



Dr. Gordon Marcus Aurelius Parks is almost a James Bond type character.

Dr. Gordon Marcus Aurelius Parks one of the new 2030 federally licensed "Master Engineers", with degrees in Aeronautical Engineering from Embry Riddle Aeronautical University at Daytona Beach, Florida; Mechanical Engineering from University of California at Davis; Electrical Engineering from the University of California at Santa Barbara; Civil Engineering from California Polytechnic State University in San Luis Obispo; Structural Engineering from the University of California at San Diego; Industrial Design Transportation and Environmental and Sustainable Architectural Design from the Art Center College of Design in Pasadena, California.

All of his life, Dr. Parks has been compelled to understand in his mind the workings of mechanical or electrical things, pursuing one degree of training or another for over thirty years, while collaborating on some of the most classified military research and development programs in history.

Dr. Parks has lived a highly driven and thus solitary and lonely life. The type of quiet, intensely self-contained apex personality with zero tolerance for willful idiocy, who would still seem all alone even in a crowded room full of the most influential people on Earth. And he would prefer it that way—to be all alone, so he may continue to mentally prioritize and evaluate the progress of his company's research teams and their far-flung projects. He was not one to waste a minute of what he considers "borrowed time" alive or a single man-hour on trendy social posturing. He was on a personal mission—more accurately, an obsession.

For nearly thirty years, Gordon Marcus Aurelius Parks has secretly dedicated his life to finding commercial applications for current and emerging new forms of safe zero-point energy, or ZPE, and electromagnetic or EM propulsion transportation technologies.



His company is one of several older contractors for the U.S. Federal Transit Commission's General Atomics Urban Maglev International Development Program. OM Group manufactures light commuter train cabin components, high-speed maglev train chassis, and secondary suspension components for the US military and the United Nations Worldwide Maglev Commuter System Initiative: The UN initiative to bring a free interconnected high-speed commuter system to economically maturing and former third-world communities, which began in 2020 and is targeted for completion by the year 2050. General Atomics is also responsible for the EM rail system operating on the OIC, so Dr. Parks' company supplies chassis components for the orbital city base as well. The US military is his company's largest client contract account.

To many with careers in those fields, design and engineering are a form of spiritual expression. For Dr. Gordon M.A. Parks, it is the equivalent of high religion.

A symbolic way of worshiping the ‘First Engineer’-- The Creator of the Heavens and the Universe. When it came to design engineering, he considered himself a “natural mystic”, moving through orders of increasing subtlety, reaching past the source of mind and matter into creativity itself, able to tap into the creative process and its infinite diversity of probable solutions and thereby, in some minuscule way, mimic the higher processes of creation itself.

One of the wealthiest private aerospace business owners in the world, a billionaire, Dr. Parks owns land, properties, commercial and financial interests around the globe, and now, in Earth orbit. He is a member of the Alternative Propulsion Engineering Conference, the American Aerospace Industry Association, the American Institute of Aeronautics and Astronautics, the American Society of Mechanical Engineers, the Space Foundation, the Planetary Society, the Disclosure Project, the Orion Project, the Neuroscience Society, the World Future Society, the World Design Foundation, the Bilderberg Group, the Highlands Forum, the United Nations Intercontinental Maglev Council, the Council on Foreign Relations, the Trilateral Commission, and the Union of Concerned Scientists and Engineers.

Dr. Parks is considered in the special access defense and black world aerospace communities to be a vertical take-off and landing configuration aeronautics innovator, and an outspoken critic in favor of the long past due, ongoing ‘Full Disclosure Timeline’ national debate. As a young boy, he dreamed of levitation, floating luxury marine, and airships. He was always drawn to the futuristic worlds of science fiction films and graphic novels for their imaginative depictions of gravity-nullifying transportation. This inspired him as a young adult to earn degrees in mechanical engineering, aeronautical engineering, electrical engineering, and fixed-wing and helicopter pilot certifications.

Dr. Parks is currently developing for consumer transportation a safe variation of Viktor Schauberger’s implosion vortex turbine technology, coupled with mercury-encased gyroscopic OTS gravity nullification, forms of EM transportation technology still classified by the military. His research team has refined a new over-unity, or low energy input-high performance output, mini-Vortex Compression Impeller Waviform Turbine coupled with mini-mini-Electromagnetic Gravity Wave Inertial Maneuvering Pods. The VCT-EM Engine System in various configurations is being developed for over-the-surface or OTS skimmer travel, anywhere from six inches to two feet above road or marine surfaces, and low altitude or LAT

paratransit, mass commuter transit, law enforcement, emergency, and commercial freight transit. Final prototype testing of variations of the multi-engine configurations are nearly complete.

