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UNITED STATES PATENT & INTELLIGENCE DOSSIER

PROJECT VIMANA: TRANS-MEDIUM PROPULSION VEHICLE SYSTEM

Vacuum-Integrated Magnetoplasma Adaptive Navigational Architecture

EXECUTIVE APPARATUS // SPECIAL ACCESS OVERSIGHT COUNCIL (SAPOC)
CONTROL IDENTIFIER: SAPOC-DIR-[REDACTED]
VERIFIED RESTRICTED DATA - TITLE 35 U.S.C. § 181

I. EXECUTIVE MEMORANDUM & HISTORICAL INTELLIGENCE CONTEXT

MEMORANDUM FOR: THE PRESIDENT OF THE UNITED STATES, THE NATIONAL SECURITY COUNCIL, AND THE JOINT CHIEFS OF STAFF.

FROM: DEPUTY DIRECTOR, CIA DIRECTORATE OF SCIENCE AND TECHNOLOGY (DS&T) & CHIEF SCIENTIST, [REDACTED].

DATE: [REDACTED]

SUBJECT: Comprehensive Patent Blueprint and Engineering Synthesis of Recovered & Advanced Exotic Propulsion Platforms (Project VIMANA).

Pursuant to Executive Directives and the systematic declassification mandate issued under Presidential Task Directives, the Central Intelligence Agency, in direct collaboration with the Naval Air Warfare Center Aircraft Division (NAWCAD) at [REDACTED], the Defense Intelligence Agency (DIA / UAP Task Force Cell), and national research laboratories at [REDACTED] and [REDACTED], hereby submits the definitive patent specification and mechanical physics resolution for the trans-medium vehicle architecture codenamed **PROJECT VIMANA**.

For several decades, military encounters—most notably the strike group observations during the [REDACTED] ([REDACTED]), the [REDACTED] ([REDACTED]), and the radar-electro-optical tracking at [REDACTED] ([REDACTED])—confirmed the existence of vehicles operating with zero acoustic signature, instantaneous Mach 10+ acceleration from a hover, zero transonic pressure shockwave (sonic boom), and seamless high-velocity transition between vacuum, atmospheric gas, and dense seawater.

This document formalizes the **complete engineering and mathematical patent** that strips these capabilities of pseudoscientific conjecture. By operationalizing the declassified theoretical advances of Dr. [REDACTED] (US Patents 10,144,532; 10,135,366; 11,313,194) and grounding them in validated second-generation Rare-Earth Barium Copper Oxide (2G REBCO) high-temperature superconducting arrays (20 T to 45 T), high-pressure multigas supercavitation, and magnetohydrodynamic (MHD) boundary flow control, the United States Intelligence Community has established a fully functional, repeatable propulsion blueprint.

II. CLASSIFIED NOMENCLATURE & ACRONYM SPECIFICATION

DESIGNATION:	V I M A N A
FULL TITLE:	Vacuum-Integrated Magnetoplasma Adaptive Navigational Architecture
SECURITY:	TOP SECRET // SCI // CLASSIFIED UNDER 35 U.S.C. § 181 (SECRECY ORDER)
FACILITY:	FACILITY [REDACTED] / AREA [REDACTED] / TONOPAH TEST RANGE / DETACHMENT [REDACTED]
INVENTOR(S):	DR. [REDACTED], PH.D.; DR. [REDACTED], PH.D.; ENG. [REDACTED]
ASSIGNEE:	UNITED STATES GOVERNMENT AS REPRESENTED BY THE SECRETARY OF THE NAVY
ORIGIN DATE:	[REDACTED]

III. FIELD OF THE INVENTION

The present invention relates generally to unified aerospace and submarine propulsion systems, and more particularly to a trans-medium craft propulsion architecture that establishes a dynamic tri-spherical field boundary around an aerodynamic/hydrodynamic hull. The

system operates across deep marine environments, planetary atmospheric layers, and interplanetary vacuum without mechanical reconfiguration, moving parts, or modification of the core propulsion drive train.

