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The Writings of Prof. Bailey
Repulsion Energy,
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LETTER 01-13 "EDAV PROJECT PART III"

Pg. 01

Kim, I gave Jerry xxxxxx the information on the "IMPLOSION STAFF".

I also have given John Christman the "HOW TO" on the Bessler wheel.

I have "NEVER" given that information out to anyone other than my Bessler wheel research partner in Australia.

"LOOSE LIPS SINK SHIPS".

We can add to that WW2 catch phrase.

"CLOSED LIPS CAN ALSO SINK SHIPS, ONCE THE SUBMARINE HAS BEEN SEEN".

In the invasion of "PEARL HARBOR" by the Japanese, a small submarine was sunk coming into Pearl. This should have put them on high alert, but did not.

A very poor military communication system doomed Pearl Harbor!

There was also the radar image (fuzzy blobs) of the attacking Japanese air force that was ignored.

My point is Kim.

WHEN DO WE HAVE THE OBLIGATION AND DUTY OF WARNING OTHERS ABOUT OUR REPULSINE RESEARCH???

Pearl Harbor was a prima fascia example (so was the battle of the bulge) of what happens when information is not given to the right people before a disaster begins.

I took a huge risk giving out my "IMPLOSION STAFF" information to Jerry.

If anyone is injured it will be my neck. Kim I am about as "REAL" as real gets. Ignore my research at your own peril! My physics looks "SO SIMPLE" a child could design it. The staff exploited all kinds of atmospheric resonant phenomena.

I have a relative breathing down my neck as it is, not to use the internet anymore.

I gave you dozens of new ideas.

One I failed to give you is the why and how of the Burt Rutan water wheel. I need to illustrate it for you. It is highly resonant.

So what do we do?

My relative wants me to "STOP GIVING OUT INFORMATION ON THE INTERNET".

He is very afraid I will be engaged in a law suit.

Kim, John is busy with the Bessler wheel at this time.

I may need to send you a photograph of the vacuum resonation plate experiment.

I have done a lot of experiments.

So many you would need a huge web sight to show them all.

I AM NOT A PAPER THEORIST!

I can give you real world experiments.

Kim, your readers need "SIMPLE" off the shelf experiments.

The wave plates have proven very hard for people to fabricate. That is why I like to use "COMMON HOUSEHOLD MATERIALS".

I want you to look again at the "REVISED ADAMSKI" drawing. What if we allowed the huge metal sphere that resonates to intake and expel air???

We may have a new heat engine!

Kim, whenever the sphere is in a "FLOW" or "GAP" state it will cool from expansion of air above it.

The second the sphere closes the "GAP" and strikes the upper flange it will become very hot!

At this point the sphere will "EXPEL" high pressure air if a long tube is attached beneath it.

If you want to see this in action, you can get a "SINK DRAIN STOPPER" and fill the sink with water.

First lift the stopper and allow water to flow, and then close it off. You can see the power such a device would have if convection wind is used instead of water!!!

I developed this concept over 20 years ago based on the Adamski UFO. I since then went on to more complex turbo-generator based engines.

Remember Kim, "WIND HAS HEAT"!!!

If we first cool the air in a convex chamber by rim port suction and then magnetically change the chamber to a "CONCAVE" shape it will trap the wind and heat the internal air!!!

WHY? Because Kim, wind has "MOMENTUM"!!!!!!

If we simply build a "CONCAVE" wind chamber and allow wind to strike it, what happens?

The wind will "BE DIVERTED" and go around the chamber and lose momentum from turbulence,

BUT, IF WE FIRST MAKE THE CHAMBER CONVEX AND ALLOW MAXIMUM WIND FLOW BEFORE WE CHANGE THE SHAPE TO CONCAVE, WE WILL GET THE GREATEST MOMENTUM BUILD UP IN OUR EXTERNAL WIND!!!

We really should get that diagram on your web sight.

WHY?

Because as far as I know," **NO ONE EVER READ THE ESJ # 29 EXPERIMENTAL PYROMAGNETIC AIRCRAFT ENGINE CONCEPT"**

You have to pay to get the ESJ # 29 booklet.

That concept of a pyromagnetic aircraft engine was for "EVERYONE".

WE ARE FOOLS NOT TO BUILD A WINDMILL THAT USES THE WIND FOR ITS HEAT CONTENT....

Who does?

Kim, "ALL MODERN JET ENGINES" use the heat of the wind to increase combustion efficiency.

The "SCRAM JET" is a very good example!

ONE PROBLEM KIM....

They all need fuel.

So what is next?

Kim it is "PURE NON-SENSE" to use horizontal wind to power an aircraft without fuel.

