

Twitter Thread by Vibhu Vashisth



Vibhu Vashisth
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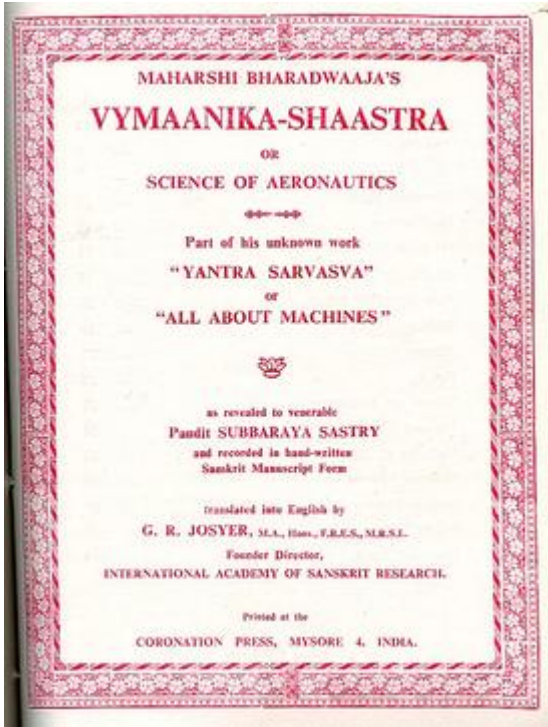
WHAT THE VYMANIKA SHASTRA TELLS US ABOUT ANCIENT VIMANAS OF INDIA?

On 28 June 1951, the then Maharaja of #Mysuru inaugurated the International #sanskrit Research Centre in Mysuru. CM of Mysuru state CK Reddy was present and GR Josyer was the Director of that research centre.

What the *Vaimanika Shastra* Tells about Ancient Vimanas of India



The guests were shown all the rare collections of #Sanskrit scriptures and literature gathered from various sources. It was an impressive collection but there was one small handwritten notebook which surprised them the most. That book was "Vymanika Shastra of Maharshi Bharhwaj".



It was a strange title for the guests & nobody heard about it before. The book contained 6000 lines & 1000s of Shlokas in Sanskrit. This knowledge was verbatim transferred by Maharshi Bharhwaj to Subbaraya Shastri through psychic channeling that was what was told to amused audience.



Sculpture of Ravana's Pushpak Vimana over the battlefield on a lintel at Phnom Rung Hindu Khmer temple in Thailand; Image source: Wikipedia via Michael Gunther.

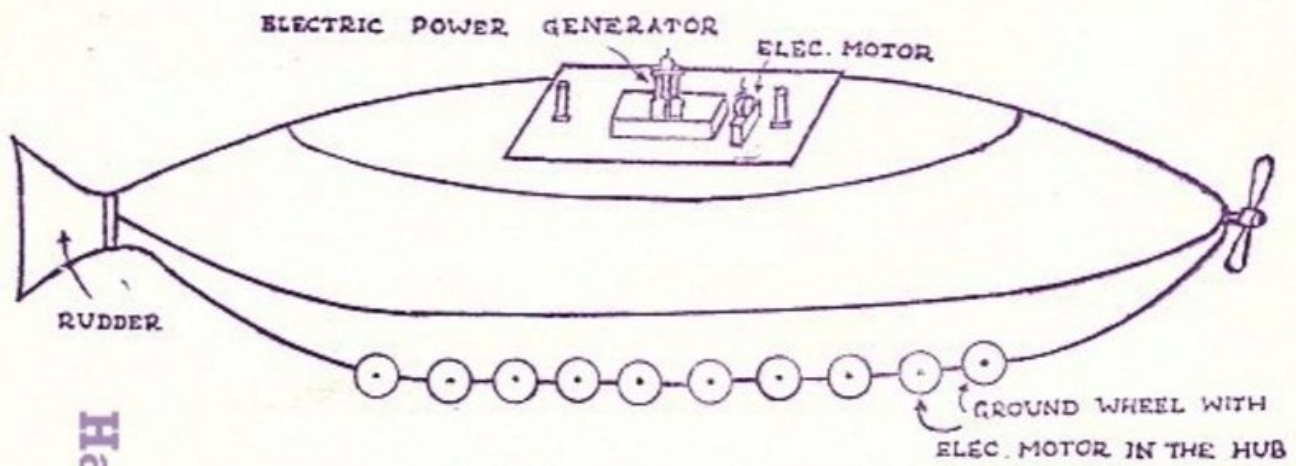
GR Josyer subsequently translated this book in Sanskrit to English.

"Vymanika Shastra" was part of "Yantra Sarvasva". All these works were verbatim recited and dictated by Subbaraya Shastri after he came out of forest and started living in Anekal near #Bengaluru.



