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**Mechanics in Ancient Aircraft In Ancient Aeronautics**

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**Abstracts**

Research of ancient air craft PUSHPAKA VIMANA is my dream. The views about ancient aircraft struck my mind when I read about SETHU SAMUTHIRA project of India. SETHU SAMUTHIRA project is posing a great challenge to India, not only India but to the whole world. Though there are advanced technologies in India we still do not understand the complicated techniques used by our ancestors .so I decided to understand the technology used in the vimana .which was developed before B.C, by reading many Sanskrit books of RAMAYANAM.I got a proof that they used mercury as fuel for the aircraft, and the surprising fact that was revealed was they used gravity neutralization method, but the steps of constructing aircraft were not in the text books. After some calculations I assumed this theory. As years have gone by our country lost many text and details related to the techniques they used in those periods

**Keywords;** Anti-gravity, gravity neutralization method mercury as fuel.

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**Introduction**

The complicated part of my research is about the fuel. Ramayana is the only book which deals about ancient aircraft called pushpaka vimana they used mercury as fuel which is called padma rasam in Sanskrit it is called as rasa .It's very difficult to use a metal as fuel and another thing they used antigravity neutralization method and finally with many suggestions of my teachers and after verifying some of the matters I came to a conclusion of anti gravity neutralization method on aircraft but assumption and steps were not found in any of the text books The difficulty we are faced with today is basically that the texts mention various metals and alloys which we do not know the English names

**Vimana**

A vimana is a word with several meanings ranging from temple or palace to mythological flying machines described in Sanskrit epics. References to these flying machines are common place in ancient Indian texts, even describing their use in warfare. As well as being able to fly within Earth's atmosphere. The word comes from Sanskrit and seems to be vimana = 'apart' or 'having been measured'. "Pushpaka" is Sanskrit for "flowery". It is the first flying vimana mentioned in Hindu mythology . It is called Pushpaka Vimana. The special characteristic of this vehicle is, "What ever may be the vacant i.e., If N people sit, There will be (N+1) seats". It was basically a vehicle that could soar the skies for long distances. It shows that even in ancient times.

**Construction of vimana :** In the Sanskrit Samarangana Sutradhara (Literally, "controller of the battlefield"), it is written: "Strong and durable must the body of Vimana be made, like a great flying bird of light material. Inside one must put the mercury engine with its iron heating apparatus underneath. By means of power latent in the mercury which sets the driving whirlwind in motion, a man sitting inside may travel a great distance in the sky. The movements of the Vimana are such that it can vertically ascend, vertically descend, move slanting forwards and backward

**Fuels used in vimana :** Vimanas were kept in Vimana Griha, or hanger, were said to be propelled by a yellowish-white-liquid, and were used for various purposes. Airships were present all over the world. The plain of Nazca in Peru is very famous for appearing from the high altitude to be a rather elaborate, if confusing airfield. Some researchers have theorized that this was some sort of Atlantean out post. We do not know what our ancestors understood by them. In the Amarangasutradhara five flying machines were originally built .Later there were some additions. Four main types of flying Vimanas are described: Rukma, Sundara, Tripura and Sakuna. The Rukma were conical in shape and dyed gold, whereas the Sundara were like rockets and had a silver sheen. The Tripura were three-storeyed ,There were 113 subdivisions of these four main types that differed only in minor details. The position and functioning of the solar energy collectors are described in the Vaimanika

Shastra. It says that eight tubes had to be made of special glass absorbing the sun's ray. A whole series of details are listed, some of which we do not understand. The Amaranganasutradhara even explains the drive, the controls and the fuel for the flying machine. It says that quicksilver and 'Rasa' were used.

**Varieties of vimana** : They are so many types and we will describe about some of those :

1. Sundara Vimana –



Figure : (1) Vertical Section

2. Rukma Vimana –

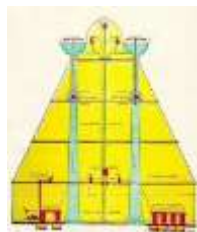
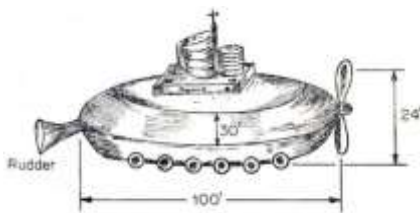


Figure : (2) Vertical Section

3. Tripura Vimana –



4. Shakuna Vimana –



**Metals** : Ten sections deal with uncannily topical themes such as pilot training, flight paths, the individual parts of flying machines, as well as clothing

for pilots and passengers, and the food recommended for long flights. There was much technical detail: the metals used, heat-absorbing metals and their melting point, the propulsion units and various types of flying machines. The information about metals used in construction name three sorts, somala, soundaalika and mourthwika. If they were mixed in the right proportions, the result was 16 kinds of heat-absorbing metals with names like ushnambhara, ushnapaa, raajaamlatrit, etc. which cannot be translated into English. The texts also explained how to clean metals, the acids such as lemon or apple to be used and the correct mixture, the right oils to work with and the correct temperature for them.

**Conclusion**  
**Anti gravity**

The sun's gravity bent the light from the stars making them appear to have moved. Light and space/time are inseparable. If you bend one, you bend the other. If you can bend it you can compress it. Therefore, our scientists have known since the 50s that gravity can compress space. And unless those scientists were a lot dumber than I am, they also knew that effective, faster-than-light travel is possible if you can generate a strong gravity field. A hundred years ago nobody would have believed that we could create lighting. Today we can easily create lighting. If our government didn't confiscate thousands of patents a year under the name of national security, we would already have the gravity machine in public domain

**Gravity neutralisation method**

The ancient aircraft And fly it can because it uses a gravity neutralization system that makes it weigh 11% of its original weight. The aircraft has a circular, plasma filled accelerator ring called the Magnetic Field Disrupter. The mercury based plasma is pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin, and accelerated to 50,000 rpm to create a super-conductive plasma with the resulting gravity disruption.

The MFD generates a magnetic vortex field, which disrupts or neutralizes the effects of gravity on mass within proximity, reducing the weight of the aircraft by 89%, and making it able to outperform and outmaneuver any craft. Like other high performance aircraft, the maneuvers are limited to the ability of the crew to withstand G forces. But, inside the aircraft gravity are also reduced by 89%

3.3 Work of Fuel

The requirement for a dense material moving at relativistic speeds would explain the use of Mercury plasma (heavy ions).

If the plasma really spins at 50,000 RPM and the Mercury ions are also moving in a tight pitched spiral, then the individual ions would be moving probably hundreds, perhaps thousands of times faster than the bulk plasma spin, in order to execute their "screw thread" motions. I am guessing that you would probably want to strip the free electrons from the plasma, making a positively charged plasma, since the free electrons would tend to counter rotate and reduce the efficiency of the antigravity device.

#### **Einstein gravitational theory says**

One of Einstein's postulates of GR says that gravitational mass and inertial mass are equivalent. This is that inertial mass within the plasma ring is also reduced by 89%. This would also explain why the vehicle is triangular shaped. Since it still requires conventional thrusters for propulsion, the thrusters would need to be located outside of the "mass reduction zone" or else the mass of the thruster's reaction material would also be reduced, making them terribly inefficient. Since it requires a minimum of 3 legs to have a stable stool, it follows that they would need a minimum of 3 thrusters to have a stable aerospace platform. Three thrusters, located outside of the plasma ring, plus appropriate structural support, would naturally lead to a triangular shape for the vehicle

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