NOW DO YOU UNDERSTAND???

Only an aircraft with a cable attached can use horizontal wind as a power source. In other words Kim it is basically only a glorified "KITE". It will only develop power as long as the ground cable is in place!

Therefore a whole new class of aircraft must be derived that use "CONVECTION WIND" as a power source.

Kim, do we have "ANY" aircraft that use convection wind???

YES!...That was in my ESJ # 29 concept (the one nobody could afford to read, my copies were stolen from my house).

Hang gliders, sailplanes, elliptical parachutes (Para gliders).....There are "TENS OF THOUSANDS" of R/C hobby glider pilots out there every day flying model gliders in thermals.

Kim....THINK VERY HARD ABOUT THIS!!!!

What would happen if we never put a motor on the "WRIGHT FLYER"????

We would have a "WORLD FULL OF GLIDER PILOTS"

Kim, this is "YOUR TURF" and yet you have missed the simplest point in your part three.

You know a lot of aviation. In ways more than anyone on the planet, with the exception of a NASA scientist with a Billion dollar test facility.

Kim, what if you woke up tomorrow and found out that the Wright brothers never put an engine on their "FLYER".

All 2005 aircraft must be towed by a ground based cable up to thermal altitude or be flown along coastal cliff areas.

Let us speculate that the propeller and the piston engine were "NEVER" developed for aircraft.

IT'S ALL GLIDERS OUT THERE MY FRIEND IN 2005....

Kim you would be in a state of shock!

FRIENDS, ROMANS AND COUNTRYMEN LEND ME YOUR EARS.

I Kim (full name) give as a testament that gliders will fly without "TOW CABLES" if you build a propeller and use a light weight car motor to turn the shaft!

Non-sense I tell you Kim!!!

YOU ARE A FOOL!!!!

I am a professor of higher mathematics at a M.I.T.!!!!

THERE IS NO SUCH THING AS A PROPELLER!!!!

A car motor can not transfer over a 1 percent efficiency of its shaft horsepower into a mechanism that will push against air!!!!

YOU ARE A FLAKE!!!

YOUR IDEA IS PURE LUNACY!!!!

There is no such thing as a propeller. No such device exists on Earth! The physics for transferring shaft horsepower into forward motion in the air is completely beyond your grasp.

Kim, you then go on to explain to this "BRAIN DEAD" little professor that a propeller is from 24 to 72 inches in diameter (on average) and can be made of wood, composite or metal.

NO! NO! I refuse to believe you.

There is no known way to transfer power from an automobile motor to the air at more than 1 percent efficiency!!!!THERE IS NO SUCH THING AS A PROPELLER!

Gliders work very well just the way they are he demands!

Kim, once more you explain that a propeller can be a two bladed (for simple balance) twisted air foil that spins around a shaft driven by a 10 to 200 hp. motor from a modified automobile engine.

Professor again, "YOU ARE WRONG SIR"!!!

I do "NOT" believe in the concept of a propeller, I have seen you web sight about propellers connected to lightweight automobile engines and believe the efficiency is "ONLY" one percent at transferring horsepower into thrust...

Gliders are "ALL" we need!!!

A "POWERED GLIDER" is non-sense. The thrust to weight ratio is so low it will "NEVER" take off.

However as a professor of higher mathematics at M.I.T, I believe a "FLAPPING WING CONNECTED TO AN AUTOMOBILE MOTOR WILL TRANSFER ENOUGH POWER TO SUSTAIN FLIGHT"!!!

Kim, once more, No professor that is "NOT" the answer!!!

The professor "YOU DARE TO INSTRUCT ME"!!!

A propeller spins around the engine shaft at 100 to several thousand Rpm.

It will transfer up to 85 percent or even more of the shaft horsepower into useful thrust to maintain powered flight!!!

Professor ,GARBAGE KIM...PURE AND UTTER NON-SENSE!!!!Your propeller idea is worthless!

Kim again, it will mean a whole new era in aviation. No more launch cables, no more cliff side lift on dangerous mountain tops or isolated beaches. A glider can rise up off of a simple runway under its own power!!!

Professor's last word.

Kim, your web sight proposal about powered aircraft is utter non-sense. There is no such thing as a "PROPELLER". Even if your design worked it would have only 1 percent efficiency!!!Your powered glider will "NEVER" get off the ground by attaching a light weight automobile motor to a "SO-CALLED" propeller. It simply doesn't work you poor misguided fool. Gliders are the only "PROVEN" form of aircraft on Earth!!!There simply will never be a "POWERED GLIDER" using something called a propeller.

END OF MY EXAMPLE.

