

Faster-Than-Light Travel: The Basic Mechanics

RICHARD LIGHTHOUSE

**FASTER-THAN-LIGHT TRAVEL:
THE BASIC MECHANICS**

Richard Lighthouse

**FASTER-THAN-LIGHT TRAVEL:
THE BASIC MECHANICS**

Published by Richard Lighthouse at Smashwords
Copyright © 2014 by Richard Lighthouse. All rights reserved.

ISBN: 9781310459450

No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, scanning, or otherwise, except as permitted under Section 107 or 108 of the 1976 United States Copyright Act, without the prior written permission of the Copyright holder. Please encourage your friends and associates to download their own copy at:

<https://www.smashwords.com/upload/fileselect/476013>

Limit of Liability/Disclaimer of Warranty: While the author has used his best efforts in preparing this document, he makes no representations or warranties with respect to the accuracy or completeness of the contents and specifically disclaims any implied warranties or fitness for a particular purpose. Previously titled, "Faster than Light Travel: The Basic Mechanics"

Revision 12i – 14 Nov 2014
Original - 2012
Houston, Texas, U.S.A.

FASTER-THAN-LIGHT TRAVEL: THE BASIC MECHANICS

TABLE OF CONTENTS

[Introduction](#)

[Technical Requirements](#)

[References](#)

FASTER-THAN-LIGHT TRAVEL: THE BASIC MECHANICS

Richard Lighthouse

Abstract

This short technical paper presents the first practical technology solution for

traveling faster than the speed of light. Most of the hardware & technology necessary for the first tests have already been developed, although faster computer processors may be required for synchronization. Light-years of distance can be traversed by performing millions of “hops;” yet the entire distance traveled requires only a fraction of a second. Each reader must comprehend that our universe is blinking off and on, more than 1 trillion times every second.

For those unconvinced that our universe is blinking, please read “The First Periodic Table for Elementary Particles,” which provides compelling mathematical evidence.

Also see youtube:

Colonel Philip Corso, THE DAY AFTER ROSWELL; author comments on the Army's investigation of the 1947 Roswell vehicle; "We were never able to figure out how the propulsion system works... We only know it has something to do with blinking." [1]

Introduction

Physicists now understand that time is an illusion in terms of relativity. However, this author proposes that time is an absolute illusion, which also renders the speed of light to be an illusion (because it is based upon time, meters/second). In our terms, the universe blinks off and on at a very high frequency.[2] We will call this the Lighthouse Frequency, or the natural resonant frequency of our universe.

In order to understand the basic mechanics of faster-than-light travel, it is necessary first to understand that our universe exists in very different terms than science or religion has taught for centuries. In our terms, the blinking rate of the universe is important, but regardless of the exact number, it is so large as to be beyond the comprehension of our usual senses. In larger terms and from a larger perspective, there is no blinking at all because all of time is simultaneous. So from the limited perspective of a universe within a multiverse consisting of numberless dimensions, we must speak in terms of our perceptions while also considering the larger reality.

Background

Everything in a physical universe has a natural, resonant frequency – including the universe itself. That frequency is approximately 1 THz and can be utilized

as a carrier wave.

This can be called a vibration, a blinking, or a frequency, but perhaps a better explanation, in our terms - the entire physical universe is newly constructed and then collapses to a single point more than 1 trillion times each second, IN OUR TERMS (this must be emphasized). At the moment of collapse, there is no distance between galaxies - instant communication and instant travel are possible. (In larger terms, all of time is simultaneous, and there is no blinking.)

This resonant frequency is named the "Lighthouse Frequency."

By applying a precise electric charge to a vehicle (such as a spacecraft) while vibrating the external metal skin at the Resonant Frequency of the universe - a vehicle can instantly jump thru time or space. The precise volts, amps, and phase angle determine where in spacetime the vehicle jumps. This implies then, the difference between 2 points in SPACE is defined by electric charge, not distance, and the difference between 2 points in TIME is also defined by electric charge, not seconds or years.

This idea can be compared to using a strobe light on a rotating fan to "stop" the blades - from the perspective of the strobe, the fan is not moving and it is possible to "jump" between the blades. The jump, in our terms, is caused by a simple electric charge.

The ideas behind what you are about to read - are not science fiction. This represents the first attempt to provide a real & practical technological means for travel to distant galaxies and return. In fact, the technology to perform faster-than-light travel is within our reach today. The primary equipment is already available: Launch vehicles, frequency generators, and frequency amplifiers (or hfrecators).