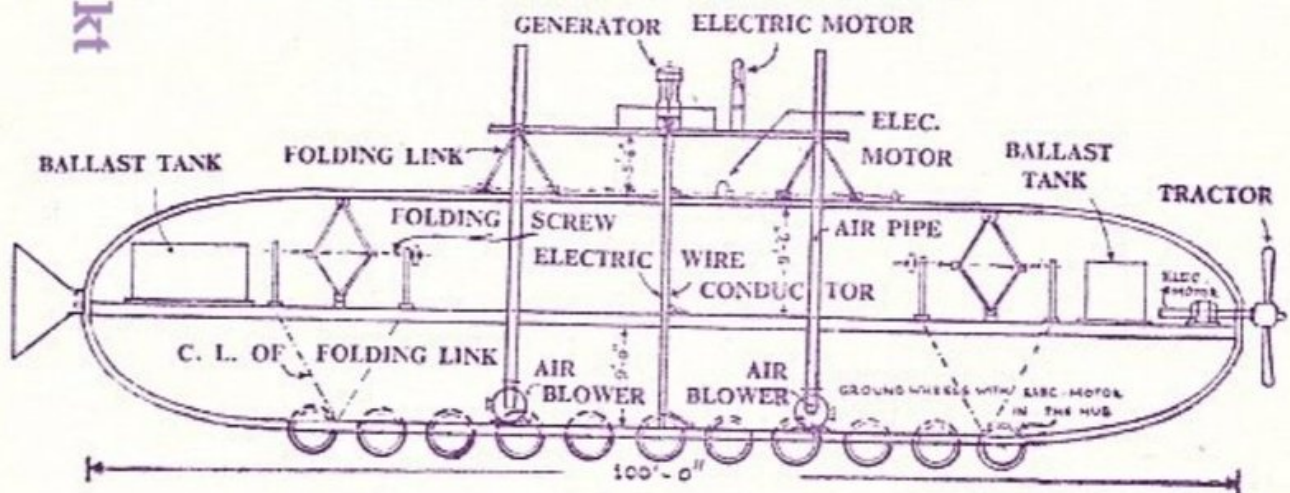
TRIPURA VIMANA

PERSPECTIVE VIEW



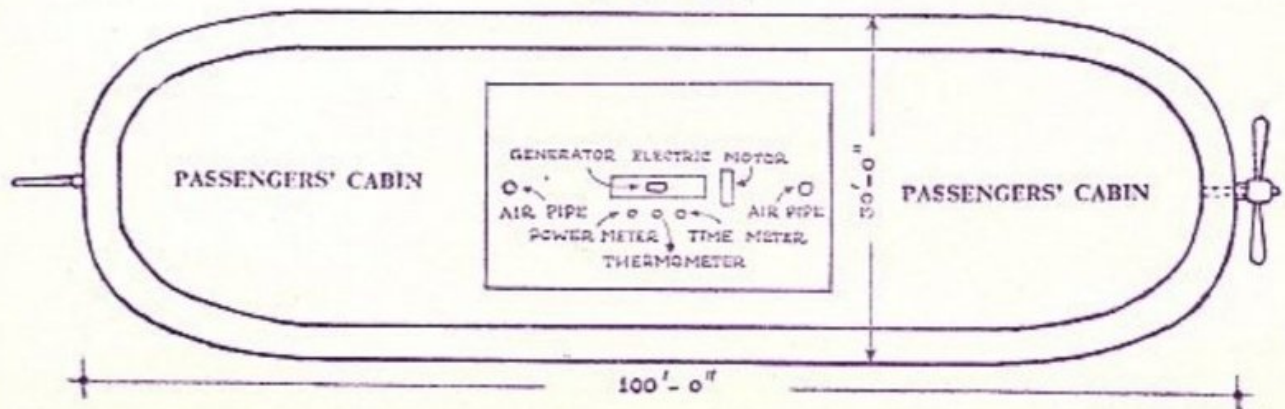
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VERTICAL SECTION

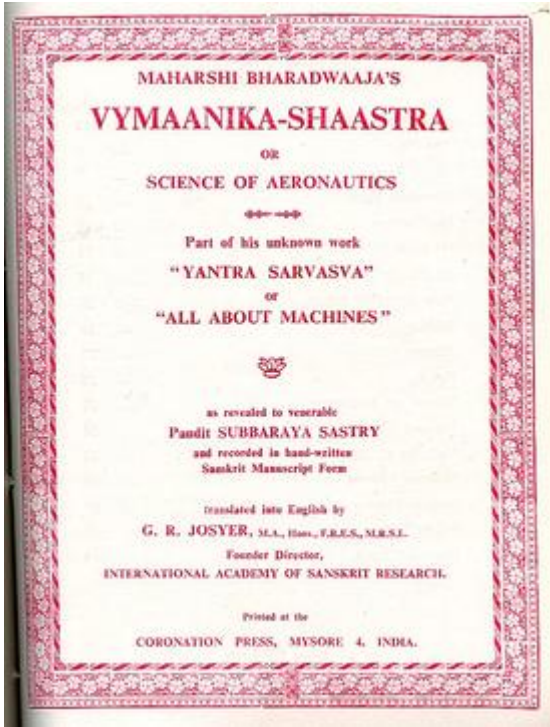


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PLAN



When his book Vymanika Shastra was raising many eyebrows, Britishers jailed him under pretext of being freedom fighter. Within few months of imprisonment he died of long illness. Fortunately some people saved his works safely. When G.R. Josyer got to know about it he got it translated.

