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LETTER 090605 "Tubular Evacuators & the Problem of Anti-Grav."

Kim, I need to do more illustrations for you.

One of the methods used to generate evacuation of the pyro-magnetic plenum chamber involves "**TUBULAR EVACUATION EXTENSIONS**".

These odd looking tubes are based on a piece of flexible vacuum line.

They "MUST" be metal. What happens is they are attached to the side of a cigar shaped pyro-magnetic ship.

The "TUBES" act like a flail in the heat induced updraft!

This "GREATLY" increases the evacuation or flow through the magnetized plenum chamber.

They look a lot like a "CENTIPEDE AND ITS LEGS" in use.

The bouncing tubular evacuator is placed over the "STANDARD" exhaust holes found on my other drawings.

They are not used in all occasions. They are very important!

To see this work, take a long piece of vacuum hose tubing and hold it in one hand, with your other hand place a piece of paper or anything that can detect suction over the intake of the vacuum hose end you are holding.

Next, begin to shake the free end of the vacuum tube around in the air and as it "FLAILS" it will begin to intake air.

You can spin the vacuum hose in a circle or just keep shaking it in a random pattern.

The net result being, you have greatly increased the vacuum drawing air into your pyro-magnetic chamber.

Think about it and test it.

The other problem Kim is one of anti-gravity. I have read countless tales of "UFO" powered by crystals. I have no way of verifying these eyewitness accounts.

It was said the ancient people of Atlantis used crystals as a form of energy.

I have often wondered if we took a piezoelectric crystals and connected them to a hull any change in external pressure would cause the crystal to compress. This will produce electricity and heat the hull causing further atmospheric effects on the ships hull.

I read about these crystals increasing in size. I also read about the anti-gravity aspect of them.

There are those who speculate gravity is related to electrostatic force. A crystal is a very ordered electrical dipole. Who is to say what happens when you alter that dipole's shape or order. Gravity may indeed be influenced by molecular order in a crystal. It is possible to suspend a frog or a spider in a strong magnetic field. Altering a crystal's molecular order may cause a repulsive effect in nearby matter. In that case it is not anti-gravity, it is magnetic in nature. We also know that researchers have noticed a change in the weight of a capacitor when charged on a scale. There is great potential in crystal research. The primary reason it is studied, is do to the use of a transducer on sonar systems used on ships and submarines. Kim who knows what the navy discovered in the all the years they have contracted crystals to produce sound waves in sonar devices.

I do want to say this about my own power research and anti-gravity. Anti-gravity has nothing to do with the pyro-magnetic engine.

Anti-gravity is worthless when applied to the pyro--magnetic aircraft engine.

Kim the "WHOLE POINT" is for the ship to have weight!

The heavier the ship is when it falls through the convection cell, the more induced wind that will be focused on the evacuation ports!

If the pyro-magnetic ship is weightless it will simply drift with the wind and "NEVER" produce any power at all.

WEIGHT IS EVERYTHING!

Kim a windmill on the ground "ONLY" generates power as long as it is anchored to a fixed point.

You know as well as I do that if you release the string on a kite it will simply fall to the Earth. That refers to horizontal wind and the drag it produces on the kite. The string in effect is the thrust component.

Therefore the pyro-magnetic ship "MUST" have weight or it will be incapable of generating power from an updraft. Gravity is the "STRING" that binds the ship to the Earth or solar system or even galaxy. Cut that string and the ship no longer can produce power in a vertical updraft.

The only case of "ANTI-GRAVITY" is at "VERY LOW" altitude. This is from the Oersted ring effect. The hull generates pulses of magnetic flux and this in turn repels the ground. It is "NOT" anti-gravity, it is simple magnetic induction with the water and minerals in the soil beneath the ship.

Kim, the ship also produces high energy sound waves as the pyro-magnetic plate contracts and expands. Sound waves can levitate an object if they are powerful enough! This is all a part of the natural workings of a pyro-magnetic aircraft motor.

Kim the "PRIMARY REASON" a pyro-magnetic aircraft levitates when high in the atmosphere is do to its hull temperature.

A "HOT" falling body falls much more slowly then a cold one of the same weight and surface area!

That is "NOT" anti-gravity!. It is "DRAG" on the hull caused by the strong updraft flowing past it.

Kim, remember that the convection motor has dozens to hundreds of exhaust ports on its rim.

These ports induce a strong "INTERNAL" cold wind.

In the same nature as the "HYDRAULIC HAMMER" water pump, our convection motor abruptly "STOPS" the flow of cold wind through its magnetic chamber.

This rams the cold wind and converts its kinetic energy into heat.

HEAT IS THE SINGLE MOST IMPORTANT REASON WE BUILD A PYRO-MAGNETIC ENGINE TO BEGIN WITH!!!