Newly expanded laws similar to those governing helicopters await Beltway insider confirmation of US Department of Transportation and Federal Aviation Administration approval. These two agencies along with the GPS mapping companies TeleAtlas and Navseq, and the automotive and aerospace industries are committed to pursuing viable gravity propulsion transportation and are spearheading the development of a secure, integrated National Air Traffic Collision Avoidance System or T-CAS Network and Regional Tracking Sensor Infrastructure Development that can serve as a model system for a global OTS-LAT network. The new laws will mandate that all vehicles, even conventional automobiles, must have on board registered SmartTrans GPS anti-collision navigation computers, which take traffic flow data and navigation instructions from both on board and local, surface-level to low altitude traffic control systems sensors and regional GPS navigation satellites.

The US military, federal, state, and local law enforcement agencies will couple their onboard systems with an additional orbital system of covert military satellites utilizing a classified, advanced space-based radar vector tracking technology. These redundant systems alert both the operator and their smart vehicle to avoid other vehicles, pedestrians, buildings, and other obstacles, with highly accurate, real-time three-dimensional data of their immediate surrounding area and position. Research study estimates, undertaken by the FAA, NASA, and the Center for Orbital and Reentry Debris Studies at The Aerospace Corporation, are favorable of the new cooperative national network keeping collisions to a minimum.

OM Group is in ongoing negotiations with the US Air Force to develop future Space Command OTS-LAT fleet prototypes and retrofit conversion studies of existing older conventional aircraft. OM Group and other aerospace companies have already secured government contracts to resurface with EM conductive magnetite and self-illuminating nanophosphors all of the roads, streets, and interstate highways of all North and South American Union, Asian Union, African Union, and European Union countries. Limited production of law enforcement, military, and emergency response fleet test models will begin in 2040. Production for the Department of Transportation and FAA-sanctioned, luxury limousines and commuter paratransit fleet markets will begin once an approved National Collision Avoidance Network is officially online. This will usher in the next 100 years of

what Dr. Parks describes as a new “Golden Era of Transportation, Viable Practical Propellantless Gravity Propulsion.”

As company policy, military-industrial, emergency response, and law enforcement fleets are the main markets targeted. As a consensus, the military, law enforcement communities are sternly against this type of propulsion technology ever being on the open consumer market, and with good reason. Everyone remembers the day, not too far removed from present-day 2033, when aviation transport vehicles were turned into weapons of mass destruction-- September 11th, 2001.

Undaunted, Dr. Parks, with the help of several professional lobbying firms, began the legal battle on Capitol Hill a decade ago, to work in concert with FAA to ease personal aviation laws, prompted by breakthroughs made by his R & D engineering team on the early prototypes of the VCT-EM engine while his company was still Parks Aerospace International.

The Wealthy Energy Industry Elite—through groups such as the Trilateral Commission, the Council on Foreign Relations, the National Security Council, the international banking cartel, the oil cartel, members of various intelligence organizations, and the National Security Planning Group—exert a substantial degree of control over the world’s governments. Such groups are also very concerned with humanity’s potential in space. Such groups also desire to be foremost in obtaining advances in technology, particularly of foreign or extraterrestrial origin; to gain control of or suppress anything that might unbalance the special interests of the status quo, the 25 trillion-dollar energy and transportation industry, and the military-industrial, intelligence, laboratory complex. They are highly compartmentalized and attempt, even in the present progressive global society, to keep the world in a continual state of geopolitical instability, war for profit, endless third-world famine, poverty and illiteracy, and global environmental apathy.

Any new technology that might unseat the current monopolies on older forms of so-called standard energy for the world is dangerous to such positions of power. The public would not continue to pay for ever-decreasing reserves of oil if they knew with certainty that a fossil fuel-free, non-polluting zero-point energy technology existed. Most consumers have forgotten that the transportation and fossil fuel industries were forced into hybrid electric and hydrogen technologies when they realized the enormous fascination the global consumer had for green technology, the incredible profit potential, and added government incentives. But until 2020, over-

unity and zero-point energies research was still considered on the fringe of scientific credulity.

