

WR 052508 / Mr. Bailey
"AERODYNAMIC" Repulsine

Kim, my internet service provider has become upset with me after a relative's wallet was presumed lost and we had to cancel all our credit cards.

I should have continued service, but you never know with these people. The left hand at the I.S.P. doesn't seem to know what the right hand is doing!

Therefore, one of these letters may be my last for a long time.

Kim, you know all of my research focuses on devices that generate thin films of freezing cold air between two parallel plates and then suddenly close together!!! This allows external flow to "COMPRESS" and "HEAT" the thin layer of cold air during a concave engine phase.

In a way Kim, this endless cycle between cold evacuated air and hot compressed air, negates the need for combustible fuels in my machines.

Yes Kim, a "PYROMAGNETIC" membrane will enhance this effect.

It was of interest to me that a patent was filed (I had no knowledge of it) in 1998, that concerned pyromagnetic devices.

It was a very broad patent that dealt with many pyromagnetic machines including "THERMO-ACOUSTIC" resonance as they relate to pyromagnetism.

Kim, no one can patent something as far reaching as pyromagnetism. The concept of pyromagnetism was demonstrated over 100 years ago and should rightfully be public domain by now!

There is always a patent hound or patent troll out there trying to grab all of the gold in a new concept for themselves.

If you understand patent history. The fact is that Glen Curtis designed retractable landing gear, flaps and ailerons I believe, that are still in use today. He is an all but forgotten aviation pioneer!

Almost "NOTHING" that the Wright brothers designed and patented, lasted beyond 1915!!!

The Wright brothers wanted "TOTAL" patent dominion over all future aviation discoveries!!! What greed.....

Getting back to the illustration.

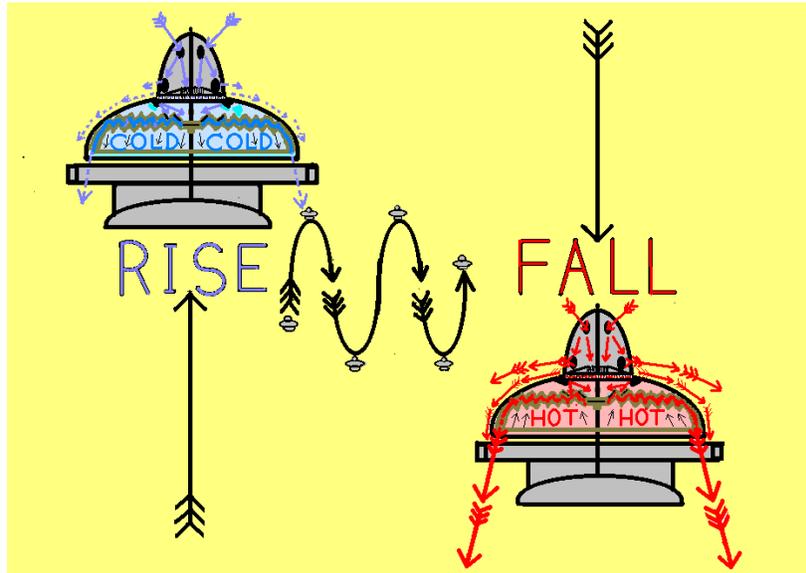
Kim, I am now more convinced than ever before, the Repulsine experiences two distinct cycles while in flight.

Notice how "AERODYNAMIC" the Repulsine is when ascending or rising.

The top most shell allows the machine to go "UP" or rise with very little drag. The lower or main shell also has a rounded wind cheating shape during ascent.

But Kim, what about during descent or fall ???

Ah yes, here it comes, the Repulsine during descent becomes a "PARACHUTE"!!!!



I think you can see that by my illustration. The Repulsive drag during descent is significant and not to be ignored in any Repulsive study!

As you can see, during the Repulsive's descent it slows do to high drag, just like a parachute.

This slowing effect generates "GREAT PRESSURE" beneath the Repulsive's bottom wave plate. Please Kim if you retain just one thing from my research.....this should be it!

Kim, as the Repulsive rises and ascends, its wave plates "EXPAND" with cold air. You will also notice at this point in its natural "SINE WAVE" shape flight path, there is less "COANDA" above the main aerodynamic shell. I indicate this with broken blue arrows.

This expansion of the wave plates is do to a reduction in air pressure beneath the Repulsive, during ascent or rise.

The Repulsive has "EXPENDED" most of its rotational energy at this point and is cold.

The Repulsive then "STALLS" and begins to descend or fall.

Once more the pressure under the Repulsive builds and the wave plates begin to "COMPRESS" (red). This compression will cause a "DIVERSION" of wind from the small upper 32 blade centrifugal turbine blowing into the wave plates and expel more "COANDA" effect wind onto the large aerodynamic shell.

Kim, during fall or "DESCENT", everything heats up on the Repulsive!

It is as if a giant "BRAKE" handle has been pulled and rapidly stopped the Repulsive in mid air! This is the "REGENERATIVE" phase of Repulsive flight, where heat energy is always absorbed from the environment as air pressure builds beneath the Repulsive.

This causes the Repulsive to send out a large heated blast of thrust from its wave plates. Since the wave plates have angular jets, this will once more increase the rate of Repulsive rotation!

It is very much like bouncing a basketball on a hard gymnasium floor.

The Repulsine, ascends or rises until it once again "COOLS OFF" and stalls.

I think this simple illustration demonstrates this effect as well as I can for you. It is to a large degree self explanatory.

As a final note. Kim, the air entering the Repulsine upper or "SMALL" shell, is naturally cold do to the vortex tube effect.

You can see that warm air is diverted by the "RIFLED" upper shell to the outside. Only extremely "COLD" H-R tube air enters the small centrifugal 32 blade compressor. Since this wind has almost "NO" back pressure it will load into the wave plates "COLD".....

I am now convinced that Schauburger was attempting to exploit the H-R tube or vortex tube effect, with that upper rifled intake shell.

When the Repulsine finally arrests its fall, it rapidly heats up and once more rises or ascends into the air in an endless regenerative cycle!!!

Kim, for almost 100 years eyewitnesses have observed UFO in a "SINUSOIDAL" or "SINE WAVE" like flight path.....

I have always believed that gravity was being used as an energy source in regard to UFO Phenomena as well as the Repulsine.

The UFO would first "FALL" and begin to glow red hot and then rapidly ascend....This pattern would repeat itself over and over again.

Recall in most of my UFO devices, a parallel plate compressor would heat beneath the UFO during descent.....The UFO would then leap into the air several feet until the pattern repeated itself once more.

I have also learned that on larger UFO an internal storage tank can save compressed air from each pyromagnetic implosion plate cycle and then in a final Trans-atmospheric leap send the UFO into space trailing a lengthy glowing white exhaust plume!!!

All of this indicates to me an "ENVIRONMENTAL" or "EXTERNAL" power source and not an internal energy supply as found on standard rocket engines.

Once more as Ripley liked to say "BELIEVE IT OR NOT"!!!

P.S. I hope this isn't my last letter to you. I am looking forward to any Repulsine work I can help you all out on. This engineering system is thermodynamically valid my friend! Oh Kim, the "IRON MAN" (did a lot of engineering research into that one) and Indiana Jones movie is out, it deals with an Extraterrestrial subject matter. I always wanted to write my own Indiana Jones script titled "INDIANA JONES AND THE LOST VIHMANA" , you know the space ships from ancient India's texts...GOOD LUCK MY FRIEND AND MAY OUR LORD PROTECT AND WATCH OVER YOU AND YOUR FAMILY.....