

WR 052008 W /ATTCH 051408/ Mr. Bailey
"REVERSED" cycle, implosion based jet engine

Kim, I have been working long hours to resolve the Repulsine thermodynamics once and for all.

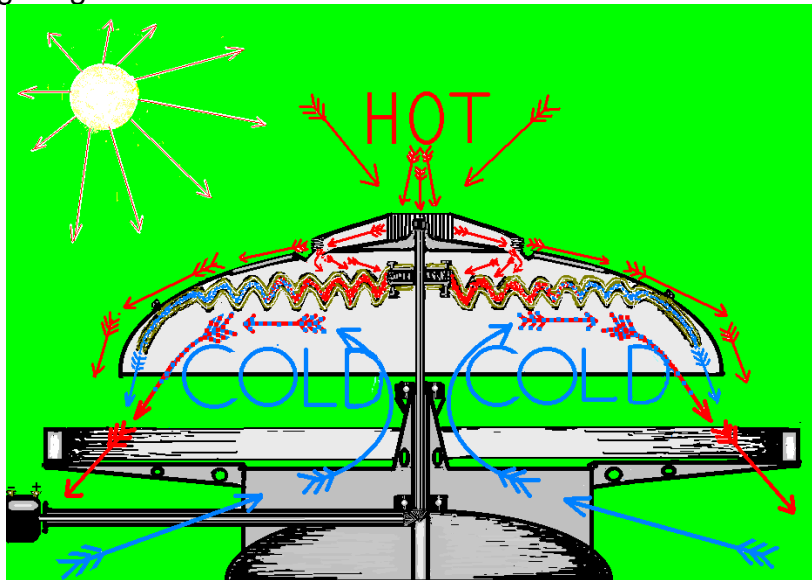
You have said on many occasions the Repulsine will intake "COLD" air and emit "HOT" air in its exhaust.....

Kim, that is the standard cycle used on all jet engines.

First you compress air with an intake turbine driven from the exhaust and then it passes through a combustion chamber, which then flows through a large exhaust turbine!

Yes, Kim, you know that.

This however requires our Repulsine to have a large heat reservoir at its bottom flange region.



The intake air above would need to be very cold, or by the time it passes through the intake turbine, shown on the illustration, it would be "TOO HOT" to gain any heat from the bottom, of the Repulsine flange region.

Kim, it has become very obvious to me that a Repulsine "COULD" use **cold water injected** between its copper plates!

This water would flow through the "SIDE TUBE" shown on the illustration. The water would then "ENTER" the hollow Repulsine axle and proceed to the gap between the top and bottom wave plate.

This tube has "NEVER" been well accounted for. Therefore, it is "EITHER" the tube the "STARTER MOTOR" is inserted into as shown by my illustration or Kim it is to inject cold water into the Repulsine.

I know that water can "**FLASH EVAPORATE**" through a 5 micron nozzle and "REDUCE" internal Repulsine air by 35 degrees Fahrenheit.

This seems to be a fundamental limit, unless the water is cooled to just above freezing before injection into the Repulsine.

There is one secondary method in this case. We can also spray cold water against the "BOTTOM" Repulsine wave plate!

Kim, I am not going to get into a "STEAM" based Repulsine at this time. Yes, it could be done. The heated intake air could give up heat to the steam in a low pressure environment.

This is the problem we face with the Repulsine!!!

My experiments demonstrate you can do "ALMOST ANYTHING"!!!!!!

In this example I have illustrated for you, I am focusing "ONLY" on the "IMPLOSION" or "COOLING" of intake air between the wave plates.

It is a "REVERSED" cycle in comparison to standard jet engines.

Like everyone else on the internet. I have focused primarily on the "INCREASE" of pressure between the wave plates as air moves to the peripheral jets and "NOT" a decrease of pressure.

KIM BE VERY CAREFUL HERE!

What is the value of "COOLING" our wave plate air as it reaches the peripheral jets????

It sounds pointless doesn't it?

No my friend, it is not!

