

INVENTOR'S 'IMPOSSIBLE' PROPULSION SYSTEM PROVEN TO BE REAL BY NASA

EmDrive

EMDRIVE'S THRUST AND THE BIEFELD-BROWN EFFECT

NASA's Peer-Reviewed EmDrive Paper Has Finally Been Published

After months of speculation and leaked documents, NASA's long-awaited EmDrive paper has finally been peer-reviewed and published:

- <https://arc.aiaa.org/doi/10.2514/1.B36120>
- <https://www.sciencealert.com/it-s-official-nasa-s-peer-reviewed-em-drive-paper-has-finally-been-published>

 EmDrive

 oDIYjXP_C_uba8C04hSzjl72eJkfbmt4t8yenImKBVvK0kTmF0xjctABnaLJIm9

THE BIEFELD-BROWN EFFECT :

 brown-bb

From the 1st of Feb. till the 1st of March in 1996, the research group of the HONDA R&D Institute conducted experiments to verify the **Biefeld-Brown effect** with an improved experimental device to reject the influence of corona discharges and electric wind around the capacitor by setting the capacitor in the insulator oil contained within a metallic vessel. They found that the weight loss by an alternate electric field, i.e. the **dynamical effect**, was greater than by the static one:

- <https://quantumantigravity.files.wordpress.com/2017/04/bb-zpe-musha.pdf>
- http://www.huffingtonpost.com/benjamin-t-solomon/hondas-gravity-modification-research_b_7531260.html

EmDrive's thrust

If we place a solid dielectric inside the EmDrive's cavity then, essentially, we will have an asymmetric capacitor subjected to electromagnetic radiation, i.e. the **dynamical** Biefeld-Brown effect (the Abraham force).

What if we do **not** place a solid dielectric inside the EmDrive's cavity? Then EmDrive's thrust is still due to the **Abraham force**, because the Abraham force appears not only in **solid** dielectrics, but also in **liquid** and **gas** dielectrics, like air in the EmDrive's cavity.



NASA — National Aeronautics and Space Administration

*It is a **well established fact in the literature**, that a force, or thrust, may be generated by a capacitor charged to a high potential [the **Biefeld-Brown effect**]. Although there are different theories regarding the basis for this phenomenon, **there is no dispute that a force, or thrust, is generated by capacitors** under such high voltages. However, the thrust generated by such high potential capacitors has been minimal and thus this phenomenon has had very limited practical utility:*

- <https://patents.google.com/patent/US6317310>
- <https://patents.google.com/patent/US6411493>
- <https://patents.google.com/patent/US7182295>
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<https://drive.google.com/file/d/0B7kgKijo-p0ibm94VUY0TVktQIU/view>

<https://imgoat.com/uploads/2/23d092b634f08426.png>

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tldr Thrust data from forward, reverse, and null suggested that the system was consistently performing at 1.2 ± 0.1 mN/kW, which was very close to the average impulsive performance measured in air...The current state-of-the-art thrust to power for a Hall thruster is on the order of 60 mN/kW. This is an order of magnitude higher than the test article evaluated during the course of this vacuum campaign; however, for missions with very large delta-v requirements, having a propellant consumption rate of zero could offset the higher power requirements. The 1.2 mN/kW performance parameter is over two orders of magnitude higher than other forms of “zero-propellant” propulsion, such as light sails, laser propulsion, and photon rockets having thrust-to-power levels in the 3.33–6.67 $\mu\text{N/kW}$ (or 0.0033–0.0067 mN/kW) range.