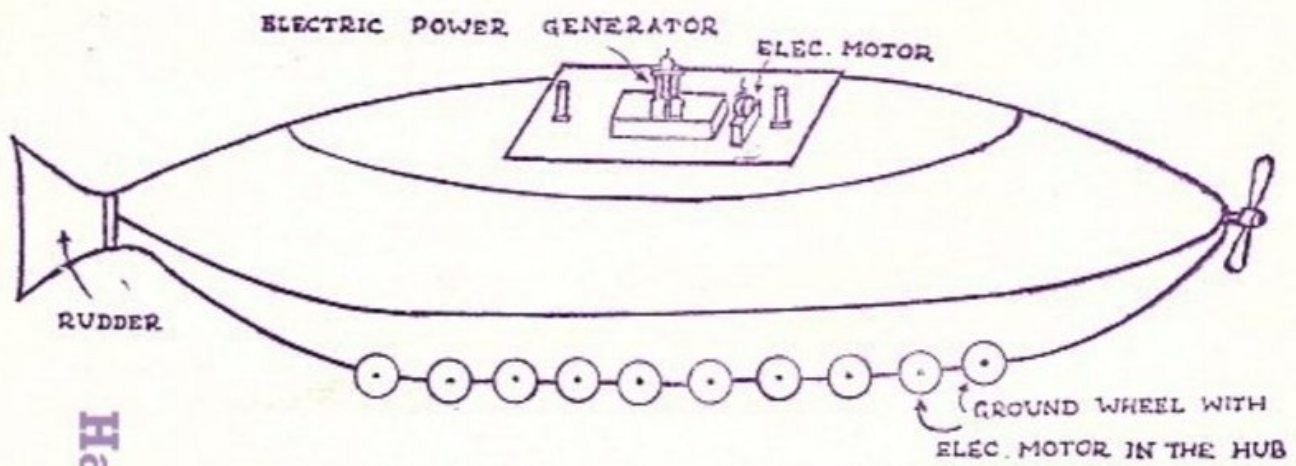


Even NASA got hold of the translated version of this book. While the entire world is convinced that the Wright Brothers were the pioneers of aviation, this book portrayed that India indeed had the knowledge of flying vehicles called Vimanas from ancient times.