IV. BACKGROUND OF THE INVENTION & SYNTHESIS OF DECLASSIFIED PRIOR ART

Conventional propulsion systems are inherently constrained by the physical properties of the medium in which they operate: 1. *Marine Propulsion* relies on mechanical impellers or screws, which undergo cavitation damage, generate severe acoustic noise (detectable via passive sonar arrays), and suffer massive skin-friction drag. 2. *Atmospheric Flight* requires aerodynamic lift surfaces and air-breathing or rocket reaction engines, which create destructive shockwaves (sonic booms) above Mach 1, produce catastrophic stagnation heating, and leave conspicuous infrared exhaust plumes. 3. *Orbital/Space Flight* is bound by Tsiolkovsky’s rocket equation, demanding enormous propellant mass fractions and suffering severe specific impulse limitations.

Prior classified research conducted by NAWCAD under Dr. ██████████ explored theoretical mechanisms to circumvent these limitations:

- **US Patent 10,144,532 (Craft Using an Inertial Mass Reduction Device):** Described an accelerated vibration of electrically charged matter to polarize local quantum vacuum states. While conceptually groundbreaking, the original specification lacked viable terrestrial engineering mechanisms to sustain momentum conservation in macro-environments.
- **US Patent 10,135,366 (Electromagnetic Field Generator):** Proposed rotating charged spherical shells to generate extreme flux densities. The present invention replaces mechanical shell rotation with solid-state multi-axis REBCO HTS phase-modulated matrices.
- **US Patent 11,313,194 (Plasma Compression Fusion Device):** Formulated concentrated counter-spinning magnetic pinch fields to achieve fusion ignition temperatures, providing the theoretical basis for the onboard multi-hundred megawatt power plant utilized herein.
- **DARPA Program PUMP (██████████):** Proved that 20 Tesla superconducting magnetic fields can induce non-mechanical Lorentz propulsion in conductive seawater exceeding 250 kN of silent thrust.
- **MIT / CFS SPARC & REBCO 2G Magnet Programs:** Validated industrial production of high-temperature superconducting tapes operating at 20 K with sustained magnetic flux densities exceeding 20 Tesla.

V. DETAILED PHYSICAL ARCHITECTURE & SUBSYSTEM SPECIFICATION

The core VIMANA propulsion architecture comprises three concentric, dynamically coupled spherical field envelopes governed by a real-time digital predictive controller (VIMANA-C):

SUBSYSTEM	PHYSICAL MECHANISM & WORKING PRINCIPLE	HARDWARE SPECIFICATIONS & METRICS
SPHERE V (Vacuum-Cavitation Boundary Envelope)	Medium Decoupling Layer: • <i>Hydrodynamic Regime:</i> Micro-orifice supersonic gas injection creates a persistent vapor/gas supercavitation bubble, reducing skin friction by 85-95%. • <i>Atmospheric Regime:</i> Dielectric Barrier Discharge (DBD) generates a non-equilibrium cold plasma sheet ahead of the hull, eliminating supersonic shock fronts. • <i>Vacuum Regime:</i> Acts as cryogenic thermal vacuum insulation chamber for superconducting assemblies.	• 24 peripheral supersonic nozzles (Ti-6Al-4V core with YSZ / ZrO₂ ceramic lining). • Cryogenic storage of Noble Gases (Xe, Kr) at 200 bar, 77 K. • DBD High-Voltage Generators: 10 kV to 60 kV peak, 50 kHz to 2 MHz modulation. • Dynamic Cavitation Index control: $\sigma_c = (P_{ambient} - P_{cavity}) / (0.5 \cdot \rho \cdot v^2)$.
SPHERE M (Magnetoplasmatic Dynamic Core)	Primary Momentum Generator: • <i>Marine Regime:</i> Direct magnetohydrodynamic (MHD) Lorentz force $F = J \times B$ applied to electrolytic seawater. • <i>Atmosphere:</i> Ponderomotive force acceleration of ambient ionized plasma sheath. • <i>Space Vacuum:</i> High-frequency Ion Cyclotron Heating (ICH) variable specific impulse magnetoplasma rocket (VASIMR-class) magnetic nozzle expulsion.	• 128 multi-axis superconducting coils utilizing Rare-Earth Barium Copper Oxide (2G REBCO) tapes. • Sustained central field: 20 Tesla; localized magnetic pinch: up to 45 Tesla. • Cryocooler loop: Closed-cycle supercritical Helium (20 K to 77 K). • Solid-State Switching: Silicon Carbide (SiC) MOSFET array, phase response < 1 ms.
SPHERE C (Active Compensation & Gradient Shaper)	Vector Shaper & Biocontainment: • Active Helmholtz-style counter-wound coil matrix cancels stray magnetic flux inside the passenger/avionics bay to < 0.5 mT. • Generates sharp directional magnetic pressure asymmetries $\nabla(B^2 / 2\mu_0)$ producing instantaneous 6-DOF vector shifts without structural tilting. • Deploys large-scale Magsail dipole against solar wind in interplanetary cruise.	• Array of 64 counter-opposed YBCO/REBCO compensation loops. • Magnetic field feedback: 32 Quantum SQUID magnetometers (sensitivity < 10 fT). • Real-time FPGA closed-loop controller with sub-10 microsecond clock cycles. • Active Stealth Mode: External dipole nulling to background geomagnetic levels (< 50 μT).

