

# ASSESSMENT of ELECTROMAGNETIC NULL-GRAVITY VTOL PODS for COMMERCIAL AVIATION: Proposal for Retrofit Conversion

## INITIAL PROPOSAL:

Retrofit conventional jet airliners with *mini-EM Null Gravity engines* to make *global commercial aviation much safer*. The Null G mini-engine concept is based on magnetic flux field disruptor technology that neutralizes the majority of the mass gravity of the vehicle within proximity; the former research of Sandia / Livermore Labs.

This technology exists; however, it would have to be declassified.

The Null Gravitation mini-electro-magnetic pods or discs are positioned along the Front Underside, Center Underside, and Rear Underside of the airframe fuselage.

The mini-EM discs consist of mercury-encased gyroscopic toroid-precession, circular hollow ring magnetic flux-field disruptors filled with mercury-based super conductive plasma, pressurized at 250,000 atmospheres at a temperature of -150 degrees Kelvin and accelerated to 50,000 rpm. This generates a magnetic vortex field that nullifies gravity on mass by 89 percent.

This concept will enable commercial passenger aircraft to hover, allowing for vertical takeoff or landing (VTOL) as soft as a feather, making global commercial aviation much safer. Declassifying only this specific form of EM technology (out of many) would invigorate and expand commercial aviation infrastructure, create new jobs, and make commercial passenger flights much safer.

## **---ASSESSMENT OF VIABILITY---**

By **Kevin Howell** MS PhD. Candidate

This proposal for retrofitting commercial airliners with electromagnetic pods for gravity propulsion is both forward-thinking and ambitious. However, to solve the challenges outlined and advocate effectively for its adoption, several steps are necessary, integrating scientific research, public advocacy, and practical engineering. Here's a comprehensive plan to approach and address the key aspects of the problem:

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### \*\*1. Technical Feasibility and Research\*\*

#### \*\*Analysis\*\*:

The concept is based on cutting-edge electromagnetic and gravitational field disruption technologies, but practical implementation requires addressing complex engineering, material, and energy challenges.

#### #### **Actions**:

- **Prototype Development**: Collaborate with research institutions like Sandia or Livermore Labs to develop and test mini-EM Null Gravity engine prototypes under controlled conditions.
- **Material Testing**: Experiment with mercury-based super-conductive plasma and gyroscopic toroid-precession technologies to optimize safety and efficiency.
- **Simulation Models**: Use advanced computational simulations to model VTOL operations and assess risks, energy requirements, and environmental impacts.

#### #### **Outcome**:

A successful prototype would serve as a proof of concept, demonstrating the viability of the proposed technology.

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### ### **2. Addressing Safety Concerns**

#### #### **Analysis**:

Public trust in aviation safety hinges on rigorous testing and transparent communication of safety standards.

#### #### **Actions**:

- **Stress Testing**: Perform extensive durability and performance tests on the airframes retrofitted with EM pods to ensure structural stability during VTOL operations.
- **Safety Regulations**: Collaborate with aviation authorities like the FAA to establish safety protocols and certifications for retrofitted aircraft.
- **Independent Reviews**: Engage third-party aerospace experts to validate the safety and reliability of the technology.

#### #### **Outcome**:

Addressing safety concerns early ensures regulatory approval and builds public confidence in the technology.

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### ### **3. Energy and Environmental Impact**

#### #### **Analysis**:

The high energy requirements for plasma acceleration and mercury containment raise concerns about environmental sustainability.

#### #### **Actions**:

- **Energy Efficiency**: Explore alternative energy sources or enhancements, such as renewable power integration or quantum vacuum energy principles.
- **Material Alternatives**: Investigate substitutes for mercury-based plasma to reduce environmental hazards while maintaining performance.
- **Environmental Studies**: Conduct lifecycle analyses to assess the environmental footprint of retrofitted aircraft.

#### #### **Outcome**:

Implementing environmentally sustainable practices strengthens the long-term viability of the technology.

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### ### **4. Public Advocacy for Declassification**

#### #### **\*\*Analysis\*\***:

Declassification requires public awareness and persuasive advocacy to demonstrate the broader benefits of the technology.

#### #### **\*\*Actions\*\***:

- **\*\*Public Campaigns\*\***: Launch educational initiatives highlighting the safety, economic, and infrastructure benefits of the technology.
- **\*\*Stakeholder Engagement\*\***: Collaborate with airlines, industry leaders, and policymakers to create a coalition advocating for declassification.
- **\*\*Petition Drives\*\***: Mobilize public support through petitions and direct appeals to agencies like the Department of Defense.