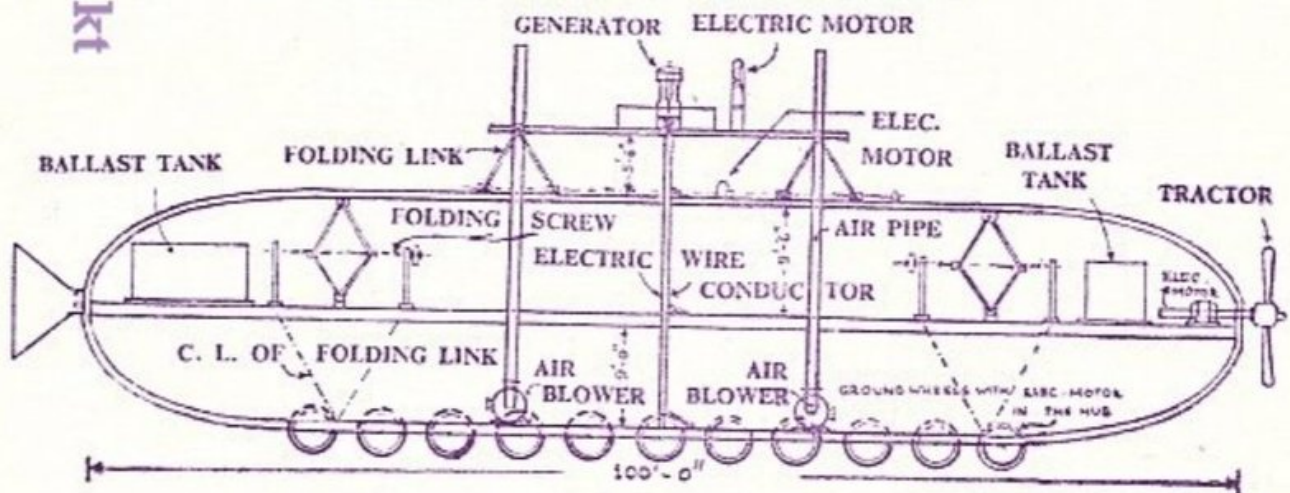
TRIPURA VIMANA

PERSPECTIVE VIEW



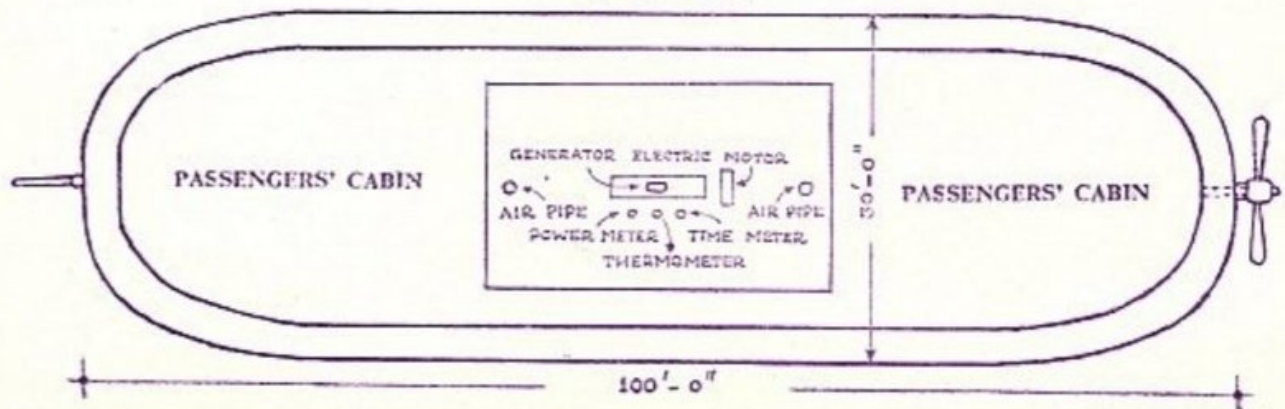
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VERTICAL SECTION