Dr. Parks was first noticed by the covert aerospace community's governing Consortium Order when he was a thirty-one-year-old aeronautical engineer for Lockheed Martin. He was also working on his second engineering degree in 1996, when he was selected by a Lockheed Martin Project Director and mentor by the name of James Peterson to participate on one of the development teams for the X-35 Joint Strike Fighter competition against Boeing. After Lockheed Martin won the competition and lucrative government contract, he wrote and submitted to The Disclosure Project Organization, the aviation editor at Jane's Defence Weekly, and a friend at the science and technology editor desk of the New York Times, a forecast report of his vision for future EM transportation.

The report, which nearly cost him his first mid-level security clearance, was a thinly veiled, scathing indictment of the military aerospace industrial complex's administrative hindering of serious EM propulsion and zero-point energy transition into the national energy and transportation infrastructure:

GRAVITIC ENGINEERING and FIELD DEPENDENT PROPULSION for COMMERCIAL and LIMITED CIVILIAN TRANSPORTATION By Gordon Marcus Parks, MSME 2002

This report attempts to forecast what role Electromagnetic (EM) Transportation Technologies may play in the decades after 2050.

Recommended reading on the subject: Steven Greer, MD, The Disclosure Project, 2001.

Dr. Evgeny Podkletnov, Journal of Applied Physics, published by the British Institute of Physics,

1996. Dr. Ning Li and Dr. Douglass Toor, Gravitoelectric-Electric Coupling Via Superconductivity, published by the University of Alabama at Huntsville, 1993.

The Hunt for Zero Point: Inside the Classified World of Antigravity Technology by Nick Cook, Former Editor of Aviation for Jane's Defense Weekly, 2001.

The Viktor Schauberger Institute.

Tim Ventura, American Antigravity.

INTRODUCTION. This is a work of PURE speculation. First, let us face facts. Wheeled or tracked conventional motor vehicles will never fall completely out of utility. Regardless of environmental concerns, they are relatively inexpensive and will be difficult to replace. So, of course, we can rule out their complete demise. However, the stand-alone internal combustion engine is slowly over the next 100 years being phased out. After the rise of gas-electric hybrid engine technology, the next major advancements will be made in hydrogen fuel cell technology, and by 2030, an international effort will be undertaken to transform the global energy infrastructure completely. By 2050, the civilized world should be running completely on 'Green Technology'.

Gas-electric and hydrogen also serve their roles as 'segway technology' and will be the industry standard well beyond the 21st Century. These prognostications are based on the knowledge that the work engine technology available on the open consumer market is usually 50 to 1000 years behind the actual HIDDEN state of the art, if we include our own government's unofficial Black World R&D, an ongoing effort since the 1930s. And that is exactly where this forecast is firmly anchored. Field-dependent propulsion, electromagnetic or EM propulsion, and gravity propulsion are all terms used to describe controlled reversal and directed use of the force of gravity as a work engine.

The consensus among the military aerospace contractor community is that there exists a loosely structured, measured timeline for releasing the origins of these new paradigm-shifting technologies to the public, commercial industry, and global marketplace. But there are power-hungry, greedy corporate and covert government entities active in the global politics of how those new technologies are applied to industry and the military; a Global Corporate Government Consortium, actively involved in the hindering of our technological future.

Remember the historical beginnings of the automotive and the jet age, the great cruise ship era, and the custom hot rod and chopper motorcycle crazes of the 20th Century. Periods in our transportation age when the world became intrigued by the exciting new modes of travel and the new support infrastructures that blossomed right behind them.

This forecast is also an invitation to the keepers of the old timeline. We know most of the secrets already; enough has been discovered to give us an idea of the potential good these new technologies will do for industry and the economy. So, the question remains: just what in the hell are you waiting for?! The world needs immediate “Disclosure Now” for a more prosperous economic future.

I’ll attempt to answer the reasoning behind this unfathomable position, currently held by the Trilateral Commission, Brookings Institution, and other Conservative, greed-based think-tank organizations, by the end of this forecast. As a lifelong student of transportation, aeronautics research, product design, and mechanical engineering, this forecast will focus on future hybrid propulsion systems and engine configurations, and practical altitudinal aeronautics performance as applied parameters to those classifications. It is my lifelong goal to be a factor in building this future, this history, and this evolution in aeronautical design engineering. I want to be involved. I want to be a part of this new industry that will evolve, and the expanded new infrastructure it will create...