5D Space

As part of this discussion, it is necessary to introduce a concept that we will refer to as 5th Dimensional Space. This is a simple term, but can be easily misunderstood. Image a point in 3D space, that is connected to all dimensions, times, and probabilities. Taking one step in any "direction", and any vehicle can enter a new reality, a different time period, or even a parallel universe. 5D space is not empty, quite the contrary - it is full, providing access to almost everything we could possibly access. Think of 5D space as a "Grand Central Station" for embarking on any travel.

One analogy of this idea is how natural white light contains all of the colors of

the rainbow - it can be split thru a prism and then seen as separate colors. Also keep in mind, we are “containing” the idea of what happens when the universe blinks “off” each “time,” in our terms.

Hold out your arm and wave it. You have just moved your arm through quadrillions of universes and had a slight effect on each of them. You cannot see them, but there is no real distance between you and these other universes. These probabilities vary by time, distance, and alternatives that are so mathematically large that it is beyond our comprehension. However, if you understand this simple analogy, then you basically understand what is meant by fifth dimensional space. It is everywhere. It is right in front of your eyes, but does not reach your conscious awareness. Under normal circumstances, only one universe is available to your conscious mind and any given instant.

There are at least 3 kinds of travel, in our terms. Travel through time, travel across distance, and travel to alternate probabilities/parallel universes. (There is also travel between dimensions, in our terms, however it is beyond this scope of discussion.) The first thing to understand is that there is no such thing as time from a larger perspective. I will refer the reader to my previous papers on this topic.[3] It might be summarized that all of time is really an alternate probability of the present moment; and analogously, that each point in space represents an alternate probability of the point you presently occupy. From a mathematical perspective, it is all probabilities.

As all probabilities exist simultaneously, it is possible to travel to a parallel universe that we would call forwards or backwards in time, however it exists as a “horizontal” and simultaneous present reality. Voltage, amperage, and phase angle differentiate and define the local probable universe, IN OUR TERMS (This point must be emphasized.)

To better understand the Electrical Universe and its properties, a reading of reference [3] and [9] is suggested.

Technical Requirements

The equipment needed can be summarized as follows:

- 1) Spacecraft vehicle similar to Apollo or Orion manned vehicle and associated launch system
- 2) Precision frequency generator
- 3) Precision frequency amplifier unit – This unit will vibrate the hull and vehicle in a uniform and synchronized manner. (Alternately: a Hyfrecator or Electric arc welding unit with high-frequency stimulator – the capability to produce multiple

high-amp pulses at the correct frequency, on the surface of the vehicle.)
4) Electrical generation system and/or large capacity battery storage system

Description of Galactic Travel

As a useful discussion, let's take a journey that will be made in the not-so-distant future. This is a journey to a planetary system that is many light years away. Such a mission might be compared to the Apollo 10 mission, in that all of the equipment for landing was available if needed, but the mission's objective was simply to demonstrate the safe capability.

We will launch from our home planet in a traditional rocket vehicle. After establishing low-earth orbit, we accelerate our vehicle to leave orbit. For reasons of safety, we will leave Earth's orbit and travel many thousands of miles outside of the plane of ecliptic. The vehicle is then pointed in the desired direction of travel and accelerated.

We will then neutralize any residual static or electrical charges on the vehicle. This is because in 5D space, time and distance translation are determined by electrical charge. In our terms, voltage, amperage, and phase angle determine the position with respect to other probable universes. Once the calculations are double-checked and the vehicle is then neutralized again as a safety check, we push the button. This button turns on a frequency generator and a precise electrical charge which places the vehicle into a "stasis" or "suspended animation". Because the vehicle is being vibrated at the blinking frequency of the universe and a voltage equal to its Electrical Mass (in the Electrical Universe) is applied to the surface – the vehicle "rides" between universes. For a moment, the vehicle is now between universes, in our terms. The unique frequency pervades and covers the entire vehicle. The charge on the skin of the vehicle is a pure voltage, involving almost zero current while vibrating it at the Lighthouse Frequency. These 2 signals are combined into one.

We are dealing with math in the Electrical Universe, which governs the physics we experience in our Physical Universe. Another analogy that may be helpful is comparing an electrical system to a hydraulic-water system. Voltage can be compared to pressure and amperage compared to flow. While in a state of stasis, this is a system with pressure, but no flow.

Again, to better understand the Electrical Universe and its properties, a reading of reference [3] and [9] is suggested.

We know from Einstein that all mass can be described as energy.

$$E=mc^2$$

Another way to describe this energy is:

Equation 1.1

$$\text{Energy} = \text{Volt} * (\text{Amp} * \text{sec})$$

Physical mass in our physical universe can be equated with an Electrical Mass or Volts in the Electrical Universe:

Equation 1.2

$$\text{Volts} = x * \text{Mass}$$

where x is a unique constant or Dimensional Translation Unit (DTU) for each vehicle that must be experimentally determined.

