

WR 081307/ Mr. Bailey
"EXTREMELY URGENT"

Kim, I have access to a "NO CHARGE" long distance phone line. No, not where I live, it is at my fathers house and has other business purposes.

Look it is "EXTREMELY URGENT" I talk with you by phone so I do not have to write endless E-mails.

There is an issue of patent royalties and government suppression I must have your opinion about.

SO PLEASE TELL ME WHEN IT WOULD BE THE BEST TIME TO PLACE A NO LONG DISTANCE CHARGE PHONE CALL TO YOU FROM MY FATHERS HOUSE!!!

I NEED TO KNOW A SPECIFIC NIGHT AND HOUR WHEN YOU WILL BE AVAILABLE IN A QUIET UNDISTURBED PLACE, SO I CAN DISCUSS A SPECIFIC DISCOVERY I HAVE MADE.

This discovery relates more to a engineering level determination I have made in regards to the exact nature of the pyromagnetic aircraft engine.

You see Kim there are at least "TWO" distinct designs!!!

Yes, I know there are others I have mentioned, I have always felt it wise to give people on the internet everything but the kitchen sink in my public data releases.

Some of that was to protect myself in the future if a "PATENT HOUND" tried to "MONOPOLIZE" this discovery I want in public domain for the free use of the human race.

Kim , I have been distributing this finding since the early 80's

To my horror and misery none of the people I have sent this data to other then Paul Edilson (Tesla sight) and Charles Yost have "EVER" put my diagrams on the internet. I began sending them to people over 20 years ago!

Yes I know J Nuadin also posted my e-mails....

My point is, if I release a working UFO engine (not the typical internet junk that has no scientific basis) to the general public, just how could the government or private industry suppress it????

Could they say I did not pay royalties on this device???

In other words they have obscure patents relating to intake turbines, pyromagnetism, membrane compressors and wind energy that I owe royalties on.

The fact is I have used almost "NO" patented information over the years. I derived all of this from scientific text books and years of personal experimentation.

Can they say I violated there royalty agreements. America has a very screwed up patent system. People have patented "UN-TESTED" machinery for decades now.

If I submit a "REAL" working UFO engine can they use patent royalties to suppress it???

I want to either use "U-TUBE" or your web sight to release this engine experiment, but I am concerned about patent hounds claiming they were the original developers and owe them excessive patent royalties on what amounts to "MY" original discovery.

I understand patents expire and for 30 years I have been placing my research into public domain to ward of future greedy corporate patent hounds seeking money at the expense of the human race!!!

But there is the rub, most of the people I have shared "DIAGRAMS" with over the years (Jerry Decker example) Have "NOT" published them!

All I really want to do is put a working UFO engine (I am an expert on this subject) into "PUBLIC DOMAIN" now and forever more!

Kim, trust me, once the goons see what I am releasing to the general public to encourage scientific debate, they will have a "FIT"!

Kim, my friend "WE" can not afford to wait on this anymore. People around the world have waited a "LONG TIME" for me to demonstrate a working UFO engine in regards to my published internet claims.

I have resolved the scientific issue of the machines design, I am now certain that the pyromagnetic plenum chamber "MUST HAVE" a valve closing mechanism and exhaust manifold. It simply will not work without one!!!

I have given you "BOTH" designs. I gave a more primitive design to Jerry Decker 10 years ago showing both methods.

The point is the "OPEN EXHAUST" pyromagnetic aircraft engine does not work!!!

That is the one on the ESJ 29 published article.

YOU MUST USE A CENTRAL VALVE TO CLOSE OFF THE EXHAUST PORTS AND ALLOW PRESSURE TO BUILD UP IN THE CHAMBER!!!

YES, YES Kim I have shown you both variations. To my misery I never had proper facilities to test them both.

Now I am prepared to submit a series of small models based on this effect that will demonstrate to you exactly "WHY" you must use a pyromagnetic exhaust valve and manifold or the device is worthless!!!!

Kim, look, "BOTH" designs pump air!

The "SIMPLE" open exhaust port ESJ 29 (I did try to resubmit a revision to Yost years ago to no avail) design "WILL" pump air if given any source of power. The problem is it is inefficient!!!