VI. MATHEMATICAL EQUATIONS & DETAILED GOVERNING EQUATIONS

The operation of the VIMANA system is governed by a unified system of coupled non-linear field equations executed deterministically by the central controller:

1. Hydrodynamic Lorentz Force & Supercavitation Mechanics

In seawater with electrical conductivity $\sigma \approx 3.5 - 5.0$ S/m, the thrust force F_{thrust} generated by Sphere M across the active boundary volume V_{active} is expressed as:

$$F_{\text{MHD}} = \int_V (\mathbf{J} \times \mathbf{B}) \cdot d\mathbf{V} = \int_V [\sigma \cdot (\mathbf{E} + \mathbf{v} \times \mathbf{B}) \times \mathbf{B}] \cdot d\mathbf{V}$$

Where:

- $\mathbf{J}$ = current density vector induced across hull electrodes (A/m²)
- $\mathbf{B}$ = magnetic flux density generated by Sphere M coils (Tesla, $|\mathbf{B}| = 20 - 45$ T)
- $\mathbf{E}$ = applied electric field vector (V/m)
- $\mathbf{v}$ = relative fluid velocity vector (m/s)

Net Propulsive Force: $F_{\text{net}} = F_{\text{MHD}} - 0.5 \cdot C_d(\sigma_c) \cdot \rho_{\text{water}} \cdot v^2 \cdot S_{\text{wetted}}$
Since Sfera V maintains $\sigma_c < 0.05$, skin friction coefficient C_d is reduced by up to 95%.

2. Hypersonic Plasma Boundary Decoupling (Sonic Boom Cancellation)

In atmospheric flight exceeding Mach 1, Sphere V ionizes ambient air via high-frequency surface DBD, establishing an electron density $n_e \approx 10^{13} - 10^{15}$ cm⁻³. Sphere M and Sphere C project an asymmetric magnetic gradient. The ponderomotive force F_{pond} acting upon the plasma fluid envelope is:

$$F_{\text{pond}} = - \nabla [(\epsilon - 1) \cdot \epsilon_0 \cdot | \mathbf{E} |^2 / 2] - \nabla (| \mathbf{B} |^2 / 2 \mu_0) + [(\mathbf{B} \cdot \nabla) \mathbf{B}] / \mu_0$$

The magnetic pressure gradient $\nabla (B^2 / 2\mu_0)$ deflects incoming atmospheric molecules lateral to the hull before physical collision with the forward stagnation boundary, smoothing the pressure discontinuity:
 $\Delta P_{\text{shock}} = \lim_{Kn \rightarrow 0} [P_{\text{post}} - P_{\text{pre}}] \approx 0$ (Eliminating the acoustic N-wave signature).

3. Magnetoplasma Rocket Thrust & Specific Impulse in Vacuum

In orbital and deep space regimes, Sphere M functions as a convergent-divergent magnetic Laval nozzle. The propellant (Xenon/Argon) is ionized by helicon RF antennas and heated via Ion Cyclotron Resonance (ICH) to ion temperatures $T_i > 10^6$ K. The exhaust velocity v_{ex} and specific impulse I_{sp} are:

$$v_{\text{ex}} = \sqrt{ (2 \cdot k_B \cdot T_i / m_{\text{ion}}) + (5 \cdot k_B \cdot T_e / m_{\text{ion}}) }$$
$$I_{\text{sp}} = v_{\text{ex}} / g_0 \implies \text{Range: } 1,000 \text{ s (high thrust, 50 N) to } 30,000 \text{ s (cruise, 2 N per module)}$$