In this dramatic illustration, I demonstrate the concept of a reversed jet engine cycle as can be found on the L.A.C.E. or liquid air cycle engine.

This can be examined on Wikipedia. It will also refer you to other variations.

The important detail is that air is always "COOLED" by the liquid hydrogen as it enters the aircraft and imploded.

The one designed in the U.K. has been classified.

Kim, "WE DO NOT HAVE LIQUID HYDROGEN"!!!

Therefore it is pointless to speculate on the L.A.C.E. air breathing rocket engine in regards to the Repulsine.

I mention this "ONLY" to demonstrate to you that air is not always heated upon entry to a jet engine. Sometimes it is cooled.

Kim, you must understand what I am referring to.

The Repulsine Exhaust "WOULD NOT" in any way provide us with a large amount of peripheral thrust!

It is more of a system to "EJECT" cooled air from the Repulsine.

The "REAL" lift is from the Coanda effect, generated by the upper shell bypass from the intake turbine. I show this as clearly as possible.

KIM, IN EFFECT THE INTAKE TURBINE IS TURNING THE ENTIRE REPULSINE!!!

The outer wavy disc peripheral jets only serve to "EVACUATE" the wavy disc plates.

The wave plates are only used to increase the vacuum on the intake turbine!

"THAT" is why I am "COOLING" the hot intake turbine air from the bottom of the Repulsine. I show this in the illustration. There is no reason to explain this further.

This is a "REVERSED" cycle, implosion based jet engine concept. Kim, instead of "HEATING" the intake wind by combustion of fuel, we are "COOLING IT"!!!!

This means our wave plates serve as a "GIANT" intake turbine driven vacuum pump!

We want the maximum implosion of air between those wave plates. We may best accomplish this by injecting and flash evaporating cold water between the wave plates, as I indicated above.

The intake turbine is the "ONLY" source of mechanical energy in this system, if we are to use a "REVERSED" jet engine cycle.

KIM, I WILL REPEAT MY SELF!

The intake turbine illustrated with "HOT" solar heated intake air above it, is the "PRIME MOVER" of the Repulsine, "NOT" the wave plates peripheral jets!

A standard jet engine uses its exhaust output to "SPIN UP" its intake compressor. The compressed air is then fed into a combustion chamber and then sent to the exhaust turbine for expulsion out the rear nozzle of the jet.

In the illustrated example, this is "ALL" done in reverse. The intake turbine is "SPUN" by external pressure above the Repulsine. This results in the intake turbine driving the Wave plates!!!

The wave plates act as a cold air vacuum pump!

The wave plates do not in this example "PRESSURIZE". Instead they "REMOVE" pressure from the exhaust of the intake turbine and increase its net or potential thrust.

This results in the "INTAKE" turbine spinning the wave plate "EXHAUST" turbine!

The exhaust wave plate turbine must "USE" intake turbine energy to accomplish this.

The air between the wave plates is being "COOLED" from beneath the Repulsine, as illustrated in this letter.

That means the wave plate exhaust "MUST" overcome this "IMPLODED" or condensed air, by using energy from the intake turbine!!!!

Kim, I do not expect you to easily understand this unique turbine engine I have illustrated.

It is in "REVERSE" of all known turbine engineering physics. Its only cousin can be found in the classified U.K. L.A.C.E. jet engine principle.

THE INPUT, DRIVES THE OUTPUT!!! I can not make it any simpler then that.....

Do we need to flash evaporate water to accomplish this????

Only experimentation will answer that question.

Is this a "VALID" jet engine principle? Yes Kim , it is. It is no different then using a water cooled super condensing steam chamber after the heated steam has passed through the turbine. Kim, once you condense steam, it must be pumped out as water. This requires energy to do so from the turbine, since a negative pressure exists in the condensation chamber!!!

Kim is this the solution to the Repulsine mystery???

I can not answer that question without more tests. I lack the most basic test facilities. I must construct sophisticated turbine technology from "OLD BEAN CANS" and scrap parts!

If I am right about my illustration, we may have solved the Repulsine power generation cycle at last!

