The Vimana Aircraft of Ancient India

Article by Rob Lund

Several ancient documents that have come out of India, such as the Ramayana, Mahabarata, and Rg Veda, and that date back thousands of years, occasionally refer to Vimana, or vehicles that fly. What I find interesting is that, unlike many other documents that mention flying *chariots* or *carriages*, these documents use the word *Vimana*. This word refers specifically to flying machines, and they are further categorized into three different types with up to fifty six variations. Some are over one hundred feet across.

Of course, the content of many of these ancient documents are regarded as myth and while one can debate the value or origins of ancient myths, some of these ancient documents are written in such a matter-of-fact language, and many are of such a mundane nature (such as preparation of food), that they cannot be dismissed as fiction. Other documents are of a more technological nature and even cover techniques of warfare. Among these are texts that discuss aerial warfare. There is awareness of a text called the Samara Sutradhara, which purports to be a scientific treatise dealing with every possible angle of travel in a Vimana, such as construction, take-off, cruising, and normal and forced landings!

A text, called the Vimanaika Shastra, was found in 1918 and is estimated to have been written in the fifth century BC, although the original may be much older.

The Vimanaika Shastra is quite amazing (an English translation can be found in the book "The Vimana Aircraft of Ancient India and Atlantis" by David Hatcher-Childress). It has detailed descriptions of the materials for construction (metals, glass, and other), including the motors, generators, electical wiring and switches and even motors and other power sources including rechargable batteries and solar power! There is even a brief description of a Mercury Vortex engine - which is currently seen as leading edge science and being "developed" today.
Also described in detail are: Appropriate clothing and food for pilots; hearing conversations and other sounds in enemy aircraft; receiving pictures of the interior of enemy aircraft; camouflage and making the vimana invisible to the enemy (stealth?); assessing other aircraft direction; making persons in enemy aircraft lose consciousness; destroying enemy aircraft; a mine detector; missile detection and avoidance, a diversion mechanism; and more!

There are detailed descriptions of how to make the various metals used to construct the Vimana, and its component parts. One chapter deals with mirrors and lenses, and the words reflectors and transmitters comes to mind when reading this.

Another chapter describes, in detail, the machinery and mechanics used in the Vimana. Below are some quotes from this chapter, which illustrate the detail:

"In the centre, erect a 6 inch pivot and four tubes, made of vishvodara metal, equipped with hinges and bands of copper, brass, or lead, and attach to the pegs in the lines in the several directions. The whole is to be covered."

"A vessel with mercury should be fixed at its bottom. In it a crystal bead with hole should be placed. Through the hole in the chemically purified bead, sensitive wires should be passed and attached to the end beads in various directions. At the middle of the pole, mustard cleaned solar mirror should be fixed."

"To the east of the liquid salt vessel, the elecrtrical generator should be placed and the wiring of the crystal attached to it. The current from both the yantras should be passed to the crystal in the liquid ruchaka salt vessel."

There are descriptions of using animal skins to cover electrical wires. The text notes thirty two ways to generate electical power, e.g., friction, heat, water, solar, battery. An interesting description of creating a battery refers to the use of animal urine: ass, cow, camel, and elephant. There is a very clear description for the construction of an air cooling unit. Much use is made of various types of crystals throughout. And so it goes on.

Throughout the text, names are used for various objects and substances in the the original language. These were obviously unable to be translated, probably because knowledge of these has either been lost, or names have change over the centuries. One wonders what amazing things these may have been.

Some of the Vimana make use of vertical take-off and landing, others lateral. Descriptions of their speeds are confusing, e.g. "400 yojanas or 3600 miles" ??

I hope that this article gives you an idea of the believability of this text. If it *is* genuine, this changes history as we were taught. One wonders what happened to all of this amazing technology. Was it lost due to politics, or war, or was that whole civilization lost? Certainly, this is food for thought.

A recent visit by my cousin Bunny from Swaziland, Africa (some of you met him) reminded me of some of the adventures we shared growing up. The following story may amuse you.

At a time in my life when I was doing a lot of discovery, I learned that donkeys are as lazy as most people believe them to be, but not as stupid as some people think they are. In fact, I discovered that they will *think* of ways to get out of doing work.

As teenagers, Bunny and I, and another friend Wally, often visited my uncle's property in the northern part of South Africa, where we used to go hunting. The man who looked after the place, a Shangaan by the name of Mbile, owned a few donkeys. On one of our visits, we decided that we were going to ride these donkeys (there were no horses on the "farm"). So, having carefully selected my steed, I stroked its head, and then hopped on his back. Having no saddle and stirrups, I grabbed hold of its mane, or whatever you call the hair down a donkey's neck, and prepared for the ride of my life. I tapped my heels into its ribs, the way they do in the Western movies, made the right clicking noise and was ready to go flying down the road. Only....nothing happened, the donkey just stood there. I jabbed my heels in a bit harder but to no avail. I thrust forward to try to indicate that I was after some movement, but got no response. Wally was in the same situation. Bunny decided to help by slapping Wally's ride on the rump. The donkey took off like a shot and Wally, who was unprepared, did a somersault in place and landed on his butt on the ground. I was laughing so much that I didn't see Bunny move behind me and do the same to my steed. Same result: back flip and on my butt. I wasn't laughing any more, but both Bunny and Wally were, hysterically.

Not discouraged, and understanding the means of motivating these animals into movement, I broke a branch off of a tree, making a little switch, like professional jockeys use. Back on the donkey, I used the branch to lightly whack the donkey's rump. I didn't really expect it to work so, of course, I wasn't holding on when the donkey took off, and landed on by butt once more. Fortunately, the donkey, having shed its load, came to a stop. Now I had the secret, I was eager to try again. As I lifted my leg over the donkey however, it decided to take one step away. Undaunted, I took another step closer and prepared to mount again, but the donkey went another step too. Tried again: same thing. When I saw the donkey giving me a sideways glance, I knew that he was toying with me. Determined, though, I took two quick steps, surprising the creature, and managed to hop on. Even though I couldn't see his face now, I could sense the donkey's consternation. My smirk however did not last long. This time, holding on, I applied the stick as before, but nothing happened. I applied the switch a bit more forcibly, but he wasn't budging. Repeated whacking produced no results. So then I tried a new approach: pushing the stick under his tail and prodding the donkey's more sensitive areas. This got him going and off we went. However, we were not going down the road, as I had anticipated, we were moving towards the fence. This is not where I wanted to go, as it was a barbed wire fence. At that point in time, I realized that I had nothing to steer the donkey with, and pulling on his mane didn't produced the desired effect. When we got close to the fence, the donkey then turned parallel to the fence and started moving closer. I realized, then, that this creature was out to get me, and I had to jump off to avoid getting my legs ripped to shreds on the barbed wire. Strangely, the others were having the same experience. After that, we decided to give up.

Long afterwards, it dawned on me that this creature had the same philosophy as me at that time: the only thing worth putting effort into was finding ways to get out of doing any work. Much later on, I learnt from this that determination could only get you so far and no further, without cooperation.

Postscript: I've learned and experienced, over the years, that animals have much more intelligence, and emotions, than most humans give them credit for. This is something to bear in mind when dealing with all animals.