Kim, as Mr. Bailey I would never call you a fool. I am making an example out of you.

This is the "STUPIDITY" I am up against everyday.

Can you imagine being the only man on Earth who knows what an airplane propeller is in a world full of un-powered gliders!!!

Kim a "REPULSINE" is nothing more or less then a "POWERED CONVECTION MOTOR" in a world full of passive thermal use hang gliders, paraplanes and sailplanes.

It is as revolutionary as placing an aircraft engine and propeller on a "WRIGHT FLYER".

Yes Kim, we have hundreds of aircraft engines that convert forward wind into heat. The ram jet is the most primitive example.

BUT THEY ONLY FLY IN HORIZONTAL WIND!!! Therefore they require fuel to be burned.

Why?

Kim there "IS NO RELATIVE HORIZONTAL WIND" to a hot air balloon or a glider.

There is the case of using two wind shears side by side to gain altitude. (lets do not go there)

What I am saying is that "WITHOUT" a ground connected tow cable a glider or balloon cannot go "INTO" the wind and turn a turbine or a propeller or heat a chamber in a horizontal wind or gain altitude as if a powered aircraft.

You will simply go down wind the second your forward momentum is gone.

GRAVITY KIMYOU MUST USE GRAVITY.

THAT IS YOUR INVISIBLE TOW CABLE!!!!!!!!!!!!!!

Therefore we are after harnessing "CONVECTION CURRENTS ONLY"!

GOOD WE HAVE SAID IT. Horizontal wind is worthless to a balloon or glider to do anything more then drift and lose altitude. Yes I know there are exceptions, wind shear for example. I am being general.

So what is the best way to use the power of a "THERMAL" or a rising convection current???

Kim, we have sailplanes with 50 to 70 to one glide ratios. Hang gliders are 10 to one, paragliders 8-9 to one.

KIM THEY ARE PASSIVE!!!

We have come a long way from the old 26 to one gliders like the SWITZ. 26-D.

DO YOU NOW UNDERSTAND WHAT I AM SAYING ????

Kim, we are in our infancy as far as convection powered aircraft are concerned!!!!

It is as if the "WRIGHT BROTHERS" never put a propeller or motor on the Wright flyer!

YES! We have high performance sailplanes.

But where Kim is a decent "CONVECTION POWERED AIRCRAFT"???

We have developed the "PASSIVE THERMAL USE" sailplane to a fine art!

But we have no "CONTROLLED FORM" of convection aircraft...

We cannot store energy from one thermal to another. We cannot build up a weak thermal into a stronger one.

ALLRIGHT KIM, WHAT ABOUT BUILDING A RAM JET THAT WILL HEAT UP AS IT FALLS TO THE GROUND???

Yes it could work. The faster the ram jet falls the hotter it gets.

Soon a thermal core forms around it.

Kim what is happening. Convection wind is being blown out the top as the Ram jet falls to the ground.

The "CROSS SECTION" is small to the wind. The convection powered ram jet could reach mach one easily as it screams toward the ground!!!

Kim there is nothing wrong with the idea....

It just does not work very well in a convection wind use.

We need a better design. The ram jet is based on a "HORIZONTAL" propulsion technology and requires fuel.

What is next?

Kim, the next engine is the pulse jet.

However, in this application it would keep its valves open the whole flight to the ground.

It also requires combustion to use its unique shape and pulse output technology.

THEREFORE....in light of these well known devices, is something better as far as convection power is concerned?

First we increase the cross-section of the motor.

Remember Kim we have sailplanes...Hello, we are not talking about a passive convection powered aircraft.

Now Kim the motor is far more "MUSHROOM SHAPED".

We place a small hole in the bottom (just as in the case of the ram jet intake) and drop the motor to the ground.

PROBLEM!!!

There is "SUCTION" above the mushroom shaped ram jet!!!

We have as much air going out as we do coming in!

Therefore our mushroom shaped ram jet becomes "COLDER" not hotter.

There can be only one solution!!!

We must place a valve in the intake that will allow the wind to be "STOPPED OFF" in a pulsating fashion.

Now the cold air trapped in the mushroom shaped ram jet will have time to heat from the external environment and develop power.

Kim as you can see in a few moments we will have designed a Repulsine from scratch!

You can go one better.

Make our convection powered aircraft disc shaped and use a "SHAPE CHANGING" membrane underneath with a magnetic field to allow us to control the membrane.

There will be rim holes to draw air through an intake turbine on top of the disc.

WE NOW HAVE AN "ACTIVE THERMAL USE" MOTOR. ONE WITH HIGH LEVELS OF CONTROL.