A standard helicopter rotor can generate angular momentum when used as an auto-gyro. If the collective pitch is used properly, a good pilot can actually lift his

helicopter back into the air off of angular momentum in its rotor blades without "ANY" power from its engine.

So Kim, we are after heat in the case of the pyro-magnetic aircraft engine, never forget that.

An auto-gyro helicopter blade can store a great deal of energy like a flywheel, but it "CAN NOT" generate the 500 to 2000 degrees of heat required to keep a pyro-magnetic aircraft air borne.

That is why we need the elaborate pyro-magnetic chamber. The chamber allows us to "BRAKE" the wind flowing from the intake ram pipe or turbine and convert it into heat. The chamber then springs away and cools. This re-magnetized chamber wall then converts the change in temperature into more mechanical energy.

Kim, remember, the magnetic field is "NOT" a simple air compressor!

A PERMANENT MAGNET CAN NOT COMPRESS AIR!!!

As the air was compressed it would heat and de-magnetize the magnetic plate. As new air was drawn into the chamber it would cool and not allow the plate to spring away.

This is an energy conservation law as it applies to static fields. You can not generate power from a "STATIC" magnetic field!!!

Kim if you do not understand this, then you will draw the wrath of "EVERY" physics professor in the world.

Kim we are not using the magnetic field to compress the air in the conventional way an air compressor does.

The magnetic field only makes the pyro-magnetic generator "MORE" efficient. In no way does it "ADD" energy to the system. It allows us to conserve energy lost in the heating and cooling magnetic plate.

If you learn even "ONE" thing from my research it must be this.

The pyro-magnetic aircraft engine operates in reverse of a standard compressor, why?

Because Kim a standard air compressor heats air when the piston moves "TOWARD" the cylinder head. It cools as the piston pulls away from the cylinder head and intakes new air.

A permanent magnetic field would be "USELESS" in such a system. The plate would de-magnetize as the piston moves toward the cylinder head and finally generate no attraction at all!

As the compressor piston pulls away from the cylinder head it will "COOL" in a standard air compressor and re-attract the wall of the piston or magnetic diaphragm. Therefore slowing it down.

KIM, THAT MEANS PLACING A PERMANENT MAGNET IN A STANDARD AIR COMPRESSOR, WOULD ONLY DECREASE THE POWER OUTPUT!!!

So this is what you "MUST" take away from all of this. In the case of the pyro-magnetic aircraft engine the cylinder wall is "COMPRESSED" as it moves away from the permanent magnet.

In a standard air compressor it is "DE-COMPRESSED" as the piston withdraws from the cylinder head.

The reason my system works with a permanent magnet is simple.

THERE IS A STRONG EXHAUST PORT INDUCED FLOW INSIDE THE PYRO-MAGNETIC ENGINE AT ALL TIMES.

A standard piston or diaphragm compressor "HAS NO" internal flow until the piston is acted on by its piston rod.

We are converting mechanical energy into compressed air.

In the case of the pyro-magnetic engine there is an "EXTERNAL FLOW" acting on the diaphragm that draws air through the magnetic chamber.

A standard air compressor always acts against a back pressure. A pyro-magnetic engine works with a "NEGATIVE PRESSURE" in its exhaust system.

Therefore when the magnetic diaphragm moves toward the permanent magnet it is "COLD"!!!

This is do to a negative pressure inside the magnetic plenum chamber.

A STANDARD AIR COMPRESSOR IS EXACTLY THE OPPOSITE OF THIS EFFECT. As a standard compressor piston approaches its cylinder head it is "HOT" from compressing air.

Now as the pyro-magnetic aircraft engine magnetic plate moves away from cylinder head it is "HOT". This is do to the "RAMMED" intake air.

The intake air has momentum and kinetic energy. The pyro-magnetic plate stops this air from moving through the chamber and heat is given off.

Therefore the pyro-magnetic plate is "HOT" as it moves away from the permanent magnet. It is a completely "REVERSED" cycle from a standard air compressor.

The concave and convex shape of the magnetic diaphragm also assist in the magnetic plate being hot as it moves away and cold as it moves to the permanent magnet or cylinder head of the chamber. That is from external wind being trapped by the concave shape of the magnetic plate.

The actual source of power is do to the atmosphere attempting to cool the heated compressor plate. The hotter a metal object is, the colder the air that will be drawn to it. The pyro-magnetic quality of the aircraft engine allows this "NATURAL AND UNAVOIDABLE" heat loss to produce mechanical energy.

Kim the physics involved in this device is difficult and counter intuitive.

It is not a simple air compressor!

It is a device that converts external wind into "HEAT"!!!

This is do to a hydraulic hammer effect, that substitutes wind for water.

A hydraulic hammer has a long pipe that carries water from a stream or pond. The water then passes into a "CLAKER VALVE". The valve "BRAKES" the waters flow and generates high pressure. This water is then forced into pressure tank with an air bubble and then up to a much higher storage tank. This is called a hydraulic ram pump and should be listed in your notes on the pyro-magnetic engine as an example.

