Pondering the central column further, I asked myself the question, Where is the computer equipment stored? Mark McCandlish talks about the computer system being all fiber optic. But where is the CPU located? I suppose it could be located in the lower portion of the craft but I think it's more likely in the upper half of the central column. First, there is the cable going from the right hand crew seat to the central column. Second, there is the sensor dome at the top of the craft that makes it seem unlikely that the power column runs all the way to the top of the column. And third, there are McCandlish's comments about a Tesla coil starting at 33:50.

The electrogravitics information I have seen so far all indicate high voltage impulses with very fast rise times are necessary to stimulate the electrogravitic phenomena. No one, as far as I know, understood such high voltage impulses as well as Nikola Tesla. This document explores the Tesla coil aspects of the ARV.

If we look at the power system in the craft as being an upside down Tesla coil, the primary would be the outer coil at the middle of the craft, the "flywheel" is not a flywheel but a "pancake" style secondary coil of the Tesla coil, and the capacitor plates at the bottom of the craft make up the "top load" of a Tesla coil. In that configuration it would be sensible that the components usually in a cabinet under a Tesla coil would be in the upper column above the secondary pancake coil and the computer equipment would be above that to both control the Tesla coil functions and gather the external sensor data from the sensor bubbles around the craft. That's about where the cable from the right hand crew seat attaches to the central column. The primary coil connecting cables and sensor fiber optic cables could be embedded in the carbon fiber hull.

If the "flywheel" is a fixed "pancake" style secondary coil, it could also be super cooled to make it a superconductor, or nearly so, and the vertical bottles inside the crew capsule could be the liquified gas providing the cooling. Tesla's U.S. patent number 685,012 describes super cooling coils to reduce their resistance and the illustrations show pancake style coils. Note that the extra coil is connected to the secondary of the Tesla coil so the "antenna" in the super cooled coil illustration would be attached to the extra coil of the Tesla coil.
https://teslauniverse.com/nikola-tesla/patents/us-patent-685012-means-increasing-intensity-electrical-oscillations

A Tesla coil usually has an earth ground but Tesla also developed what is termed a "virtual ground" that is, essentially, a capacitance large enough to act as a ground for the system. Mark McCandlish talks about the hull of the crew cabin (58:00) being a "pultruded sphere" made of "kevlar, fiberglass, or **carbon thread**". If the hull was a carbon fiber based super capacitor it could serve as the virtual ground. Being a sphere, Fritz Lowenstein's (an assistant of Tesla's) paper on capacitances is related and especially so in electrogravitics since it talks about the field outside the body of a spherical capacitor.
https://www.scribd.com/document/127279854/Fritz-Lowenstein-Capacities#scribd

Somehow we need to get the power from the extra coil of the Tesla coil to the segmented capacitor at the bottom of the craft. Mark McCandlish also talked about powering the capacitor segments with varying charges using something "like a car distributor". The spark gap normally used in a Tesla coil would be a problem in a craft because the electrodes wear out from the sparks and McCandlish was talking about 500k to a million volts, which fits the electrogravitic theories. But those voltages would wear on a spark gap and that would be a problem. That's essentially what a distributor cap is – a multi-position spark gap. Tesla used mercury in many of his interrupter circuits and it is used in high power rectification. It can carry very high voltage and very high current and, being unidirectional and unipolar, fits nicely with eletrogravitics.

This may also explain the “rotating spirals” although I haven’t yet figured out the counter-rotating spirals. The counter-rotating spirals may not apply to the ARV. On the other hand, the stepped configuration of the bottom spike electrode may enable a double layer plasma vortex to be developed but I don’t know how that would be done.