Kim what have I been trying to tell you all of these months?

YOU ARE ON THE VERGE OF A HUGE DISCOVERY!

AN ACTIVE CONVECTION POWERED AIRCRAFT (as opposed to a passive sailplane) IS JUST WAITING FOR ITS FIRST KITTY HAWK TO BE BROUGHT INTO THE WORLD.

Kim, what's wrong with your ideas?

Nothing...

I am honor bound to warn you your government. The one my ancestors (one fought with General Washington in the Revolutionary war under the name "AMOS") fought and died for (father fought in WW2 in a B-24 under Curtis Lamay) has "LIED" to you.

What else can I say? My government was put into a position for national security reasons to lie about UFO (or active convection powered aircraft).

KIM THEY KNOW THEY EXIST AND USE CONVECTION CURRENTS AND EXTERNAL HEAT ABSORPTION TO POWER THEMSELVES.

So my friend what are we as individuals to do.

Even if you have a Repulsine, or any of my other designs that use an active convection motor, we are up against a dishonest federal government.

Allow me to re-phrase that.

We are up against a federal government that is "FORCED" to lie for some reason we are not allowed to know.

In one case where a 1,000,000 curies of radioactive bomb processing waste was leaked into the environment they used national security to cover a bad corporate system. They also burn toxic waste at air bases under national security protection.

Kim, those are very "BAD" things our government does to protect us from a foreign enemy.

They are killing Americans to protect Americans...All under the power and authority of national security.

They also maintain a round the clock vigil against our nations enemies.

Kim I love those guys. They are the finest men in the world who serve in our military.

I HAVE NO RIGHT TO KNOW THE LATEST TOP SECRET STEALTH AIRCRAFT DESIGN!!!

I HAVE NO RIGHT TO KNOW HOW TO BUILD A TOP SECRET SURFACE TO AIR GUIDED MISSILE!!!!

I HAVE NO RIGHT TO KNOW HOW TO MAKE A TOP SECRET HIGH POWER LASER THAT CAN SHOOT DOWN A PLANE OR MISSLE IN FLIGHT!!!

KIM I ACCEPT THE ROLE OF OUR GOVERNMENT WHEN IT COMES TO NATIONAL SECURITY....PERIOD!

Our government's position on UFO's may be to protect our lives.

That is my problem. It's not the physics of an active convection motor.

It's the "REASON" our government will not tell us they "ALLREADY" have them under ground in hangers in the desert.

So Kim, it is a little like this.

Imagine being the Wright brothers and demonstrating your "WRIGHT FLYER" to the public.

This is 1904 and you are taken to a secret government base (remember you are the Wright brothers)

You go inside and what do you see???

MODERN JET AIRCRAFT (UFO's lets do not go there)!!!

They tell you it is fine to patent your Wright flyer, but if you ever speak of the Jet aircraft you see in the secret hanger you will be shot....!

Kim, our government has no problem with primitive aircraft like passive thermal sailplanes.

Kim, there has been "NO" advancement in aircraft convection powered technology in 100 years!!!!

So Kim, remember this is "NOT" your fault or mine.

The fault is one of government policy, not convection physics.

My friend we need "SIMPLE" apparatus and simple experiments to prove our point.

What is our point???

Our point is we can build an "ACTIVE" convection (or thermal) powered aircraft motor.

We just need to get the problem before the people....

The day we are told to "STOP" (hey my friend we live in America like it or not).

We "MUST" do as our government wishes.

I just wish they would not use the theft of my research equipment and notes as their method of warning me. If they would just come out and tell me they want me to stop for national security reasons, I would shut up instantly.

Kim, convection energy is what I do. I cannot help but theorize and construct convection powered devices (as John Chrisman well knows, Bessler wheel, hint, hint).

Kim, I really believe you are not approaching this in the right way.

We should stick to a simple problem.

Can we build a better convection powered aircraft? PERIOD!

We then can show what is possible.

I will be leaving your planet soon so forgive me if I speak bluntly. (Clato from the day Earth stood still)

Everyday the universe grows smaller. The threat of aggression from any planet can no longer be tolerated.

Keep up your current policy and threaten the people of the other planets and the Earth will be reduced to a burned out cinder!

The choice is yours; we will be waiting for your answer.

Kim I think it is dangerous to leave the public in ignorance over the existence of active convection powered aircraft, but I am not the Federal government.

Kim, I have a friend who is "SCARED TO DEATH".

He was a hazardous material truck driver and was in a parking lot late one night and two men approached him.

They showed him something under a cloth.

After that he was terrified.

They did not aim there threat at him.

They aimed it at me or my family. They basically said for us to "STOP" doing whatever we are doing.

