

Wr 022009

**From:** [Robert Bailey](#)

**To:** [ULAmerica@aol.com](mailto:ULAmerica@aol.com)

**Sent:** Friday, February 20, 2009 10:03 AM

**Subject:** WE HAVE A SOLUTION!

Kim, I have told you in the past that "STOPPING" cold air as it flows through a long pipe produces heat!

Yes, I have seen this effect many times. The problem Kim is that it "ALSO" slows the flow of intake air into our plenum chamber.

Consider the following, as my old friend Bill Nye the science guy would say.

Kim, I know you are busy down there, but you are not "THAT" busy.....What I have discovered may change everything we know about the Repulsine.

I think we have a new solution to the mystery of the Repulsine!

I will send you a longer letter. I simply want you to consider this one all important solution to our power problem.

First and foremost Kim the Repulsine has hundreds of small holes on the rim. Yes Kim you are well aware of this fact!

Just remember that the reason air flows through a Repulsine is do to "RIM SUCTION" and only partially do to intake slits and molecular drag.

NOW HERE IS MY SOLUTION.....

Kim, we know that when air is "DRAWN" through a plenum by suction it will become colder. This is the opposite of compression.

Alright Kim, assume a Repulsine then is colder then the surrounding environment and absorbs heat during it's Implosion cycle.

Yes Kim, we have discussed that a thousand times by now!

But here my friend is a "NEW" solution to the Repulsine mystery. I only want you to understand one thing before I give you the solution.

If we "STOP" intake air from a turbine or long pipe, we are sacrificing intake flow to generate heat.

Kim, all turbine engines use some of the output to insure more compressed air input. That is the standard Rankine cycle. Combustion is therefore necessary to compensate for the intake compressors heat loss!

**WE HAVE COMPLETELY IGNORED ANOTHER SOURCE OF REPULSINE HEAT!!!!!!**

No this concept has not caught me by surprise, it is just unexpected in regards to the Repulsine solution.

I have long suspected "UFO" hulls are being magnetically heated by eddy currents as a magnetic flux gap is pulsed during plenum pressure variations.

That is "NOT" a new idea to me Kim. You will find that mentioned over and over again in my notes! Yes Kim, the hull is a transformer, I said that a long time ago in my original writing on the Nuadin sight.

Hammel accomplished this same feat by installing permanent magnets on his rotating cones.

I just want you to remember old friend, we can "NEVER" remove useful energy from one part of our aircraft engine to give it to another!

That is the old proverb of "ROBBING PETER TO PAY PAUL".....

Kim, simply rotating a centrifugal compressor will never work!

You must use fuel combustion to compensate for compressor loss!

Kim, there is "ONE" remaining source of heat I have not accounted for.

I believe we will find it does not reduce our intake flow velocity or remove energy from one system to give it to another.

Therefore the heat is "**FREE OF CHARGE**", to use a non-technical term.

Alright Kim, I have built this solution up enough by now. All I want you to take away from this point, is that we may finally have the Repulsine solution in hand!

Kim, take a piece of copper or steel and "BEND" it several times in your hand. You can use a coat hanger if you have nothing else available.

Kim the "BEND" gets hot doesn't it???

Yes Kim, I now you work with metal every day!

But you may have missed this all important solution to the Repulsine!

I have told you almost from the start, that if you "VIBRATE" a metal disc by blowing air between it and another disc the same size, **it becomes very hot.**

I have always attributed this effect to the air squeezed between the plates as they implode together. Yes Kim that is well known to you.

We now must "ADD" to this simple effect another source of heat!

Kim, if you were to take your Repulsine wave plate and attach a mechanical arm at the center of the plate with an eccentric motor shaft and then "VIBRATE" the plate at an acoustic frequency. The wave plate should get hot enough to boil water!

We have "NEVER" considered the fact that by "BENDING" or "FLEXING" a Repulsine wave plate at a high frequency, it will become hot enough to be a significant source of "HEAT" in our Repulsine energy calculations.

This source of heat is do to the "BERNOULLI FLOW" between the two wave plates and does not cost us any internal energy to produce.

It is do to the "EXTERNAL" flow past the rim holes!

Yes Kim, I have experimented on this on my "UFO: engine. I use the magnetic flux instead of metal bending, but the principle is the same.

**JUST REMEMBER THIS ONE POINT FROM THIS LETTER KIM. A REPULSINE WAVE PLATE WILL FLEX OR BEND AT HIGH FREQUENCY AND THIS PRODUCES HEAT THAT MUST BE ADDED INTO OUR POWER OUTPUT EQUATION!!!!**

We can test this assumption, as I have already stated above, by simply vibrating the Repulsine wave plate with a mechanical arm attached to an eccentric shaft on a small electric motor.

If we can show significant heating from mechanical strain from wave plate vibration, then we have added a new source of heat to our Repulsine equation!