This design forecast is categorized by the following:

PROPULSION SYSTEMS CONCEPTS.

ENGINE CONVERSION CONFIGURATIONS.

OVER THE SURFACE.

GRAVIMARINE COMMERCIAL and LUXURY EM SHIPS.

LUXURY and COMMERCIAL FLEETS.

LOW-ALTITUDE TRANS.

MOBILE MILITARY BATTLEFIELD EMERGENCY/ DISASTER AIR
AMBULANCE FLEETS and AIR TRIAGE HOSPITALS.

EXPANDED LAW ENFORCEMENT and EMERGENCY MOBILE
PLATFORMS. LAW ENFORCEMENT PATROL INTERCEPT and
UNMANNED SURVEILLANCE.

PUBLIC PARATRANSIT.

LICENSED PRIVATE LUXURY COMMERCIAL PARATRANSIT.

MID TO HIGH ALTITUDE. COMMERCIAL FLEETS and HEAVY COMMERCIAL TRANSPORT ENGINE CONVERSION OF EXISTING OUTMODED COMMERCIAL AVIATION FLEETS.

HYPERSONIC COMMERCIAL, BUSINESS, and LUXURY TRAVEL.

LOW EARTH ORBIT and IMMEDIATE SOLAR SYSTEM.

COMMERCIAL SPACE HEAVY TRANSPORT and TOURISM.

U.S. MILITARY ORBITAL FLEET.

OFFWORLD COMMERCIAL MINING OPERATIONS.

PROPULSION SYSTEMS CONCEPTS: Field Dependent Propulsion Technology, far more advanced than our present-day maglev trains, will transform the way we travel and transport goods. A basic technical understanding of this technology has existed since the 1920s. Exotic forms of the technology have been in this country's possession since the 1940s and classified at the highest levels of national security; a level defined as 'COSMIC'.

In order for the public to benefit from this new mode of transportation, not only must public disclosure take place, but a coming clean on all of the facts (which will never happen in this century), the commercial industry must publicly admit to the ongoing pursuit of this technological Holy Grail.

For the purpose of our forecast, let's factor in, theoretically, full government disclosure of foreign technology with the ability to advance our energy and transportation industries by the year 2030.

Almost immediately, a consortium of Energy, Aerospace, Automotive, and Commercial Transportation Industry R&D manufacturers must be established to plan strategies to bring this new technology to the marketplace. For this forecast, conspiracy theories will not be a factor. My projections are based solely on the reference material and my research.

The new post-segway transportation technologies of the late 21st century will involve two or more pathways to gravity field reduction, a cross-pollination of future automotive and aerospace innovation. By the 22nd century, the second generation of these vehicles will be relatively affordable and powered by environmentally safe, non-nuclear sources of energy.

The American Antigravity website describes the various types of Antigravity devices that use non-aerodynamic methods of propulsion to create thrust, typically a directional or upward thrust from systems based usually on Electromagnetism. There are dozens of proposed methods of creating gravity-nullifying effects, but they typically fall into the following categories of AG devices. The major categories for Antigravity Devices:

1. Mach's Principle: Off center-rotators, inertial thrusters, or piezo-devices. These devices attempt to "pull themselves up by the bootstraps" to overcome gravity mechanically.
2. E L F-Gravitational Shielding: Low-Frequency E M-waves block gravitons from interacting with mass, creating a shield from gravity and inertia.
3. Mass-Fluctuation: Utilizing E M-waves to create mass fluctuations simulates "negative mass," which has been proposed to generate an Antigravity Effect.
4. Biefeld-Brown: High voltages are used to create an asymmetrical capacitance, which Puthoff & Sakarov have proposed creates forward directional thrust by interacting with quantum-foam.
5. Superconductive Gravitational-Shielding: A rotating superconductor or gas plasma creates a shield around the test device that blocks inertia and mass, similar to the E L F shield above.
6. Superconductive H F GW: The Gertsenshtein Effect allows a high-frequency interaction between Electromagnetism and Gravitation that creates powerful Gravitational-Waves, capable of exerting tons of force.
7. Bismuth- Element 115: A poorly understood nuclear mechanism claimed to be the result of reverse-engineering UFOs that somehow translates high-voltage electricity into a propulsive gravity wave.
8. Gyroscopic-Precession: A variation on Mach's Principle in which a force applied horizontally creates an upward thrust in a rotating gyroscope. Includes N M R Antigravity, a nanoscale variation of Gyroscopic precession in which E M-radiation is used to generate Nuclear Magnetic Resonance and create a processional force against gravity for the entire test object.