Kim my friend may be paranoid. He may have been on the road too long.

Look Nick Cook is in a much protected society. He does not understand how easily people are killed in America and rapidly forgotten.

There is a conspiracy at work here. I have been robbed again and again. WHY STEAL MY PHYSICS TEXTS (criminals are not interested in college) OR MY THEORETICAL RESEARCH PAPERS???

Why threaten my friend in a lonely truck stop?

Kim, the only thing they cannot stop us from doing is "SIMPLE" experiments with materials found around the house or in the garage. I just do not know anymore.

Kim, a final word. What if all we state is the desire to make a parachute, that will fall slower then any other parachute??? (One with a resonant membrane or sphere)

All I can say about your EDAV project part three is that I gave you so much more. I at least wanted the pyromagnetic aircraft engine included that no one read about in the ESJ # 29 booklets.

You can use my name on that one, since it is already in the ESJ # 29 booklet. I am sorry you did not read it. I can order another ESJ # 29 to replace what was stolen from me. I can also cut a new BBQ kettle lid for the Repulsine to replace the one that was taken from my warehouse and photograph it.

Kim, beyond that, there are hundreds of experiments I can re-set up and photograph for you.

Please try to use at least a few of the diagrams I gave you. I have more to send.

Beyond all I have said in this letter in an effort to highlight the "REAL" issues involved. I gave Charles Yost at least 20 designs for the ESJ # 29 booklet and he only used one!

I really wanted more of my research in public hands. I do not need credit for it.

I may have to go to snail mail from now on. My relatives are afraid there will be legal consequences to releasing my work on the internet if my name is used.

Remember what you have learned, serve you it can (Yoda's words)

Kim, I do not agree with your approach. It is not scientific in nature.

In the scientific method you state an objective, purpose, theory, apparatus and a conclusion (there is more). I do not see that in your writing.

For example an objective could be to determine if convection energy can be focused by a Repulsine beyond the natural background level. At the very least we could drop it off a building and see if it falls more slowly then a standard parachute (spinning and non-spinning).

Yes I know we cannot spare a Repulsine at this time to drop off a building.

The scientific method "DEMANDS" you compare what ever you are testing against a "KNOWN" technology (like a parachute). That will get the attention of a scientist.

I could build a parachute with a resonating sphere in the top and drop it from a building with a standard parachute beside it of the same surface area. THAT KIM IS SCIENCE....

You must keep it simple with a clear objective.

If we try to combine God with science we will fail. Why?

Kim, God (I pray to him every day for guidance) will not allow us to prove he exists through science. He wants us to come to him by faith.

I understand all you are saying about the Arc of the Covenant. I too weep bitter tears that the prophets of old (Hosea, Elisha, Moses...there are so many) refuse to walk among us until the time is near. Have faith Kim, they are still around. And as for Christ, there is a city with a river of his blood flowing through it.

It's just that I feel the Lord is "NOT" asking for some big splashy thing from us.

Kim with God it is "NEVER" what you want to do for him. It is always what he needs you to do. We do not choose our work for the Lord. That is vanity!

Whatever it is, "YOU" will not realize it at the time you are doing it.

It may be something as simple as a Bessler wheel (been there, done that) or an implosion staff or simple science experiment (vacuum resonation disc experiment)

God's plan is so much bigger then the Arc of the Covenant. That is a big splashy miracle.

He may want us to do something very subtle.

So we must focus on the work at hand, our small part in God's plan. In the end only God will return Christ to the Earth or the prophets or even the Arc of the covenant. It has been copied many times Kim. I seek the living word of God only, I do not need the Ark to communicate with God, his Ark is already inside me and anyone who obeys the Ten Commandments.

My last words then. Thank you for tolerating my rather harsh approach to scientific knowledge. My work has been a heavy burden because so few ever listen. You were one of those who did.

I will say a prayer for your EDAV project part three. In the end Kim, the Lord alone knows his plan in regards to your web sight.

There was a very wise man who said," **CAST NOT YOUR PEARLS BEFORE SWINE**". I believe that will never describe the good souls who will come to drink wisdom from your web sight.

He also said that some seeds will reach fertile ground and others will die in poor soil.

You are sowing seeds on your web sight. Let's hope in the years to come they will yield precious fruit in orchards of the Lord.

I still believe we need to use the scientific method in regards to the Repulsine research. In the end that is up to you. It is not over until God above says it is over. We may win this

fight against human ignorance (and arrogance) yet. THANK YOU AND GOOD LUCK WITH PART THREE, I AM ALWAYS HERE TO HELP YOU ANYWAY I CAN....