**KIM PLEASE DO NOT FORGET THIS LETTER!**

If I am right, we can derive at least 50% of our Repulsine exhaust heat from "METAL VIBRATION" alone!

That means we have a very significant source of heat that "DOES NOT" extract energy from intake flow!

KIM RECALL THAT KEELY'S AIRSHIP HAD SEVERAL TUNED BARS OF METAL. I submit that as his metal bars vibrated at high frequency, they gave off significant amounts of heat! That could explain a lot of things.

Kim, the Repulsine "ALSO" vibrates as wind passes between the two wave plates. This may turn out to be a significant source of heat!

A standard jets turbine does not have the ability to vibrate in this manner. The intake compressor is rigid and does not vibrate in this manner.

Yes Kim, a rocket engine "DOES" vibrate! There is a new engine being developed with "VIBRATION DAMPENING" technology. Vibration on any aircraft engine can destroy it in seconds.

I only want you to consider carefully the fact that a Repulsine wave plate is vibrating at high frequency and therefore generates heat that must be added into our final power output equation. **DO NOT IGNORE METAL VIBRATION IN A REPULSINE WAVE PLATE AS A SIGNIFICANT SOURCE OF HEAT!**

It could account for almost all of the unexplained heat output of a Repulsine at high speed!!!

Kim, I know you are perfectly aware of heat produced by metal sheet as it is bent or flexed.....

I am "NOT" trying to educate you on this subject. You already know it!

**WHAT I AM TRYING TO DO IN THIS LETTER IS WARN YOU THAT THE FLEXING OR BENDING OF A REPULSINE WAVE PLATE AT HIGH FREQUENCY MAY BE OUR MOST SIGNIFICANT SOURCE OF HEAT IN THE FINAL POWER OUTPUT EQUATION!**

Kim, fail to add high frequency metal bending or flexing in your final Repulsine power production equation and you will "NOT" be able to write an accurate equation!

Kim, everything else is accounted for by the Rankin formula. We have heat from the Repulsine intake slits and slight compression as the wave plates contract from Bernoulli flows.

Imagine Kim, that the wave plate is "ALSO" expanding. Therefore you may lose as much heat from expansion of the wave plate gap as you gain from wave plate gap contraction! Kim, that may be a "NULL" value in your equation. One effect will balance out the other.

Kim, the "ONLY" effect we can absolutely count on here; is that if you bend or flex a copper wave plate at high frequency. It will generate excess heat!

We must as an important step in reproducing the Repulsine, bend a wave plate at high frequency with an attached drive rod. That drive rod can be from an eccentric motor shaft or even a mechanical saber saw.

Once we have determined the amount of heat produced by a flexing or bending Repulsine wave plate, we may have found an important source of Repulsine heat energy! That heat "MUST" be carefully accounted for in the Repulsine output equation and never ignored!

Kim, the reason I am being so emphatic about this. It has long been a mystery as to "WHY" a Repulsine does not require "FUEL"???

If my solution is correct, then a significant amount of energy a Repulsine produces is from flexing and bending of the wave plates during rotation.

Kim, we already have accounted for other sources of heat in a Repulsine. They are all conventional and are "NO DIFFERENT" from a standard single stage jet engine power plant.

We "MUST" find a second source of heat to drive our Repulsine that is not already accounted for by intake compression, molecular drag or plate contraction. I believe we have found it my friend. It could very well be that the secret of a Repulsine's power is wave plate oscillation and the resultant heat produced by metal as it bends and flexes at high frequency!

I do not think you need any further explanation. We must test the completed wave plate under high frequency vibration conditions and determine how much additional heat is from wave plate bending and flexing.

My solution to the Repulsine mystery may be nothing more than simple metal bending at high frequency. This bending is from the Bernoulli flow between the plates as air is drawn through a Repulsine by the rim holes.

Kim, on my original experiments with thin metal plates with high velocity air blown between them. I noticed the formation of several "WAVES" in the metal after a minute of vibration.

These waves are the "NATURAL" byproduct of bending a thin metal disc at high frequency.

I submit that the Repulsine wave plate will bend at high frequency and produce heat. This heat must be accounted for in the final equation used to analyze the Repulsine's anomalous power output!

Please Kim, do not ignore the heat produced by bending a Repulsine wave plate at high frequency!

That excess heat from wave plate bending and strain, may be the reason we do not require fuel or combustion to sustain the Repulsine's intake compressor as on all modern gas turbine engines.

**DO NOT IGNORE WAVE PLATE BENDING AT HIGH FREQUENCY AS A SOURCE OF INTERNAL HEAT ON A REPULSINE!**

I can not overstate this point enough Kim. That is my Repulsine solution! That is the reason we do not require fuel to power a Repulsine....

Your Repulsine research friend Mr.Bailey