I tried to take pictures of the following exercise but either my camera isn’t good enough or I’m a lousy photographer or both. The photos are below but you really need to see it with your eyes. So you’ll need to do this yourself to see the results. Take any commercial “plasma globe” or “plasma ball” (usually <$50), and turn it on. BTW, don’t do this too close to your computer. I lose my keyboard when it’s too close and the plasma ball is on. No permanent damage occurred, but it was a bit confusing at first. Turning the globe off restores the keyboard functionality.
https://www.google.com/search?q=tesla+plasma+bulb&tbm=isch&tbo=u&source=univ&sa=X&ved=0ahUKEwiTn5301aXWAhVqslQKHaqwA9wQsAQIeQ&biw=1024&bih=644

Tendrils jump out from the ball electrode at the center of the globe to the globe in seemingly random patterns. Now place your palm on the top, center of the globe with your fingers and thumb sticking straight out so they don’t contact the globe. Almost all of the tendrils in the globe jump to one tendril going to the location where your palm is touching the globe. You are using your body as the capacitor. If you look closely at the ball electrode in the center of the globe you’ll see a rotating vortex around the periphery of electrode. The funnel shaped portion is small but it’s there. When you look from the bottom, through the globe, at the palm of your hand you’ll just see a patch of red plasma where it contacts the globe.

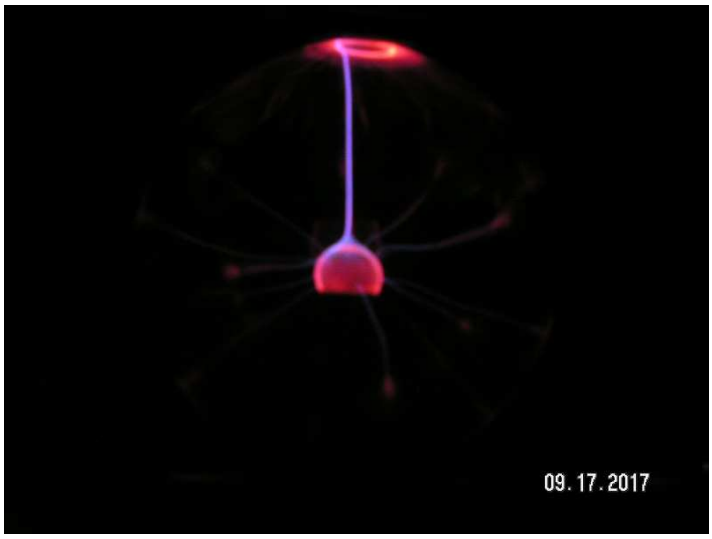
Now put one or two ring magnets where your palm was. I used magnets out of a microwave oven magnetron – about 2.25 inches in diameter, 0.5 inch thick, with a hole of about 0.75 inch. They are magnetized on the faces of the ring. They draw a few plasma tendrils up to themselves. That’s not very interesting. But when you put your hand on top of the magnets, you get a segmented sheet of plasma under the magnets with rotating tendrils running down the sides of the globe from the top and the vortex at the ball electrode is still there and still rotating. I tried to count the moving tendrils at the top of the globe under the magnets and I think there were 12 in ¼ of the circle, or 48 total, which, incidentally, is the number of capacitor segments that McCandlish determined were at the bottom of the vehicle. He also said at 34:26 that the field lines from the outer coil at the center of the vehicle, the primary of the Tesla coil, creates a field where the field lines line up with those capacitor segments.