Total Thrust: $F_{\text{vacuum}} = \dot{m} \cdot v_{\text{ex}} + (P_{\text{exhaust}} - P_{\text{ambient}}) \cdot A_{\text{exit}} = \dot{m} \cdot v_{\text{ex}}$

4. Active Magnetic Field Cancellation in Occupied Quarters

To ensure human survivability and avionics operation, the total interior magnetic field B_{interior} must satisfy the occupational safety threshold $|B_{\text{interior}}| < 0.5$ mT. Sphere C solves the inverse magnetic boundary problem:

$$B_{\text{interior}}(\mathbf{r}, t) = B_M(\mathbf{r}, t) + \sum_{k=1}^K B_{\text{C},k}(\mathbf{r}, t; I_k) \implies \min_k (I_k) \parallel B_{\text{interior}}(\mathbf{r}, t) \parallel^2 < 0.5 \text{ mT}$$

Residual field minimization is computed by FPGA DSP units using real-time SQUID tensor feedback in $< 10 \mu\text{s}$.

VII. ONBOARD POWER GENERATION & IMPULSE ENERGY MATRIX

The system requires an electrical power density far exceeding conventional fission reactors or chemical turbines:

POWER MODULE	TECHNICAL IMPLEMENTATION	OPERATIONAL PERFORMANCE
Core Reactor	Compact Plasma Compression Fusion Reactor (US Patent 11,313,194). Deuterium-Tritium (D-T) or Deuterium-Helium-3 magnetic pinch confinement.	- Thermal Power Output: 500 MWth - Net Electrical Output: 200 MWe (Direct MHD conversion, $\eta = 40\%$) - Total Core Mass: 4,850 kg including radiation shield
Impulse Capacitor Bank	Nanocomposite metalized polypropylene film Marx-generator energy cache.	- Energy Density: 3.2 J/cm³ - Total Cached Energy: 600 MegaJoules (MJ) - Peak Discharge Power: up to 50 GigaWatts (GW) in microsecond pulses

Kinetic Flywheel Cache	Counter-rotating carbon-fiber vacuum flywheels on HTS magnetic bearings.	• Rotational Velocity: 60,000 RPM • Discharge Latency: < 10 ms • Emergency Bus Reserve: 250 MJ
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VIII. COMPLETE UNABRIDGED 30 PATENT CLAIMS (TITLE 35 U.S.C. § 181)

WHAT IS CLAIMED IS:

1. A trans-medium unified propulsion vehicle comprising: a sealed aerodynamic and hydrodynamic hull; a tri-spherical dynamic field envelope assembly comprising a vacuum-cavitation subsystem (Sphere V), a magnetoplasmatic core subsystem (Sphere M), and an active field compensation subsystem (Sphere C); and a digital predictive flight controller (VIMANA-C) operatively connected to said tri-spherical assembly to dynamically alter the geometric boundary of said field envelopes, thereby producing directional acceleration in liquid, gaseous, and space vacuum media without physical hull reconfiguration.
2. The vehicle of claim 1, wherein said Sphere V comprises an annular matrix of supersonic gas injection nozzles disposed along the outer boundary of said hull, configured to inject pressurized noble gas at pressures between 150 bar and 250 bar to establish a persistent supercavitation vapor layer in liquid environments, reducing hydrodynamic drag by at least 85%.
3. The vehicle of claim 2, wherein said supersonic gas nozzles are fabricated from a titanium-aluminate core coated with an yttria-stabilized zirconia (YSZ) ceramic thermal barrier layer resistant to cavitation erosion and plasma arc discharge.
4. The vehicle of claim 1, wherein said Sphere V further comprises an array of dielectric barrier discharge (DBD) electrodes mounted flush with the hull surface, energized with alternating voltages between 10 kV and 60 kV at frequencies from 50 kHz to 2 MHz, producing a non-equilibrium ionized plasma sheath that alters ambient gas density in atmospheric flight.
5. The vehicle of claim 1, wherein said Sphere M comprises a three-dimensional spherical matrix of between 64 and 256 independently addressable superconducting magnetic field coils fabricated from second-generation Rare-Earth Barium Copper Oxide (2G REBCO) high-temperature superconducting tapes.
6. The vehicle of claim 5, wherein said 2G REBCO coils generate a continuous central magnetic flux density of at least 20 Tesla and a concentrated localized magnetic pinch flux density of up to 45 Tesla.
7. The vehicle of claim 5, wherein each coil of said Sphere M is driven by solid-state Silicon Carbide (SiC) MOSFET switching inverters capable of independent frequency and phase modulation from 0.1 Hz to 10 MHz with a phase-angle switching latency of less than 1 millisecond.
8. The vehicle of claim 5, wherein said coils are actively cooled by a closed-loop supercritical Helium cryocooler system maintaining operational temperatures between 20 Kelvin and 77 Kelvin.
9. The vehicle of claim 1, wherein said Sphere C comprises a counter-wound superconducting coil array positioned coaxially with said Sphere M, configured to generate a counter-directed magnetic flux that cancels the net magnetic field inside the crew and avionics compartment of said hull to an operational limit below 0.5 millitesla.
10. The vehicle of claim 9, wherein said Sphere C operates via a real-time closed-loop control system comprising a plurality of cryogenic Superconducting Quantum Interference Device (SQUID) magnetometers having magnetic field sensitivities better than 10 femtotesla, interfaced to a Field-Programmable Gate Array (FPGA) processor running at a clock cycle of less than 10 microseconds.
11. The vehicle of claim 1, wherein said predictive controller VIMANA-C defines an instantaneous dynamic bubble state function $G(t) = f(V(t), M(t), C(t))$, and computes prospective field geometries $G(t + \Delta t)$ ahead of vehicle maneuver execution to prepare medium displacement vectors prior to hull translation.
12. The vehicle of claim 11, wherein directional control in six degrees of freedom (surge X, sway Y, heave Z, roll, pitch, and yaw) is achieved exclusively by inducing controlled spatial asymmetries in magnetic pressure $P_{\text{mag}} = B^2 / (2\mu_0)$ between opposing sectors of said Sphere M and Sphere C.
13. The vehicle of claim 1, wherein in an electrolytic seawater medium (VIMANA AQUA mode), propulsion is generated via magnetohydrodynamic (MHD) Lorentz force $F = \int (J \times B) dV$ acting directly on surrounding conductive seawater, producing a silent net forward thrust exceeding 250 kilonewtons.
14. The vehicle of claim 1, wherein in supersonic and hypersonic atmospheric flight (VIMANA AERO mode), the ionized plasma sheath generated by Sphere V is deflected outward by the magnetic gradient of Sphere M, eliminating the pressure discontinuity responsible for shockwave formation and abolishing the sonic boom signature up to Mach 20.
15. The vehicle of claim 1, wherein in space vacuum (VIMANA ASTRAL mode), Sphere M establishes a convergent-divergent magnetic Laval nozzle, and said vehicle further comprises an Ion Cyclotron Heating (ICH) radiofrequency antenna that heats an ionized noble gas propellant to temperatures exceeding 10^6 Kelvin, ejecting ions at specific impulses ranging from 1,000 seconds to 30,000 seconds.
16. The vehicle of claim 15, wherein said noble gas propellant comprises liquid Xenon, Argon, or Krypton stored in vacuum-insulated cryogenic tanks at pressures of approximately 200 bar.
17. The vehicle of claim 1, wherein transition between underwater operation at velocities exceeding 200 knots and atmospheric flight occurs continuously across the ocean-air boundary without loss of forward thrust vector in less than 5 seconds.
18. The vehicle of claim 1, wherein transition between atmospheric flight and orbital space vacuum occurs progressively by dynamically throttling gas injection from Sphere V while increasing RF ion cyclotron heating in Sphere M as ambient atmospheric density decreases below 10^{-4} kg/m³.
19. The vehicle of claim 1, powered by an onboard plasma compression fusion reactor producing at least 500 megawatts of thermal output and 200 megawatts of net electrical output via direct magnetohydrodynamic energy conversion.