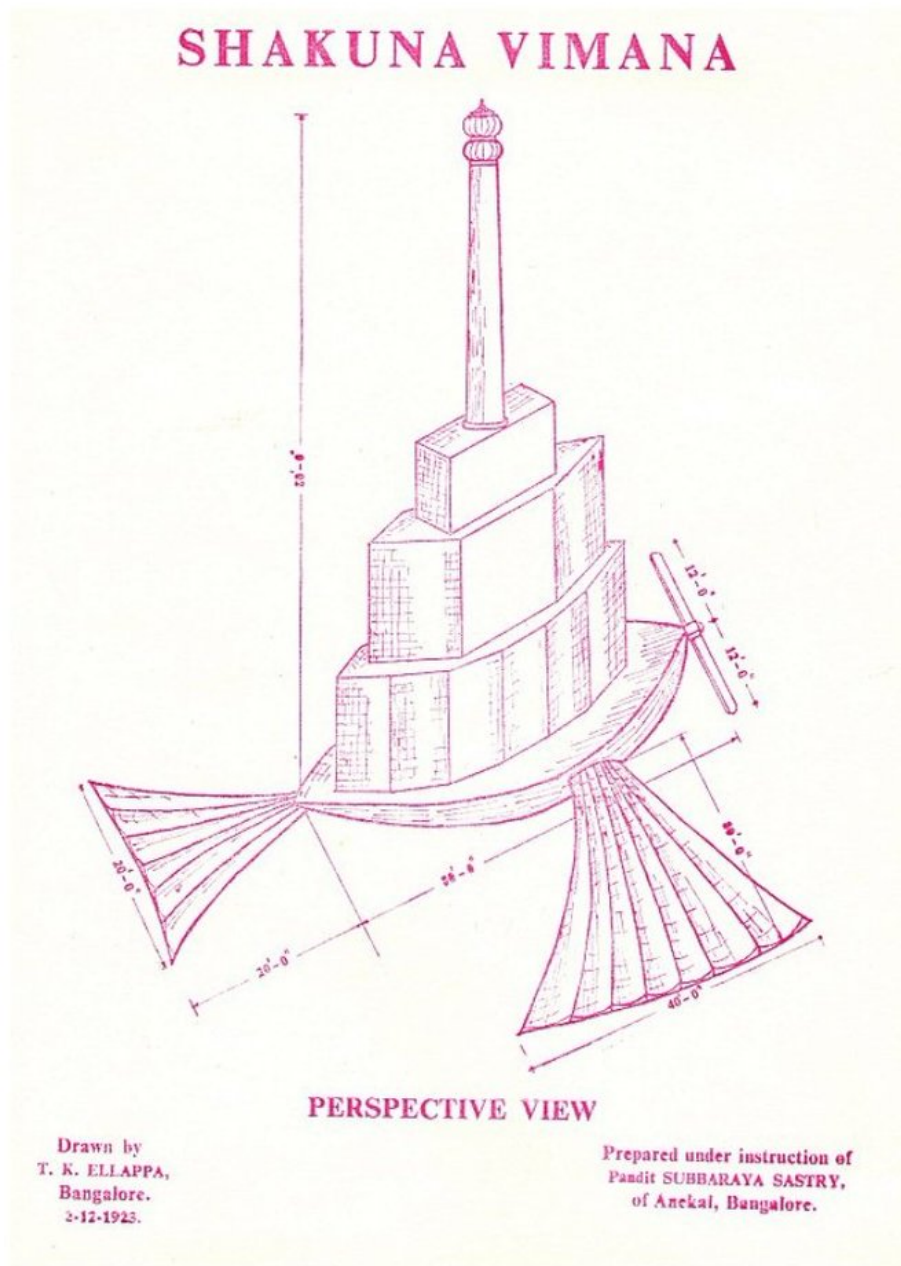


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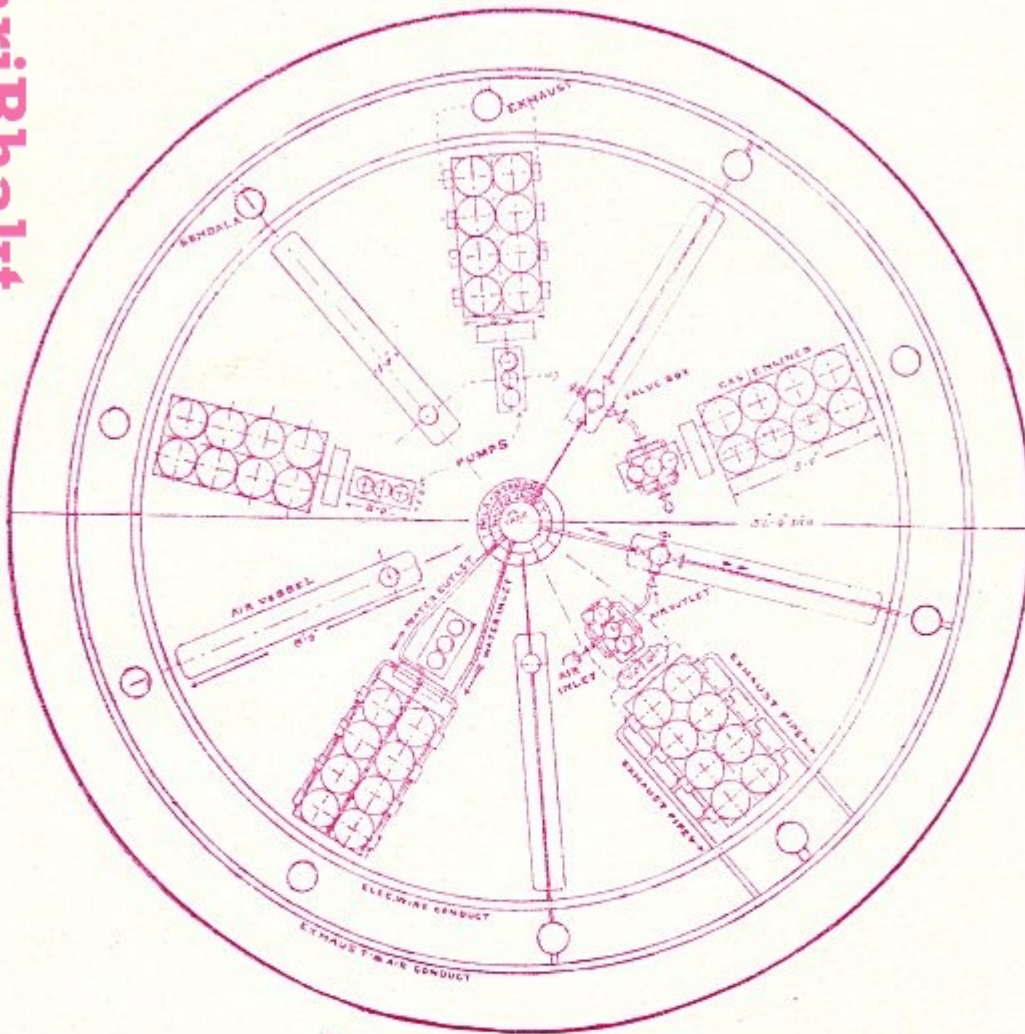
The book produced certain mind boggling details of construction, working of engines, gyroscopic systems which developed much later in aviation technology. NASA actually undertook an experiment of construction of mercury vortex engine similar to what was written in Vymanika Shastra.



Shakuna Vimana; Image source:
Wikipedia

Around 8 chapters of Vymanika Shastra deal with secrets of constructing aeroplanes dat can't be broken, dat is indestructible & fire <https://t.co/tNE5yFhwhS> deals with secret of making planes motionless & <https://t.co/tDqQQ99KeO> deals with the secret of destroying enemy planes etc

SUNDARA VIMANA



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PLAN OF PITHA (BASE)

Drawn by
T. K. ELLAPPA,
Bangalore.
2-12-1923.

Prepared under instruction of
Pandit SUBBARAYA SASTRY,
of Anekal, Bangalore

Some of the Vimanas which are mentioned in Vymanika Shastra & other Hindu scriptures are Pushpak Vimana, the Vimana of Ravana which was later used by Lord Rama, Lakshmana & Sita to return to Ayodhya. Sundara Vimana, Rukma Vimana, Shakuna Vimana are some of the most prominent Vimanas mentioned.

are supposed to aid flight in a manner not discussed at all. The purpose of fans has not been indicated in the text, whereas in the figure they have been captioned as "lifting fans". Further, like in other crafts, the static stability is in some doubt.