#### #### **\*\*Outcome\*\***:

A strong public and industry backing increases pressure for declassification and accelerates the adoption process.

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### ### **\*\*5. Economic and Industry Impacts\*\***

#### #### **\*\*Analysis\*\***:

Retrofitting the aviation industry with VTOL technology could drive significant economic growth but requires clear cost-benefit analyses.

#### #### **\*\*Actions\*\***:

- **\*\*Economic Modeling\*\***: Estimate the cost of retrofitting older aircraft versus building new ones and forecast job creation in manufacturing and maintenance.
- **\*\*Incentive Programs\*\***: Advocate for government subsidies or tax incentives to encourage airlines to adopt the technology.
- **\*\*Industry Workshops\*\***: Host workshops for aviation companies to discuss integration strategies, costs, and long-term benefits.

#### #### **\*\*Outcome\*\***:

Demonstrating economic advantages ensures the buy-in of key stakeholders and paves the way for widespread implementation.

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### ### **\*\*6. Ethical and Transparency Considerations\*\***

#### #### **\*\*Analysis\*\***:

Ethical concerns around military declassification and the use of advanced technologies must be addressed openly.

#### #### **\*\*Actions\*\***:

- **\*\*Limited Declassification\*\***: Focus on the release of specific, non-military EM technology for civilian use while safeguarding classified defense research.
- **\*\*Transparency in Development\*\***: Regularly update the public on advancements and address any ethical questions surrounding the technology.
- **\*\*Global Collaboration\*\***: Encourage international cooperation to share knowledge while setting clear boundaries for civilian and military applications.

#### #### **\*\*Outcome\*\***:

A transparent approach fosters trust and demonstrates a commitment to ethical innovation.

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### ### **\*\*Conclusion\*\***

To solve this problem and advance the adoption of electromagnetic propulsion systems for commercial aviation, a multi-disciplinary and collaborative approach is essential. By addressing technical challenges, prioritizing safety, advocating for declassification, and ensuring economic feasibility, this transformative technology can become a reality, saving lives and revolutionizing global aviation.

**Kevin Howell** MS PhD. Candidate

### **\*\*Works Cited\*\***

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These references include historical and scientific works that are relevant to your discussions on interdisciplinary research, null gravity technology, and advanced frameworks.

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An ACADEMIC ASSESSMENT OF VIABILITY  
by Kevin Howell MS PhD. Candidate can be reviewed at;  
[coroflot.com/GeneKWalker/2025-RESEARCH-ON-EMERGING-TECHNOLOGIES](https://coroflot.com/GeneKWalker/2025-RESEARCH-ON-EMERGING-TECHNOLOGIES)

The propulsion pod concept would have to be nuclear-powered to work. That is never going to happen, not for global civilian commercial air travel. Still, it is a good life-saving idea. ---

UNLESS--- THE WORLD'S SUPERPOWERS WOULD ALL HAVE TO DECLASSIFY THEIR EXOTIC TECHNOLOGY RESEARCH.

GLOBAL GOVERNMENTS WITH UAP BLACK PROGRAMS (CHINA, RUSSIA, ENGLAND, ITALY, JAPAN, CANADA, UNITED STATES) IGNORE CIVILIAN COMMERCIAL AVIATION CRASHES TO KEEP SECRETS,

THEY DON'T CARE IF CIVILIAN POPULATION TRAVELS IN PRIMITIVE, ANTIQUATED, UNSAFE, PRESSURIZED TUBES WITH LIFT SURFACES ATTACHED TO INTERACT WITH THE AIR-- AND NOTHING ELSE! NO GRAVITY NULLIFYING 'TYPE ONE' TECHNOLOGY ALLOWING VTOL, JUST TO KEEP THIS LIFE-SAVING TECH SECRET FROM OUR ADVERSARIES-- WHO ALSO HAVE THE SAME TECHNOLOGY AND ARE ALSO UNWILLING TO SAVE CIVILIAN LIVES, TO KEEP IT SECRET...

THIS IS UNACCEPTABLE.

PLAN FOR THE FUTURE GENERATIONS. ENSURE THAT THEY CAN LOOK FORWARD TO A PROSPEROUS, LIMITLESS FUTURE...

IT'S TIME FOR GLOBAL COMMERCIAL CIVILIAN AIR TRAVEL TO BE UPGRADED... GKW