(Amp*sec) in the Electrical Universe can also be described as a “Range” or Electrical Frequency. This is what we perceive as distance in our physical universe. Keep in mind, in the Electrical Universe, there is no such thing as time, distance, or velocity. Everything is located at a single point.

Basically, we are placing a mass into a state of stasis, and then manipulating its Electrical Frequency to move it thru a distance, in our terms.

[Side Note: Colonel Philip Corso actually witnessed and described an encounter with a vehicle that was electrically charged in a stationary stasis. To him, the grounded vehicle seemed to fade in and out of our universe, and at times seemed transparent. Recorded 1997. See youtube for references. The technical reason for this fluctuation is that the signal generator on the vehicle is not precisely generating the Lighthouse Frequency at all times, in our terms.]

Distance of each hop (D') is proportional to (Amp*sec) applied

Equation 1.3

$$D' = y * (\text{Amp} * \text{sec})$$

where y is a unique constant or Dimensional Translation Unit (DTU) in our terms, that must be experimentally determined for each vehicle and electrical configuration.

Note that a vehicle's electrical system that is capable of generating larger impulses (Amp*sec) will be able to achieve larger "hops."

The total distance covered is then equal to the sum total of the individual hops:
Equation 1.4

$$\sum_{n=1}^k D_n = D_T$$

where D_T is the total distance covered, and k is the total number of hops, assuming each hop is of equal distance. (Each electrical system will have its own "deterioration" during such jumps, and this will need to be taken into account.)

The distance is traversed using millions of "hops" or "jumps." There must be maintained a delicate balance of electrical charge to accomplish this. The (Amp*sec) within each discharge is an impulse spike that must be exactly synchronized with the blinking frequency of the universe. To travel several light-years, this is performed through millions of "hops," but the entire distance is covered in a fraction of a second. The vehicle occupants cannot perceive what has happened because it occurs so quickly.

If the impulses are not properly synchronized, the vehicle will be either shifted in time, or moved to a parallel/probable universe - neither of which is desired. The goal is to stay within the current universe, while simply changing distance, in our terms.

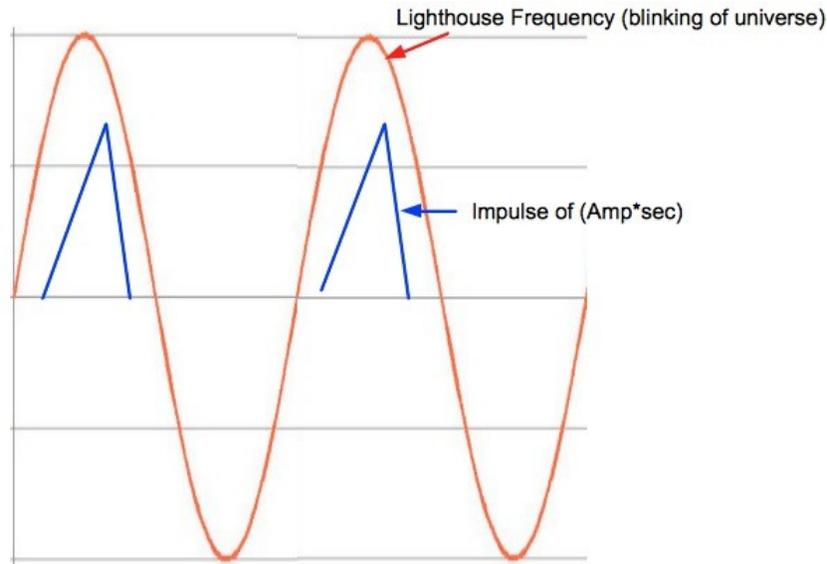


Figure 1. Faster than Light travel thru impulse “hops.” Each hop must be precisely synchronized with the blinking frequency of the universe. Each hop can cover many kilometers, and the entire distance traveled (many light years), happens in a fraction of a second.

So, the combined “hops” thru space are not perceived by the vehicle occupants. It happens in a fraction of a second. And now while looking out the vehicle windows, the travelers see an entirely different planetary system close by, and their destination planet in view at a distance. The vehicle has arrived several hours outside of the local plane of ecliptic and will travel thru conventional space using ordinary means of rocket propulsion, and slow to local orbital velocity. The crew can then begin remote tests of the atmosphere and planet, or send probes to the surface to gather samples.

Some distant destinations may be done in “segments”, to allow for precise targeting of vectors and electrical charge. A typical journey may require approximately 6 – 8 hours, in our terms, to reach a destination planet in another solar system.

- 1) 3 to 4 hours to launch, establish orbit, then move a safe distance away.
- 2) Perform the jumps.
- 3) 3 to 4 hours to enter orbit and begin orbital operations at the destination, or even land on the distant planet.