2.4c Geometry – The geometry is again a cylinder-cone combination with a base diameter of 100 feet, height of 20 feet, and cone height of 80 feet. The text mentions a dimension of 1000 feet for the base.

पीठ रुक्मविमानस्य कूर्माकारं पकल्पयेत् ।
वितस्तिहसावामं गात्रमैकवितस्तिकम् ॥

However, the drawing shows only 100 feet. This is a geometrical contradiction.

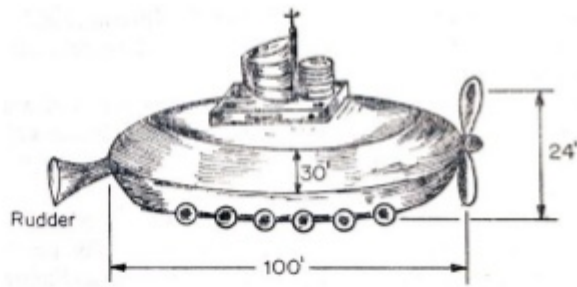
2.4d Operational data – The Description mentions a speed of 105 kroschas per ghatika amounting to a speed of 625 mph (compared to the speed of sound of about 760 mph). This is an incredible speed even for a sleek aircraft and just impossible for the kind of geometry used.

2.4e Materials – A number of materials is mentioned principal among which is 'raja loha'.

2.4f Comments – If the craft is taken to mean what the drawings and the text say, it can be stated that the craft is a decided impossibility.

2.5 TRIPURA VIMANA

2.5a General – This plane is supposed to fly in air, and move water and land. When moving over water the wheels are to be retracted.



TRIPURA VIMANA

2.5b Principles – No mention of any principles of operation has been made. Power is said to be generated from the generator from the generator at the top using sun's rays and some acids in a manner not described. The general description and the diagrams seem to indicate the use of electric motors which were known only in the 19th century.

2.5c Geometry & operational data – It is oval shaped in plan with a length of 100 feet and maximum width of 24 feet. The height of the craft is 30 feet. No operational data have been given.

2.5d Materials – In order to prevent water from seeping into the craft, when it is moving over water, it is said to be covered with a cloth known as milk cloth (क्षीरपट). Also the description of an alloy has been given which is supposed to be light and fire resistant.

3. General Comments and Conclusions

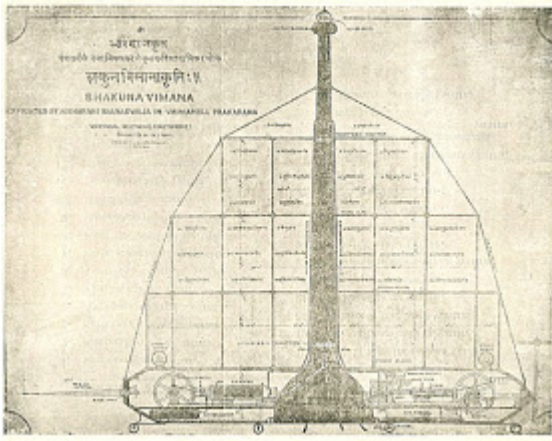
Any reader by now would have concluded the obvious – that the planes described above are the best poor concoctions, rather than expressions of something real.

None of the planes has properties or capabilities of being flown; the geometries are unimaginably horrendous from the point of view of flying; and the principles of propulsion make them resist rather than assist flying.

The text and the drawings do not correlate with each other even thematically. The drawings definitely point to a knowledge of modern machinery. This can be explained on the basis of the fact that Shri Ellappa who made the drawings was in a local engineering college and was thus familiar with names and details of some machinery. Of course the text retains a structure in language and content from which its 'recent nature' cannot be asserted. We must hasten to point out that this does not imply an oriental nature of the text at all. All that may be said is that thematically the drawings ought to be ruled out of discussion. And the text, as it stands, is incomplete and ambiguous by itself and incorrect at many places.

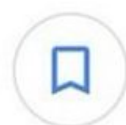
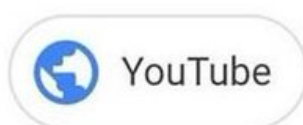
A large number of verses has been devoted to the metallurgical and material aspects, as stated earlier.

Pilots of these Vimanas were referred to as "Rahasya Gnyanadhikari", meaning he who has the secret knowledge of flying. 32 secrets were contained in training manual for pilots. There is mention of Mercury, solar energy used as fuel. Electrical motors & gyroscopes are explained in detail.



NASA started experiments on some of the aspects mentioned in this book. After sustained efforts around 1978, they successfully used Mercury Vortex engines by ionising the mercury gases exactly as explained in "Vymanika Shastra".