9. Lenz-Law: A series of variations on the common electromagnetic inductive force in which an Antigravity craft is repelled from the Earth's surface using a macro-scale variant of Lenz's Law.
10. Geomagnetic Levitation: A high-energy, low-efficiency device that generates upward and directional thrust by applying a very high-strength magnetic field to repel against the Earth's natural magnetic field.
11. Rotating Magnetic Field Device: A broad category of Antigravity device in which a series of high-speed rotating electromagnetic fields are used to warp space and generate a pure, high-efficiency, and sometimes over unity Antigravity Effect. May be related to Magnus-Effect propulsion or Rotating Superconductive Antigravity.
12. Hutchison-Effect: A poorly understood high-voltage/high-frequency Antigravity mechanism capable of lifting hundreds of pounds of weight but lacking the repeatability for close scientific scrutiny and easy replication. This is an aspect of scalar-technology and may be also called "scalar antigravity" or "Bearden Antigravity".
13. Poynting Vector Propulsion: A real, workable reactionless drive based on classical electrodynamics principles, tested to generate pounds of thrust. Scalability for this system is unknown – early prototypes are unstable.

ENGINE CONVERSION CONFIGURATIONS:

The research of Viktor Schauberger forms the foundation of my tri-engine, over-the-surface personal transport system. I begin with a mini-impeller turbine stable-lift engine, a radical form of turbine engine that generates extremely high vacuum effects. The mini-impeller waveform turbine is composed of titanium and coated with several hundred layers of vacuum electron deposition-produced magnesium and bismuth. This turbine creates a vortex movement of air caused by the waveform gap between the plates, which leads to its rapid cooling, producing a massive reduction in volume, generating a vacuum of enormous pressure, which sucks more air into the turbine; a quasi-aerodynamic phenomenon known as the Coanda Effect.

The mini turbine is essentially a multistage centrifuge with concentrically juxtaposed pressure chambers. Used for lift engine function only, the turbine achieves levitation

flight above 15,000 to 20,000 RPM. The centripetal compressor causes air to flow inward; the Schauburger implosion effect. The high rotation speeds cause the air molecules passing through the turbine to pack together so tightly that their molecular and nuclear binding energies are affected in a way that triggers a reverse gravity effect. A point is reached through the interaction between the centrifugal forces functioning on a common axis, where a large number of electrons and protons with opposite charges and directions of spin are forced into a collision and annihilate with one another implosively to return the physical form to its primary energetic matrix—a non-spatial state.

From the bottom of the turbine mini engine, this appears as a densely compressed emulsion of expelled molecules and atoms that are not retransmitted or virtualized as they pass through the grill-like slits of the compressor blades, producing a luminescent, glowing, bluish-white discharge akin to ionization. Gravity nullification or levitation, and ascent is achieved.

The second form or pathway to OTS gravity nullification in my proposal, used in conjunction with the Schauburger mini-impeller engine system for the over-the-surface and low-altitude platforms, will involve small EM conductive steering /propulsion pods at each corner of the platform, by either:

Superconductivity. The manipulation of inertia via rapidly rotating superconductors, resonating fields, and special coatings; The flow of electric current without resistance in certain metals, alloys, and ceramics at temperatures near absolute zero, and in some cases at temperatures hundreds of degrees above absolute zero. Gravitational waves are repelled instead of blocked; a gravity shielding. A vehicle will be able to levitate and use this impulse reflection or torsional field excitation for controlled motion in any direction. E. Podkelov, N. Li, D. Torr.

Including:

Mercury encased Gyroscopic mini-torroid-Precession. Mini circular hollow ring magnetic flux field disruptors filled with mercury-based superconducting plasma, pressurized at 250,000 atmospheres at a temperature of 150 degrees Kelvin, and accelerated to 50,000 RPM generate a magnetic vortex field that nullifies gravity on mass within proximity. Sandia / Livermore Labs

The Schauburger waviform mini engine and positively charged leading airframe would provide the majority of levitation-lift and electrical energy generation. The EM inertial pods will provide propulsion and maneuverability.

And by:

Layered Electrokinetic Lifter Cells or Interconnected Two-Dimensional Asymmetrical Capacitor Modules.