It may function even "AFTER" the cold water injection has been turned off. Cold air is naturally drawn to bottom of the Repulsine as I have illustrated and that is then expelled at the periphery of the Wavy disc plates. The hot air is in "RED" and cold air is in "BLUE".

This creates a "STRONG Vacuum between the wave plates, that in turn sucks air from the exhaust of the intake turbine.

Splitting the hot intake air between the top and bottom of the Repulsine upper shell increases lift!

That is fortunate, because there is not a great amount of "THRUST" being produced by the wave plates peripheral jets, they are in fact a vacuum pump. That thrust is entirely do to the mechanical energy being generated by the air above the "INTAKE" turbine, as it blows into the intake hole above the Repulsine!

Kim, naturally we could utilize a more standard jet engine cycle by "HEATING" the bottom of the wave plates.....

I am "NOT" going to theoretically discuss "TWO" contradictory jet engine cycles in the same letter to you.

In this letter I attempted to illustrate what happens when you "COOL" the air between the wave plates before it is forcefully ejected from the peripheral jets.

Kim, keep this in mind. This version of my "REPULSINE" experiments "DOES NOT" require "ANGLED" peripheral jet nozzles at the rim of the wave plates!!!

That means it will work with a standard "KLIMATOR" wave plate system, with "NO" angled rim jets nozzles.

The intake turbine "DRIVES" the wave plates do to its "CURVED" intake blades! This replaces the motor used on the Klimator.

I assume you know about the upper turbine on the Repulsine and do not require an illustration. I will provide one if you need it.

I repeat Kim, the wave plates peripheral exhaust in this illustration "DOES NOT" require angled exhaust nozzles to be attached to the rim of the wave plate.

The wave plates "ONLY" serve as a "VACUUM PUMP" and do not need elaborate exhaust angling.

Yes, angling the rim nozzles of the wave plates can improve vacuum pumping efficiency.

But Kim, it is not absolutely required to angle the wave plate rim exhaust. **The intake turbine being blown by hot wind from above is what actually spins the Repulsine plates beneath, not the angled peripheral rim area jets on the wave plates.**

The upper intake turbine is composed of 32 curved plates that will impart spin to the Repulsine wave plates below as air is drawn through them.

Therefore instead of "HEATING" the air between the Repulsine plates, we are instead "COOLING" it to reduce its back pressure.

Kim, I can show you an "ICE" bucket version of a cooled air axial intake implosion turbine, with a centrifugal exhaust pump in another letter if you want it.

Kim, there are very few people on the web that understand what I am referring to here. They only think in terms of "HEATING" combustion chamber air with fuel, instead of cooling it.

In this case, the "INTAKE" represents the driving force and greatest blade pushing volume. The wave plates exhaust holes are Bernoulli activated (musical top effect) and are of "SMALLER" surface area than the intake.....

That means that it requires "LESS" energy to spin the wave plate exhaust or vacuum pump system, then is being provided by the intake or prime mover turbine in this implosion based jet or "REVERSED" jet engine cycle.

As Ripley liked to say "BELIEVE IT OR NOT! Mr.Bailey

P.S. Kim you are turning the wave plates with less energy than the intake turbine is generating. In the standard jet engine model, the intake compressor uses less energy than the jet engine exhaust turbine provides. It is the same thing, only in reverse in this illustration.

The wave plates serve only to evacuate the upper intake turbine and are "NOT" the prime mover as in the standard jet engine exhaust turbine method.

Always keep in mind it requires 100 times the energy to compress air, then it does to pump water from a turbine condenser and back to its boiler. In the water pumping case only 1% of the turbine energy output is required to re-circulate the boiler water from the turbines condensation tank.

P.P.S Kim I am also looking at what happens when you place a compressed air driven H-R "VORTEX TUBE" above a Repulsine and allow its bottom tube "COLD" air exhaust to enter the Repulsine upper turbine intake. I will let you know how this works, if I can borrow a large air compressor from my relative to power the H-R vortex tube. My C. H. air compressor was stolen years ago and never replaced....THANK YOU