It requires a powerful counter spring that does not respond well at low wind flow conditions. It works "ONLY" if a substantial pulsed magnetic field is used at low membrane temperatures. Kim, that uses more energy then the output is worth!

I have constructed a exhaust manifold valve closing design that works "EVEN" without pyromagnetism!!!! That means all we need to do is pull (as a demonstration) a valve closed in a wind tunnel and the plenum will "SELF PRESSURIZE" over and over again.

IT REQUIRES NO MAGNETIC FIELD TO DO THIS!

Yes the magnetic field increases over all system efficiency even on the exhaust manifold valve design (ESJ 29 has no such valve)

My point is this design justifies itself as a true convection powered aircraft engine!

IT DOES NOT REQUIRE A SOURCE OF AUXILIARY POWER TO START UP!

It works well in a wind tunnel or free fall.

ALL I WANT YOU TO REALIZE IS THERE ARE AT LEAST "TWO" DISTINCTIVE UFO ENGINE DESIGNS THAT PHYSICALLY CONTRADICT EACH OTHER!!!

One uses a "NARROW" parallel plate compressor and a powerful magnetic pulse and open exhaust ports, the other, a "FULL" plenum chamber and exhaust manifold valve, it does not require a magnetic pulse at start up only a slight external wind!

It was do to my lack of experimental funding and facilities I was not able until now to resolve the most efficient method!

I am sorry about this Kim, I am not a millionaire, I also distain perpetual motion machines. The ESJ 29 submission looks more and more like a compressor being driven in violation of defined laws against perpetual motion, In other words a motor driving a generator, that in turn drives the motor!

I attempted to warn Charles Yost about this and was ignored in a later revision.

Kim, from an "EXTERNAL" point of view it is the "SAME" engine. It is internally they differ so much in construction. One uses only a narrow parallel plate membrane open exhaust port compressor, the other uses an exhaust valve and the "ENTIRE" plenum volume to operate.

The difference is night and day. In the strictest sense, the preferred design uses the turbine intake ram to compress its plenum air and external heat from the environment. It does not compress the air by squashing it between two parallel plates, No Kim, forget about that!!!!

I need to know if anyone has patented the exhaust manifold valve, entire plenum heat absorption design as this is what I would demonstrate in a brief internet video.

After that the design would be in public domain, (actually that was my intention years ago, but people are always lying to me on the internet about putting diagrams on their web sight...they never do...)

Kim, I can justify my claim here and at the same time place a live demonstration of this technology on your web sight or "U-TUBE".

We "REALLY" need to discuss this on the telephone, so we both understand my reasoning for doing this.

I must know if someone comes out of the woodwork claiming a patent violation just how hot the water for us would be if they demand royalties or threaten a patent infringement law suit.

When is the best time to call you and what phone number should I use????

I would be happier if there were "NO" dogs barking in the back ground as I have hearing loss problems from years of spark gap noise when I tested high voltage equipment in my experiments.

Kim, I want the public informed about this closed exhaust manifold valve total plenum chamber variation on my ESJ 29 submission.

It is the most efficient design!!! The ESJ 29 design requires excessive power to operate and will never do as well as the closed exhaust manifold valve entire plenum chamber variation.

SO please Kim lets discuss this by phone, as well as possible legal ramifications a video demonstration of a pyromagnetic aircraft engine will result in if the "WRONG" people decide to get involved.

I MUST KNOW WHERE YOU STAND ON SUCH A VIDEO DEMONSTRATION!!!!

P.S. if you believe we should keep it to ourselves, I understand, but please tell me why, Kim powerful interests already have this technology, the only way they can be circumvented is for a free public release of this technology....Once "EVERYONE" has it, they will gain nothing by suppressing us with excessive patent royalties or patent violations. Kim lets bring these corporate or government worms out of the wood work by our pyromagnetic engine video once and for all!!! **KIM PLEASE, I MUST KNOW HOW YOU FEEL ABOUT RELEASING A PYROMAGNETIC ENGINE DEMONSTRATION VIDEO ON THE INTERNET!!!!** I also am attempting to warn you the ESJ 29 design is inefficient and must be "MODIFIED" with an exhaust valve and more open plenum chamber design or it will not work. Give me a time when I can call you on a no long distance charge phone line this week.....**THANK YOU, GOOD LUCK AS ALWAYS MY FRIEND!**

Mr. Bailey