Figure 2. In theory, a design similar to NASA's Orion vehicle could be used to reach distant planets in other solar systems. (image courtesy of NASA)

Preliminary Testing

Once the Lighthouse Frequency is accurately known, tests can begin in a laboratory environment. However, test objects in a lab will simply disappear. Their final destination in time or space will not be known. It is, unfortunately, also easy to predict that some early crews will be forever lost in time or space, until the correct constants for each vehicle are precisely known, and the precise techniques and procedures performed.

Early tests might best be performed using satellites. By performing test jumps that photograph the position of the stars, we should be able to develop the precise math relationships and "constants" between impulse and distance translations and electrical charge. (Author's note: All "physical constants" will vary over time, in our terms. [4] However, for most purposes, we may assume the values are constant for the distance-travel involved.)

It is recommended that each vehicle have the capability to detect and modify

the Lighthouse Frequency that is used to make the "hops." If any shift in time or parallel universe occurs, then the frequency that is delivered to the vehicle surface will need to be re-calibrated.

Conclusions

This technical note has described the basic mechanics/procedures for travel at faster-than-light speed, in our terms, in terms of ordinary spacetime, it can potentially be millions of times faster than the speed of light. For the technical purist however, this does not mean the speed of light has been violated, because most of the distance was traveled outside of ordinary spacetime.

This document is a living document. The author reserves the right to make corrections and changes.

References

1. Philip Corso, The Day After Roswell; author comments on youtube.com regarding the 1947 Roswell UFO vehicle; "*We were never able to figure out the propulsion system... we only know it has something to do with blinking.*" recorded 1997.
2. Richard Lighthouse, Preliminary Investigation into the Nature of Time, lulu.com, 2010.
3. Richard Lighthouse, Mathematical Solution Unifying Four Fundamental Forces in Nature, smashwords.com, 2013.
4. Richard Lighthouse, The Lighthouse Law of Variance, smashwords.com, 2013.
5. Seth (Jane Roberts), Early Sessions, Session 125, 1965: "Within the electrical system, intensity is also responsible for the potentiality, duration and electrical mass, which is a mass of a different sort; a mass that takes up no space, and is not made of matter as you know it, but mass whose thickness is one of varying electrical intensities which form a definite shape, a separate field more or less, an electrical coded counterpart for physical matter."
6. Seth (Jane Roberts), Early Sessions, Session 135, 1965: "All depth, all dimension and all distance is therein contained within the electrical universe. There is here, as I have said, no such thing as size in your terms, or shape in

your terms; but there is, again, distance, which is not absolute but varying, and which can be said to exist both backward and forward indefinitely within the infinite intensities. And all reality within any given field basically occurs within such intensities.”

7. Seth (Jane Roberts), Early Sessions, Session 137, 1965: “As yet your scientists and physicists have a very limited concept of action. Their laws concerning action and force will only apply within the physical field. Action is basically electrical, but within your field only the most obvious forms of electrical action have been perceived... All realities with which you will be concerned, and with which mankind is intimately concerned, are built up electrically.”

8. Seth (Jane Roberts), Early Sessions, Session 41, 1964: “There are other intelligent beings on your own horizontal level. You may reach them in a space vehicle, but the quantitative difference again is so large that it almost turns into a different value, and a trip by camouflage vehicle would certainly not be the most efficient way to make such a journey, by any means. There will be in the future, journey through light beams that will be much more efficient.”

9. Richard Lighthouse, Preliminary Model for Grand Unified Theory (GUT), smashwords.com, 2014.

Acknowledgments

Acknowledgments: The author gratefully acknowledges Seth, Jane Roberts, and Rob Butts for their significant contributions.

Conflicts: The author experienced no conflicts of interest in writing this paper.

About: The author holds a Master of Science (M.Sc.) degree in Mechanical Engineering from Stanford University, and has previously worked for NASA.

Contact: RLight767 –at—yahoo point com
RLighthouse1 –at- fastmail point fm

Funding:

This research was generously supported with a grant from the Foundation Opposed to Academic Puffery (FOAP).

APPENDIX

Calculations:

Let's assume that our vehicle's electrical system is capable of 1000 meter hops, on average. It uses a signal processor that is capable of 1 billion hops (or discharges) in half of a second. This is within the capabilities of current technology signal processors.

We will assume it uses a Gamma Ray Clock (10^{21} cycles per second) for timing and synchronization with the Lighthouse Frequency, which minimizes the electric discharge requirements, by minimizing the effective mass of the vehicle.

$$D_T = 1000m * 1E9 = 1 \text{ trillion meters}$$

This is greater than the distance from Earth to Saturn, in half of a one second; or about 6000 times faster than the speed of light.