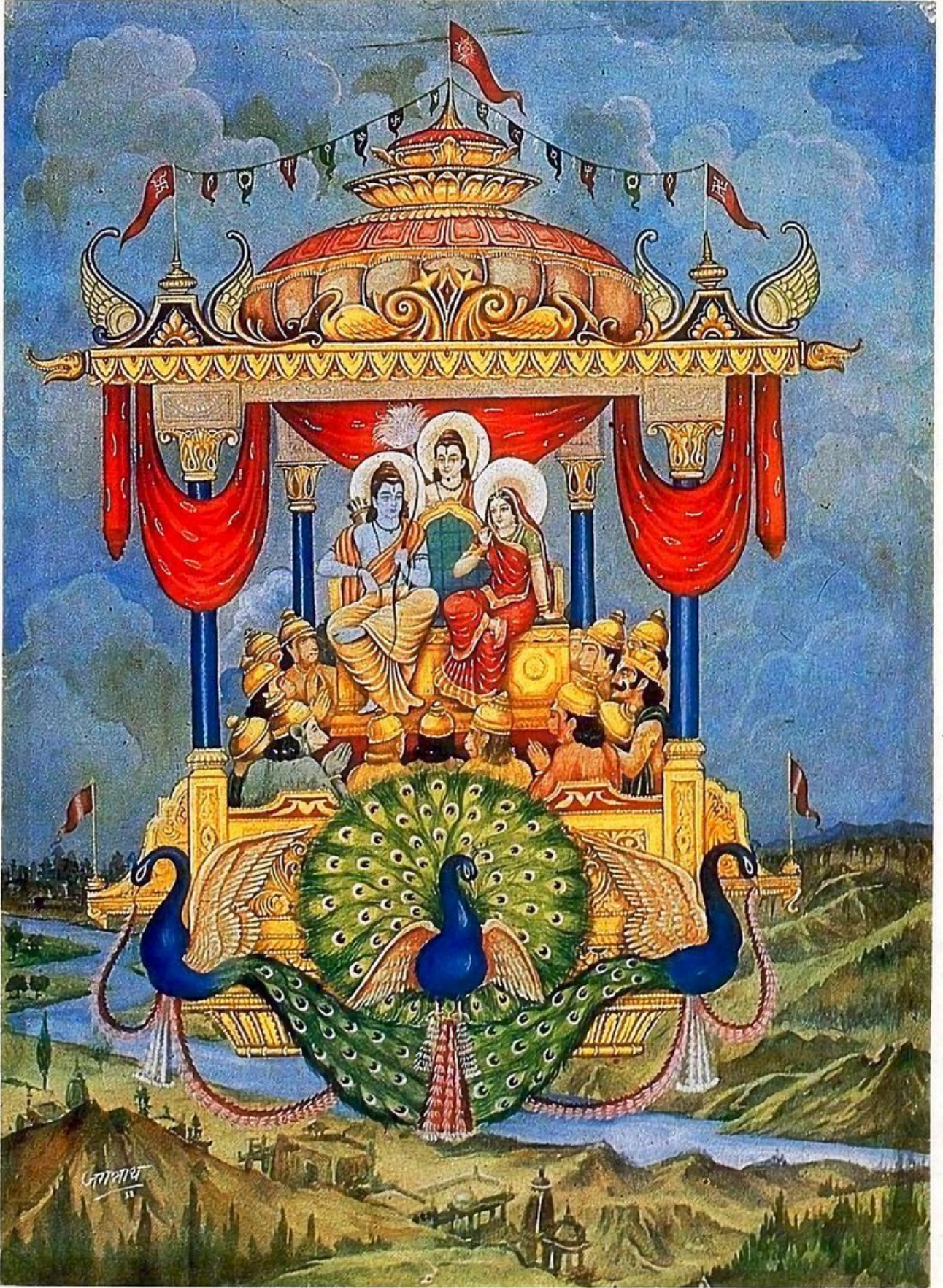
Mercury Vortex engines by ionising the mercury gases exactly as explained in *Vaimanika Shastra*.



NASA using VIMANA's Mercury vortex engine technology - You...

NASA using VIMANA's Mercury vortex engine technology

There was a big lobby ridiculing it as trash & as expected it was our own people, Indians & organisations based in our country who were in the forefront without even reading a page from book. This is not just one book in isolation narrating about aviation knowledge in #AncientIndia.



भगवान् रामका पुष्पक-यानद्वारा लंकासे अयोध्या-प्रत्यावर्तन

The ancient Indian texts on Vimanas are so numerous and detailed that our knowledge and technology has still not reached to that level. The ancient Indians, who manufactured these air ships themselves, wrote entire flight manuals on the control of various types of Vimanas.



A CRITICAL STUDY OF THE WORK “VYMANIKA SHASTRA”

by

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SUMMARY – A study of the work “Vymanika Shastra” is presented. First, the historical aspects and authenticity of the work are discussed. Subsequently, the work is critically reviewed in respect of its technical content. It appears that his work cannot be dated earlier than 1904 and contains details which, on the basis of our present knowledge, force us to conclude the non feasibility of heavier-than craft of earlier times. Some peripheral questions concerning dimensions have also been touched upon.

1. Historical Aspects

1.1 ORIGIN

A book titled “Brihad Vimana Shastra” by Shri Bramhamuni Parivrajaka was published in the year 1959 [1]. It contains verses in Sanskrit (describing aircraft) with their Hindi translation.

