

## **WR 090309/ Mr. Bailey More facts about Implosion**

Kim, just wanted to check in with you, since we have not communicated in a long time.

I have never given up on this work!

I believe we are definitely looking at an Implosion as the only legitimate key to this phenomenon.

What I mean is, if we do anything to slow air entering a chamber, we waste heat and energy.

Therefore, we "MUST" draw the warm air into the chamber and allow it to collapse against the membrane.

Kim, if you have no fuel source, it does little good to "SLOW" the intake air.

Then you have to add heat and pressure to it all over again!

If on the other hand, you draw the intake air between your implosion plates by a flywheel. You have not "SLOWED" the intake air!

You have pulled it into the machine!

The warm air then implodes and the magnetic membrane compresses it at great pressure!

This "SOUNDS" pointless to all but the most intuitive among us. We are literally "COOLING" a gas to compress it!

But to those who have carefully studied this phenomenon it makes perfect sense. We are taking a warm gas at very low pressure and compressing it to a much higher pressure through external forces.

This does not require fuel. All it requires is a focused area of cold convection air and an intake to draw hot air into the machine.

We can not "ADD" heat that is not already present in the external environment. We can not add heat by chemical means as in a standard jet engine.

This leaves just one direction to go in, warm air of low pressure trapped between two parallel plates!

Kim it is the one idea that "NO ONE" is working on at the moment. It will only work if you rapidly decrease the volume between two plates. It will never work in a "STATIC" or fixed chamber!

The Stirling engine uses "IMPLOSION" as a source of power. However Kim the Stirling engine can not "INTAKE" hot air from the environment.

The Stirling engine also can not "MODIFY" the environment by expelling a fan of compressed wind to induce a stronger convection current around it.

The Stirling engine proves this concept works but does not take it to the next logical step!

Kim we must abandon conventional turbine theory. It has been well tested and no one has ever built a standard turbine engine that runs without burning fuel inside the combustion chamber.

I fear that my lack of funding and zero support from relatives has all but doomed my attempts to build this unique aircraft engine or I would have done so over 20 years ago.

I do not think our data or our concept is flawed. I simply do not have the proper resources to finish it!

Kim we must do things differently if we are not going to combust fuel to power our air breathing magnetic turbine engine.

It is pointless to build a standard compressor without modifying the chamber the air is compressed inside in the unique way I have previously shown you.

Kim all that would do if no "IMPLOSION PLATES" are used is "REDUCE" the energy of the wind escaping!

Think of it this way. If we take a "RAM JET" and blow air through it without combusting fuel, the air coming out will always be less than the energy required to ram it!

There has to be a completely new theory of propulsion.

We can't hope to compete with known and tested rocket and turbine aircraft engines!

There is only one direction left for us to go in and that is to "REMOVE" heat from the incoming air! Therefore no fuel is required only a point of super cooled air striking the machinery in the vicinity of a strong magnetic field.

The magnetic field is not a source of energy! It does however increase the efficiency of the Implosion effect.....

Kim, I am not "WRONG" in these findings! I have tested this machinery but lack proper lab space to refine it.

I know we are right, but as always the present system will fight change.

The people of our great country have been told over and over again that you must combust fuel to power their aircraft and automobiles and they are not capable of seeing new ideas.

I have no doubt Clem made a discovery in Implosion technology!

Kim, the Stirling engine already does use Implosion, it just does not use it in a way that allows the environment to feed back additional energy.

I am certain powerful forces exist in the world to suppress these secrets and move to stop any who claim power generation without combustion.

I do not have the rest of my life to fight these powerful forces. All I can do is "SUGGEST" a course of action that will result in a new source of energy.

They will do anything to prevent it!

That is not my problem for that is up to a future generation. If they want freedom from Big Oil and Nuclear Waste. They must learn about Implosion and the ability to generate mechanical energy without reliance on fossil fuel.

Kim, the key is not hidden, but it is actively suppressed. It also requires a lifetime of experience.

I wish we could simply draw cold air into a chamber and heat it. Kim that is "CONVENTIONAL" wisdom. ALL TURBINE ENGINES DRAW COLD AIR INSIDE A COMBUSTION CHAMBER AND HEAT IT!

So far only the "REPULSINE" is claimed to do this without using fuel!

**Implosion requires a variable compression chamber or piston. It can not work in a "STATIC" shell or chamber. The implosion would only reduce the exhaust pressure if a "STATIC" chamber is used.**

**NO KIM, ONLY IF THE COMPRESSION CHAMBER CAN CHANGE ITS VOLUME, CAN WE MAKE USE OF IMPLOSION!**

That is why I told you for years that the "REPULSINE" uses flexible plates and has the ability to compress air in the manner a piston compressor does!

It is pointless to build a standard centrifugal or axial compressor and believe that the output will be greater than what was required to spin it in the first place. **NO KIM THAT IS PERPETUAL MOTION!**

We must design this aircraft engine the way I have previously shown you without any modification, save a flywheel to increase compression as the chamber implodes.

A flywheel solves the problem of membrane inertia!

Kim, remember these machines have hundreds of exhaust ports at the rim or side that no conventional jet engine ever had!

Therefore they work by the "FALL" of the machine through the atmosphere. If the atmosphere is rising past them faster than they are falling then they will float the same way any sailplane or soaring bird does.

In a hundred years the skies above will be dotted with them. For now Kim ignorance and scientific dogma have the people bewildered and they can not see the truth.

Is this the deliberate fault of controlling interests in our government or military or are we just moving slowly into a more enlightened age????

I don't know, I have no access to Government information. I do know they are corrupt. That is on the nightly news these days. It does not take a genius to see the lobbyists at work in our Congress and how bought off they are.

We must be patient and realize that time will resolve these problems.

**BUT KIM, THAT IS ONLY IF WE PUT THIS INFORMATION OUT FOR THE PEOPLE!**

We must count on the fact that the American public is capable of making up their own minds and do not require a corrupt corporation or government to make it up for them.

The science I have given you speaks for itself. I feel however it has not spoken to the right people yet. The old system of environmental devastation and misuse of our natural resources will not go overnight or without a fight.

I am as always grateful beyond measure that men like you have chosen to find new energy sources, regardless of the ridicule and endless arguments conventional science puts up just before change forces them to go to the next big discovery.

I can show you how change was vigorously opposed all through the history of science or the "STEAM POWER AGE" would have transpired over 2,000 years ago!!!!

Yes Kim we had a working Steam Engine over 2,000 years ago, but ignorance and stupidity never allowed its use!

I am as always in your debt for trying to get these ideas to the people, whom a greedy oil industry and conventional power authority would all rather control and manipulate.

They do that by maintaining the Present System.

Kim keep working for you are our best hope. I am very sorry I have not been able to give you more assistance over the years.

Your friend and fellow researcher Mr.Bailey