20. The vehicle of claim 19, wherein said reactor is supplemented by an impulse energy storage bank comprising nanocomposite metalized film capacitors having an energy density of at least 3.0 J/cm³, capable of delivering pulse discharges of up to 50 gigawatts peak power.
21. The vehicle of claim 1, wherein said hull is constructed from an interlaced multi-wall carbon-nanotube and titanium-matrix composite with an electrically insulating ceramic inner boundary to inhibit the induction of destructive eddy currents.
22. The vehicle of claim 1, wherein in space vacuum, said Sphere C is operable to project an expanded external dipole magnetic field having a radius of at least 25 meters, forming an active magnetospheric deflector shield against galactic cosmic rays and solar proton radiation.
23. The vehicle of claim 22, wherein said expanded magnetic field functions as a magnetic sail (Magsail) interacting with dynamic solar wind pressure to achieve interplanetary acceleration or deceleration without expenditure of reaction mass.
24. The vehicle of claim 1, wherein vehicle deceleration is executed by inverting the field asymmetry vector $G_{braking} = -G_{motion}$, producing negative acceleration without physical reorientation of the vehicle longitudinal axis.
25. The vehicle of claim 1, operable in an active Magnetic Stealth Mode, wherein Sphere C counter-balances all exterior magnetic leakage fields such that the net magnetic signature measured at a distance of 100 meters from the hull is indistinguishable from ambient planetary background flux ($< 50 \mu T$).
26. The vehicle of claim 1, wherein mass injection rate, pressure, and temperature within the supercavitation bubble of Sphere V are continuously adapted by VIMANA-C as a function of hydrostatic depth and ambient water salinity.
27. The vehicle of claim 1, further comprising flush-mounted dielectric sensors, fiber-optic strain gauges, and piezoelectric transducers that automatically identify boundary transition between water, air, and vacuum within 2 milliseconds.
28. The vehicle of claim 1, comprising an internal sealed vacuum chamber mounted on a multi-axis torsion balance for diagnostic validation of closed-system momentum shifts under cyclic field modulation.
29. The vehicle of claim 1, wherein in an unmanned configuration, all navigational and medium-adaptation vectors are autonomously computed by a neuromorphic cognitive coprocessor embedded within said VIMANA-C controller.
30. A method of propelling a trans-medium vehicle across liquid, gaseous, and vacuum environments, comprising the steps of: establishing a dynamic decoupling boundary envelope via a vacuum-cavitation subsystem (Sphere V); generating a directed electromagnetic acceleration field via a superconducting magnetoplasmaic subsystem (Sphere M); actively compensating stray magnetic fields and shaping directional force gradients via a counter-wound compensation subsystem (Sphere C); and continuously synchronizing said three subsystems as a single integrated dynamic field system via a predictive controller (VIMANA-C), whereby said vehicle transitions seamlessly across media without propulsion interruption.

IX. OPERATIONAL PROTOCOLS & FAIL-SAFE CONTROLS

INCIDENT CODE	SYSTEM ANOMALY	VIMANA-C MITIGATION SEQUENCE
ABORT-01: QUENCH-DETECTION	Superconducting coil temperature exceeds 77 K in REBCO tape array.	SiC solid-state isolators disconnect faulted coil sector in < 200 μs; liquid helium dump line flushes coil housing; remaining 120 coils re-balance load.
ABORT-02: CAVITATION-COLLAPSE	Premature collapse of supercavitation envelope in high-speed marine dive.	Sphere V initiates high-pressure burst of Krypton gas from secondary cryogenic bottles; Sphere M redirects MHD forward vector upward to pitch vehicle.
ABORT-03: FUSION-LOSS	Thermal trip or magnetic pinch disruption in onboard fusion reactor.	Automatic transfer to kinetic flywheel and Marx capacitor bank; provides 15 minutes of station-keeping power for controlled surface recovery.

X. CLASSIFIED AUTHENTICATION & SIGNATURE BLOCK

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DIRECTOR, ██████████ DIRECTORATE OF SCIENCE & TECHNOLOGY CENTRAL INTELLIGENCE AGENCY DATE: ██████████ CLEARANCE: TS/SCI - GAMMA - BYEMAN	CHIEF TECHNOLOGY OFFICER NAVAL AIR WARFARE CENTER AIRCRAFT DIV. ██████████ DATE: ██████████ US NAVY SPECIAL PROGRAMS	LEAD PROPULSION ARCHITECT, PH.D. ADVANCED AEROSPACE CONCEPTS CELL OFFICE OF NAVAL RESEARCH / NAWCAD DATE: ██████████ INVENTOR OF RECORD
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