Recently, another book titled “Vymanika Shastra” by Shri G.R. Josyer has appeared [2], which contains the same Sanskrit verses with their English translation. One notable feature of this English version is that it contains drawings of some crafts too, something not to be found in the Hindi version. Also, the English work by Josyer makes no mention whatsoever of the earlier work in Hindi.

Our main concern in this report will be with the above two works.

These books contain verses which, according to their texts, are supposed to form only part (about

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a fortieth) of “Yantra Sarvaswa” by sage Bharadwaja, which is devoted to a summary of the work on vimana vigyana by a number of other sages and is said to be for the benefit of all mankind.

1.2 DATING OF THE WORK

In his introduction to the “Brihad Vimana Shastra” (hereafter denoted as BVA) the translator has tried to find at the Vedic origin of the text. In support of this he has invoked Maharshi Dayananda Saraswati’s work entitled “Rigaveda Bhashya Bhumika” [3]. Also, some quotations from western scholars are given in support of the claim for antiquity.

According to Maharshi Dayananda Saraswati’s commentary (first published in 1878 or earlier), there are references to aircraft in the Vedic mantras:

त्रयः स्कम्भासः स्कमितास आरभे
त्रिनक्त याथस्त्रिर्व श्वना दिवा ॥ ५ ॥
ऋ० अष्ट० १ । अ० ३ । वर्ग ४ ।
म० २ ॥

....going from one island to another with these crafts in three days and nights....and

आ नो नावा मतीनां यान् पाराय
गन्तवे ॥ ९ ॥ ऋ० अष्ट० १ ।
अ० ३ । व० ३४ । मं० २ ॥ कृष्णं
नियानं हरयः सुपर्णा अंपो वसाना दिव
मुत्पतन्ति । त आववृत्रन्सदन....॥१०॥
द्वादश प्रधयश्चक्रमेक त्रीणि नम्यानि क
उतच्चिकेत । तस्मिन्साक त्रिशता न
शक्रवो ऽ पिता घट्टिनं चलाचलासः
॥ ११ ॥ ऋ० अष्ट० २ । अ० ३ ।
व० २३ । म० १ । २ ॥

Just an intelligent people constructed ships to cross oceans....jumping into space speedily with a craft using fire and water....containing 12 stamghas (pillars), one wheel, three

Many of the manuals r still in existence &some r translated in English.

"Samara Sutradhara" is a scientific treatise dealing with every possible angle of air travel in a Vimana. There r 230 stanzas dealing with construction, take-off, cruising for 1000s miles, normal &forced landing

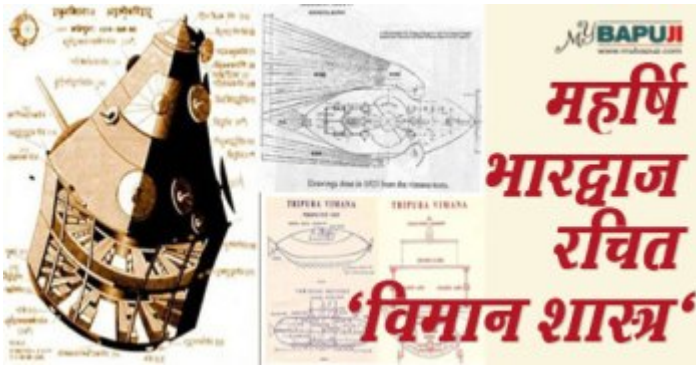
Vimana is a word with several meanings ranging from temple or palace to mythological flying machines used in warfare described in ancient Sanskrit epics. High towers of Hindu temples are also called 'vimanas.'

“ ...Traveling by air using flying vehicles ('sky-abode') was popular in ancient India and for that matter in Medieval and modern India much before the Wright brothers...used mechanical, spiritual and tantric power to fly...In ancient literature of Hindus, we have detailed descriptions of flying machines that could carry people from one place to another or one planet to another.”

At the 102nd Indian Science Congress held at the Mumbai University in Jan 2015, Anand Bodas, a pilot & Ameya Jadhav, an MA in Sanskrit & an M Tech. delivered a presentation on Vaimanika Shastra.

“...Three flying-cities were made for and were used by the Demons...One was in a stationary orbit in the sky, another moving in the sky and one was permanently stationed in the ground. These were docked like modern spaceships in the sky...and at a fixed latitude/longitude. Siva’s arrow obviously referred to a blazing missile fired from a satellite specially built for the purpose... Vestiges of onetime prosperous civilization destroyed in battles flicker through these legends...” – Prof. D.K. Kanjilal’s observations of the Matsyapurana

According to Mumbai Mirror report, Anand Bodas spoke to media, saying that aeroplanes of Vedic times could fly not only from country to country, but also from planet to planet. In those days, aeroplanes were huge in size & could move left right as well as backwards, unlike modern planes



The question is why our ancestors were not given the due credit for all the great inventions, architectures & discoveries they did?

And the answer is, when we will stop ridiculing our legacy & cultural heritage & will become proud of who we are, then and then only.

■ Jaitu Sanatan ■