THAT IS THE ENTIRE PURPOSE OF THE PYRO-MAGNETIC AIRCRAFT ENGINE!

It converts a very "LARGE" flow of cold intake wind into a small highly compressed flow of super heated air.

The pyro-magnetism only serves to make the entire process more efficient!

I could do the same thing by pushing out on the magnetic diaphragm plate with my "ARM" connected to a lever.

I would then hold the plate out from the intake ram pipe using the benefit of a counter spring to counter some of the induced vacuum caused by the rim exhaust ports.

Once sufficient flow is registered on the intake ram pipe indicator dial, I would then pull the diaphragm toward the intake ram pipe mouth and shut it off. The intake air will "NOW" heat up as its kinetic energy is converted into compressed air (just like a hydraulic ram water pump).

I now allow the plate to push away and once more the chamber is evacuated and the intake ram pipe builds up new air flow.

By adding a permanent magnetic field to the intake ram pipes mouth, the entire pumping action happens automatically. This is like a giant "CLACKER" valve as used on a hydraulic water ram pump, only with wind or air instead of water.

So you see Kim the static magnetic field is not the power source. The external wind is. You must never forget that.

Physics professors have every right to reject an aircraft engine they believe is powered off of a static magnetic field.

The diaphragm by nature must have strong counter spring so that it can remain open even in a partial vacuum.

If not the magnetic chamber would simply collapse under a partial vacuum and become useless! No new air would be drawn through the intake ram pipe or turbine.

Once the magnetic field is activated the spring compression holding the partially evacuated plenum chamber is neutralized and the plate rams the intake pipe being driven by the rim exhaust ports.

Keep in mind not only does the magnetic field compress the anti-vacuum spring it also is compressed by rapid cooling of the internal air. That is the implosion side of the gas dynamic equation.

Just remember we could do all of this by opening and closing the diaphragm by hand with a lever arm!

NEVER ALLOW THE PHYSICS OR ENGINEERING PROFESSORS TO BELIEVE THIS ENGINE IS DRIVEN OFF OF FREE ENERGY OR A STATIC MAGNETIC FIELD!!!

The magnetic field only "INCREASES" system efficiency. It does "NOT" generate energy in and of itself. The energy now and has always been produced from the external convection flow.

A final point, Kim the hotter the ships hull (compression, eddies currents, stored compressed air from the air ram pipe) the greater the focused updraft!

The ships hull temperature acts like a lens in the atmosphere and focuses external updrafts against the ships hull. The hotter the ship, the stronger the updraft. It is a natural atmospheric chimney effect like a dust devil.

This does not defy conservation of energy laws anymore then a parabolic mirror does focusing sunlight into a concentrated 2000 degree F. focal point in a solar oven.

Kim, read this letter carefully and allow others to read it who still do not understand why a pyro-magnetic aircraft engine should exist in the first place.

I covered the tubular evacuation method for increasing the rim exhaust rate, versus simple exhaust ports.

I also covered the fact that "ANTI-GRAVITY" only occurs on the pyro-magnetic aircraft engine when it is in close proximity to the ground (magnetic induction and sound wave levitation).

The ship only stays aloft do to the powerful updraft surrounding it. Its hull is "VERY" hot by nature (500 to 2000 degrees F.). It is "NOT" because the ship has been rendered artificially lighter by any crystals or gravity waves.

The ship "MUST" always remain heavy at all times or it will be unable to generate power from the updraft!

The ship by nature travels in a "BOUNCING OR SINE WAVE MOTION" .This is a direct analogy to a pogo stick.

That bouncing action is from changes in the shape of its magnetic diaphragm and is like a stone skipping on water.

In the future this will be called "TAKING A BOUNCER".

Finally I went over the purpose of the pyro-magnetic engine in an attempt to reach those physics and engineering professors that foolishly believe this is just another free energy scheme or permanent magnet power generation gizmo in direct violation of well held beliefs in the laws against perpetual motion machines.

The pyro-magnetic aircraft engine is a very advanced form of convection energy. It is powered off of external wind vertical air currents. It violates "NO" physical laws and is from a class of machines I call an A.F.D. (ANTI-FALL-DEVICE)

A parachute is a passive A.F.D. A falling pyro-magnetic aircraft engine will naturally heat from rammed internal wind and slow until it is being entirely supported by an external convection current.

That is a simple conversion of its gravitational potential energy into heat. The rest is from solar energy that focuses onto "ANY" hot falling body in atmosphere.

I hope this E-mail will answer a few of their questions.

Please read it carefully. It was both to help you and the students writing into your web sight understand a very difficult subject that will be hotly debated for years to come!

In interstellar space this engine "IS" capable of limited nuclear fusion, In the atmosphere that is physically impossible and is beyond the scope of this letter.