The third method or pathway to integrated field propulsion involves utilization of a technology that generates force using two geometrically dissimilar capacitive plates, and the airframe being positively charged on one side and negatively charged on the other. The airframe and body panel material, composed of several hundred layers of vacuum electron deposition produced magnesium and bismuth, will exhibit thrust toward the positive pole, from the negative to the positive, if the opposing surfaces are mounted or adjusted horizontally and the positive pole is uppermost, the airframe will in effect lose weight, it will want to rise skyward. Biefeld, Brown, Naudin, Savior, NASA.

Energy generation to achieve the high RPM necessary for effective superconductive or electromagnetic resonance, airframe charge, and mini-impeller waviform multi-lift engine systems function will involve the development of a potent hybrid engine system. So, we must look to the ingenuity of the automotive and aerospace industries.

The gas-electric and hydrogen era will take its first baby steps by 2010. By the year 2050, considerable advances in hybrid energy technology will allow such platforms as the one theorized to become a plausible reality. It is a matter of time and commitment from the transportation industries to catch up with the world's imagination and develop field-dependent propulsion systems for practical overland, marine, and low-altitude vehicles capable of traveling at speeds comparable to conventional transportation.

In the far future, civilian and commercial EM propulsion systems will be powered by zero-point energy, and most platforms will have between two-to-six OST and LAT systems of various sizes and power output. From miniature-sized work engines for everything made of diamagnetic materials, from pedestrian manual maneuvering carry platforms to personal skimmer boards to scooter, motorcycle, and quad bike-sized land and marine OTS skimmers and g-craft. To larger, dual-through multi-EM

engine unit platforms for passenger g-craft, luxury bus-sized, freight trucks, and rail car-sized commercial OTS large transportation. To even larger LAT propulsion systems for tanker-sized platforms used for everything from commercial aircraft and luxury marine cruise ship industries, rapid military deployment, emergency relief anywhere in the world, and orbital insertion of commercial aerospace payload vehicles and military fleets.

The Disclosure Factor: Here is a brief review of what the civilian investigative public knows about black world classified propulsion:

Military field propulsion test vehicles made of diamagnetic materials are rumored to defy gravity by emitting a reverse gravity field. A gravity field generator amplifier emits an EM wave field around the vehicle, an intense distortion of the gravity field. The field generator amplifier is a propulsion system that propels the vehicle in the opposite direction of the amplifier emitter nodes, which can rotate to 90 degrees of angle. Classified military demonstrator vehicles have three field generator amplifier emitters in a delta configuration. The generators can be operated with either a single amplifier emitter providing directional navigation or all three in unison, providing navigation as well as levitation-propulsion.

At full force, it is rumored, believe it or not, that more powerful field generators can slow and even interrupt spatial gravity by bending a gravitational field around the vehicle. The effect is characterized as a rendering or altering of the interdimensional properties of space-time itself. Super Luminous or faster-than-light speed travel, moving by becoming a part of another point in space instantaneously is rumored to be achieved, similar to NASA's theoretical Bussard Drive and Diametric Drive proposals; generic versions of negative mass propulsion concepts that cancel mass inertia using the interactions of a positive and negative electromagnetic field for propulsion.

Flight simulators are rumored to exist for avionics training for select pilots, an indication of the existence of an advanced back engineering research program to develop the next generation of military aerospace. This research is highly classified, beyond need-to-know accountability and scrutiny of conventional military and elected government oversight. This technology is the most classified in America.

For over sixty years, the United States has had a working knowledge and prototypes of revolutionary new transportation and new energy technologies that may be in use

by the armed forces today. Our military has spent trillions of dollars on black-budget research programs to perfect these technologies.

Zero Point Energy. It is for this reason that research on new forms of energy, such as fuel cells and ZPE becomes so important to the future of EM transportation technology. It is rumored that patents for thousands of free energy prototype power generation or anti-gravity devices have been “shelved” by the U.S. government under a national security order. And that any attempts to even patent zero-point energy prototypes are virtually impossible. It is reminiscent of the electrical engineering genius Nikola Tesla’s rise and fall from grace in the energy industry of the early 20th century. All of his research notes and papers were confiscated immediately upon his death.

There are powerful obstructionist forces in both the fossil fuel industry and the military-industrial community that block all attempts to develop private entrepreneurial EM propulsion and ZPE research and development for practical application, not only because of national security concerns but because of fears of forcing the industry to invest in highly expensive new transportation energies infrastructure development. Society may be forced to wait another 100 years before significant advancement in transportation and energy is allowed.