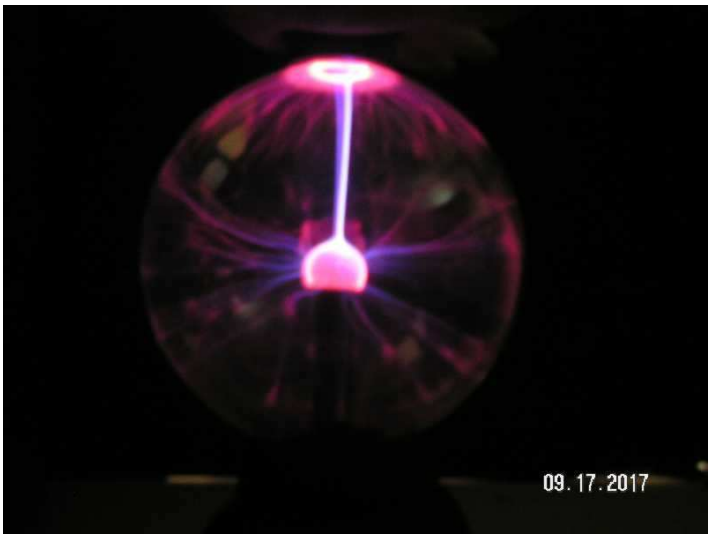
Is this the “car distributor” mechanism connecting the Tesla coil secondary to the segmented capacitor in the bottom of the craft? If it were in mercury vapor it could handle high voltage and high current and has no spark gap to wear. Also note it would be unipolar and possibly connecting the top plates of the capacitors. Mark mentions that the plates are positive/negative so we could have the upper layer of plates fed a positive charge via the mercury vapor “distributor” with the negative plates connected to the carbon fiber super capacitor hull.

I also tried an unpowered CRT focus coil and a deflection yoke in place of the magnets and in combination with the magnets. The plasma tendrils are definitely controllable as we would expect them to be. I’m wondering if the control ball attached to the right hand crew seat could be slaved to a movable ball electrode in the Tesla coil to pivot that electrode and thus change the charge on the capacitors.

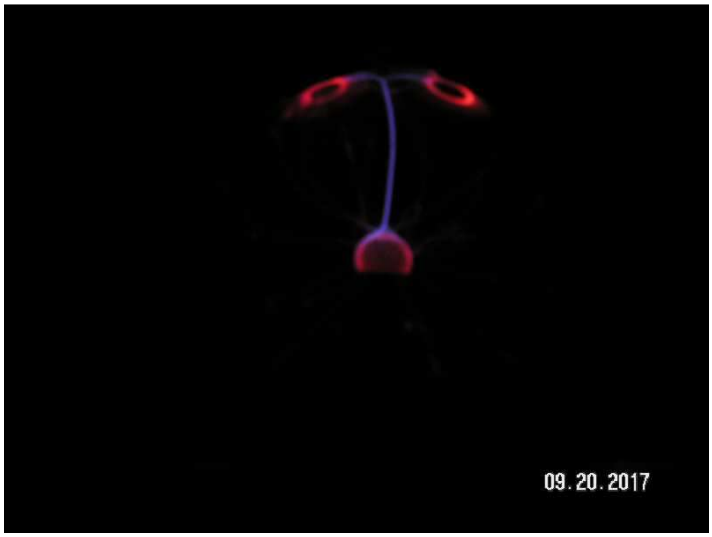
Granted, it’s a globe rather than a cylinder and low power but I did find it interesting vis-a-vis the “rotating spirals”. McCandlish @ 50:00, “…like one of those plasma spheres…in a very controlled, very directional way.” BTW, copper tinted lenses (blue block) in glasses make the central tendril look silver. So if the central column tube had a copper thin film sputtered onto the outside, it would produce the same effect while overall still appearing transparent.

These are my photos. They are taken with the magnets described above on top of the globe and my hand on top of the magnets. They have to be taken at different shutter speeds to pick up the different colors. The one on the left shows the cone of the vortex and its blue color clearly. It shows a couple of blue tendrils running down the side of the ball electrode but there are many more it didn't pick up. The one on the right picks up the red tendrils at the top better but doesn't show them coming almost half way down the side as they actually do. Keep in mind all of this, both blue and red, are rotating so they are a bit blurred. They seem to rotate in the same direction at times and counter rotate at times. It would require some high speed video to determine if that is correct. It is much more impressive with the mark one eyeball. Red pill? Blue pill? ☺



