light feature: Magneto-electrostatic energy from the circulating field of exotic matter around the inside of the hull conducts as an electrostatic field outside the hull, without conducting a magnet.

Electricity in a faraday cage, or capacitor box stays inside the capacitor box. However an exotic charged field at high frequency is exotic, meaning it is inside AND outside the box at once.

Instead of operating static shield grids with manual controls to pilot a ship, the intentional energy of thought and choice, free will is what pilots the vehicle. The intentional field of chi and will creates the inertial mass formation of direction in such a thought-interfaced reactionless field.

Shape of the Field

The shape of the field expands in shapes upon shapes of geometry, energy, and motion. The field of the OTC X1 points the spiraling cone from the utrons to the apex of the parabolic top of the ship in some of the designs. Some of them point the cone directly to the crystal geodesic / sphere in the cockpit, in those designs.

It is the shape of the reactionless field that matters, and creates the direction of matter and mass, the creation of mass and energy and inertia.

I've thought about it a lot, shielding from particle impact at high speeds... There is an inverted cone shape in front of the ship, plus the frequency of the hull actually changes as the motion, shape, and magneto-electrostatic field vibrate the hull of the ship.

The magnet- electrostatic charge field is a sound vibration that makes the hull sing, thus vibrating the space around the hull. As sound moves, so does the energy. If the hull shape has a good ring to it, it is a good sound shape, and thus energy shape.

The X1 has a great sound, like a good acoustic guitar. My ship has a sound cavity for an X1 style power disk system. It is not a very good cavity. The sound itself flows around and between the inner

and outer hulls and through the engine core. It has a different sound, yet the sound vibrates the engine core, and the energy cone from the utron ring meets in the center of the main engine core.

The tip of the formation of matter from the energy cone of the utron ring occurs in the center of the main engine core, refracting through the string-vibration sound of the cone movements.

Utron power cells

The utrons are power cells. Inside the utron is a spherical, or otherwise geometrical cavity filled with arranged power cells in a matrix, in banks of rows connecting positive and negative. Plates connect power cell banks in parallel, each section of bank is connected in series. In between the spaces is filled an organic electrolyte.

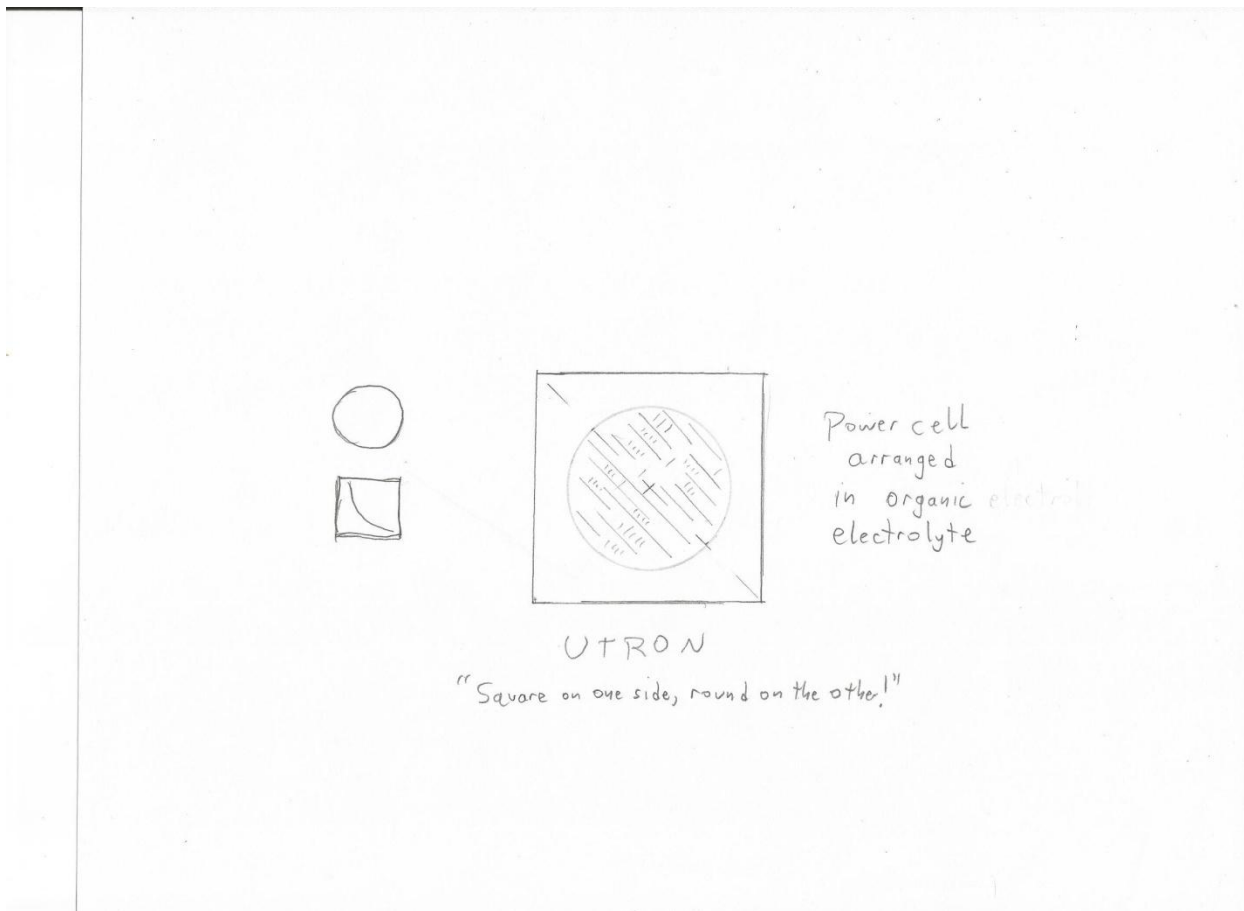
Power cells can be tricky. They can be either AC or DC, and sometimes create an electrical force field around them that melts anything non-organic. Each cell to be used has to be a good cell.

The frequency is transformed in the motion of the counter-rotating disk/cavity, the faster, the higher the frequency/volts (pitch).

In this type of system, there is no need for standard resonating Tesla transforming.

The power of the rotating disk and cavity (or in the X1, the hull) increases as speed increases, whereas mass is magneto-electrostatic energy directed in motion. The shape of the rotating field of inertial mass energy is directed by rotation, and angular energy direction from the cones. This mechanism is essentially behaving in the following: Angular Inertia = Electrical Force.

The electrostatic mass energy field is faster than electromagnetic wave speed, thus a faster-than-light drive system.



"Square on one side, round on the other!"

Physics

As the utron moves past the electromagnets, a magnetic repulsive force is created, spinning the utron disk and the outer rotor cavity (or hull in the case of the X1) in opposite directions, repelling each other, creating torque AND energy, directed in angular inertia of electrical force.

On-board gravity is done in multiple ways, capturing the inertial field of gravity of where the ship originates and carrying it to where the ship travels. There is also the parallel gravity field maintained by the engine core held by the sphere of mass's increased center of gravity, but also moved like water through the disk X1 power system.

Pilot occupants would feel no pull of G-force, and would feel no change in acceleration or sudden turns.

The ship carries its own gravity field with it as it moves.