Although the necessary transitional infrastructure to support new, advanced transportation and energy industries is not yet in place, Type One technology should not be suppressed from present-day society until some arbitrary future disclosure date. Immediate full public disclosure would do more good than harm. It would provide the impetus necessary to expedite infrastructure build-up to the forefront of the national agenda. There is no doubt that advanced physics-altering technologies do exist, technologies that will elevate the human condition beyond fossil fuels, pollution, climate change, and dependency on the traditional electrical grid for home energy. Technologies that would not only advance old industries forward by several decades overnight but would also revolutionize the efficiency of conventional aircraft and overland transportation, improve air traffic safety by a quantum degree, reduce the costs of NASA’s ongoing exploration of space, as well as the private sector’s commercialization of space.

The current timeline for technological disclosure continuity is being badly mismanaged. The National Security Act protocols that support the indefinite, prolonged delay of introducing Type One modes of land, sea, and aerospace

transportation and new energy to commercial industries are archaic and outdated. The Disclosure Project and the Orion Project attest to the severity of the cover-up and the depth of truth in these charges. The sad reality is that the powerful, current Type Zero establishment and its skewered, greed-based fossil fuel interests are committed to maintaining the status quo.

All taxpaying Americans deserve to know all of the real, historic truths concerning issues of advanced technology, new energy research, and government secrecy. It is well beyond time for full accountability. Nearly 90 percent of the population distrusts the information disseminated by our government and believes a non-elected, covert element is willfully hiding and misdirecting the historical truths from all of us.

What they fail to realize is that in order to keep the world progressive, expand old industries and create new industries that revolutionize the new economy of the 21st century and beyond, there must be sober, full disclosure to the public. And, a full reeducation of these new physics-altering technologies and their origins, without fear of ridicule or reprisal for some violation of an archaic security oath, imposed to keep these breakthrough energy and transportation technologies hidden, to the detriment of society.

The policy of secrecy began in the 1930s. Following the pattern found in human history that technology makes quantum leaps every 100 years, by 2050, our world should be dramatically different. But that future world must be determined here and now, through the disclosure movement.

It is time to play intellectual “catch-up.” Society must be fully debriefed, and the current generation's mass workforce must be adequately educated after secondary school and constantly retrained throughout their career lives with the skill sets necessary to support the advanced technological infrastructure of this ever-changing new world.

There may be some fear fueling the suppression of the truth for so long. Just imagine what will happen.

Hypothetically, if the so-called “green light” decision were given, many current government aerospace contract projects would be instantly obsolete. In their places, new technologies and aircraft projects from former black budget research programs

would be introduced over time. All branches of the military would be fighting over the contracts for the new aerospace and marine fleets.

There would also be years of Full Disclosure Congressional Hearings of repressed EM and zero-point energies research, the rumored research of taxpayer-funded black budget research for the past 60-plus years. There would have to be an explanation of the origin of these advanced, physics-altering technologies, beyond good old American ingenuity and research discovery.

The extraterrestrial connection would be officially exposed to the world. The military intelligence aerospace industrial community has been ruthless in its efforts to suppress this connection since the 1930s, many times by professional and social ridicule, long-term incarceration, threat of physical violence, and worse. Complete disclosure would cast a huge shadow of doubt over our government and its history of illegal suppression tactics against its citizens in the name of national security.

Governments would have to develop and implement a plan to build up the service industry and infrastructure necessary to support these new technologies. This is where the problem with immediate disclosure exists. It would take a minimum of 20 years to build up a transitional infrastructure.

Public disclosure and new infrastructure creation, including improved education and continual skill set retraining for the mass workforce, are integral to a successful transition from a Type Zero to Type One society. The current society is simply unprepared, under-skilled, and under-educated, some critics feel, by deliberate intent, to support any immediate transition from Type Zero to Type One technologies anytime soon.

There seems to be no salient government contingency plans on the immediate horizon, other than encouraging Hollywood to make alien abduction or invasion movies, to develop or implement real initiatives to prepare the mass workforce for new, advanced technologies. Not nearly enough for a full quantum leap to a Type One reality.

Within a year of the 2002 report, G.M.A. Parks entered into negotiations to privately secure venture capital from billionaire philanthropist Laurance S. Rockefeller's estate to start up Parks Aerospace, which he did eleven years after his passing in 2004 at age 94.