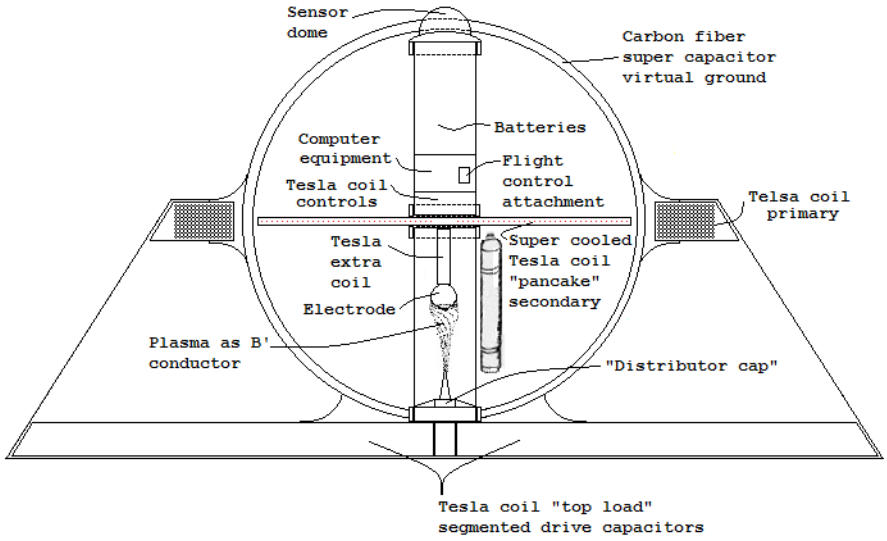


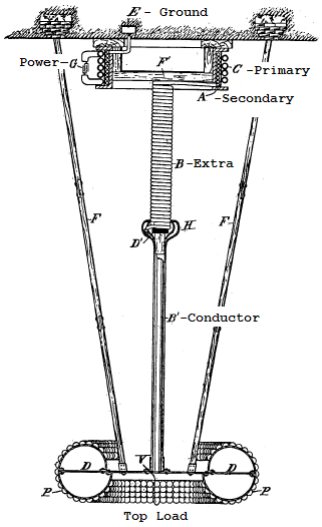
The same setup but the two magnets are separated, duct taped to the globe, and spanned by one had since I needed the other to shoot the photo. Is it a double vortex? I couldn't tell but it didn't seem to be. It would need high speed video to determine that.

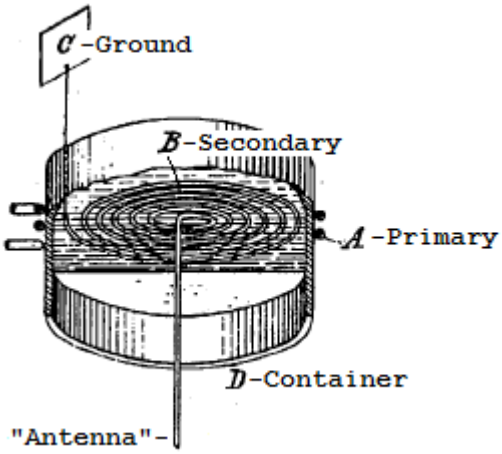


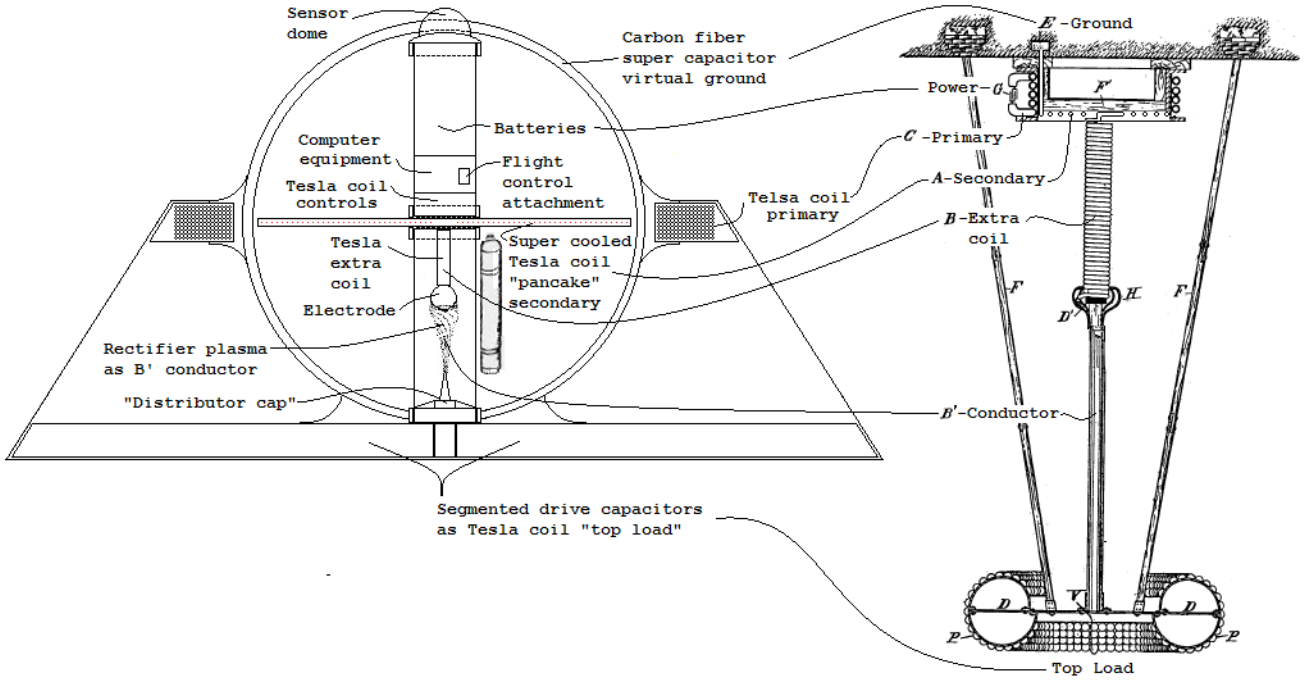
Btw, the surface of the magnets gets charged in all three cases. Touching your finger tip to the magnet will draw a tiny spark, sometimes blue, sometimes yellow. It also charges the CRT coils I mentioned and you can get a spark from the coil wire ends.

Tesla coil powered electrogravitic AVR.









One other note about the computer equipment being in the top cylinder: security. McCandlish talks about the top half of the crew compartment being an escape system where the top half separates from the vehicle taking the central column and crew seats with it and the crew seats sliding down their mounting rails for escape. I'm guessing that's just the top half of the column. It would make sense security wise to have the computer equipment with the escape vehicle so it could be more easily found because it would be nearer the crew. The computer system would be a major security concern. They wouldn't want it captured.

Blueprint for a UFO - Mark McCandlish
https://www.youtube.com/watch?v=ua0MMXJl3FM

Problem: @ 35:39 "…according to Brad…two large 24 Volt marine style batteries…deep charge type marine batteries". Really? This vehicle is powered by two 24 Volt batteries? Electric submarine batteries maybe? I guess if they are "mass cancelled" the weight wouldn't matter but this directly conflicts with his theory of the electrons in the system being problematic thus necessitating the need for a fully fiber optic computer system.

Of course, if the electrons are a problem, that destroys the entire Tesla coil power system theory also. I suspect the mass cancellation via diddling the zero point energy field is incorrect. Even in the video it sounds speculative. Electrogravitics, however, could also do away with the problem of the crew being killed by radical maneuvers because the electrogravitic system creates its own gravity field so the vehicle and the crew would be affected in the same way by the maneuvers since they would both be in the same gravity reference frame. We know the brain can be affected by strong electromagnetic fields but we know how to shield against that so it would be much safer for the crew.