

**WR 090805 / MR. BAILEY  
ICEBERG ON THE HORIZON**

Kim, we live in a world of procrastinators and doers.

There is a clear and present danger facing mankind and we no longer have the option of procrastination.

The Titanic steamed at full speed into a dangerous Iceberg field at night!

We all know what happened next, it's a matter of historical record.

My research is the same. There are countless civilian aircraft flying in the upper atmosphere with absolutely "NO" warning that devices of the nature I have carefully analyzed exist.

Its like an Iceberg field up there just waiting to endanger any small or large aircraft unfortunate enough to be in the same airspace as one of these convection driven spacecraft.

I have written letter after letter for almost 35 years now and not one of these people I contacted about this urgent matter has lifted a finger to warn the general public!

Instead they erase my data, destroy my notes and diagrams and rob my house.

I have ancestors that fought along side George Washington (Amos family) and in the civil war as well. They fought and died for a country that is unwilling to reveal a dangerous threat to its own people.

Kim until the moment The Lord removes life from my body, I will continue to "RING" that brass warning bell over the crow's nest of the Titanic.

**THERE IS AN ICEBERG ON THE HORIZON AND OUR SHIP IS HEADED  
STRAIGHT FOR IT!**

There are many scientists predicting the fall of a near earth object.

It is believed that mass extinction's have occurred when ever large space bodies fell to Earth in the past millions of years.

The problem is we simply do not know the exact location of all of these objects.

We do "KNOW" the exact nature of the Pyro-magnetic aircraft engine and how an alien race might utilize it to travel here.

There will be "NO EXCUSE" the day is forced to confront these machines in large numbers. They are powerful enough to shut down our power grid and ground all of our aircraft and render useless our nuclear missile technology.

I have warned everyone I could reach with my limited abilities. I will not be blamed when our country's ship of state strikes the Iceberg I clearly see on the horizon. Gentlemen I am ringing the bell, but no one is responding to the warning! ICEBERG DEAD AHEAD!!! The alien pyro-magnetic spacecraft engine is a dangerous reality and can not be ignored. By the time the absolute proof of my statements is given our ship may already be sinking. We still have time, but not as much as the people have been lead to believe.

Kim as a final point of review.

If I desire to pump air from a simple forge bellows what is happening.

If the bellows has an internal spring I begin to "COLLAPSE IT".

This increases the pressure inside the bellows until it is forced out of the forward pointing nozzle.

We have converted muscle power or mechanical energy into a powerful blast of wind.

The "QUESTION" that must be answered now by wind energy science is what would happen if we "ALREADY HAVE" the wind???

We are in fact using suction to pull wind from our bellows!!!

Kim, what would happen?

Would not the reverse become true?

We are now using wind energy to generate mechanical energy in the forge bellows...

The bellows against its internal spring tension would "CLAP" together with great force!

If you understand what I am talking about then you have the answer you seek.

This is a "PERFECT EXAMPLE" of a reversed forge bellows effect.

You "MUST" understand this.

Alright why do it. If you have the wind why collapse the forge bellows with a partial vacuum (one that favors pyro-magnetism).

Remember a mechanical force applied to the forge bellows (arm muscle) will only heat the bellows as its being squashed and de-magnetize the bellows wall. PYRO-MAGNETISM WOULD BE OF "NO" VALUE IF MECHANICAL ENERGY IS USED TO SQUASH THE MAGNETIC DIAPHRAGM! It is a simple misapplication of theory.

The "ACTUAL" energy we are using is a "VACUUM" produced by the wind rushing through the magnetized plenum.

This partial vacuum collapses the chamber or forge bellows "COLD"!!!

That favors pyro-magnetism. The increasing magnetic flux will assist the cold internal vacuum in collapsing the chamber or forge bellows.

Why do it???

By doing this we greatly increase the utility of the external slipstream passing our aircraft engine.

The final vacuum assisted collapse of the bellows generates great heat as both the external wind and "MECHANICAL ENERGY" is converted into highly compressed air.

Confusing isn't it?

A final re-statement, **the pyro-magnetic engine uses external wind to generate "MECHANICAL ENERGY"**.

A standard compressor or forge bellows uses "MECHANICAL ENERGY" to generate a powerful blast of wind!

Kim it is completely the opposite physical effect. Therefore the physics is completely the opposite!

The pyro-magnetic field is of no use on a standard compressor or forge bellows, a complete and total waste of time.

All you would have to do is place a permanent magnet on the bottom of a forge bellows and have an internal steel plate on the top of the bellows wall.

If there was "ANY VALUE" to this concept the bellows would compress and re-open with almost "NO" effort at all.

Sorry it simply does not work!

There is no free lunch in the case of a "STATIC MAGNETIC FIELD" when applied to a forge bellows or piston or diaphragm air compressor.

**YOU MUST HAVE AN EXTERNAL FLOW OF RAPIDLY MOVING WIND MOVING PAST YOUR MAGNETIC PLENUM CHAMBER!!!**

The chamber must be partially evacuated by hundreds of rim ports or extension tubes or even hollow auto-gyro helicopter blades acting as evacuators. Also several small hollow propellers in a circle have been used as evacuators.

The spring expanded magnetic chamber must be "EVACUATED" as it is collapsed and cold!!!

The magnetic plate will then convert its inertia into "HEAT" as the plates close together.

At this same moment intake air is rammed from a long pipe or spinning turbine (flywheel effect).

The plate begins to expand as it de-magnetizes and pressurizes and once more the magnetic plenum chamber begins to cool off as it becomes convex. The internal spring assists the re-opening of the magnetic plenum chamber just as it would on a forge bellows.

If there was no "COUNTER SPRING" the pyro-magnetic contribution would be lost.

That can be understood by performing a few simple experiments dating back over 100 years.

Now that I have made these simple statements is there a fallacy to my argument?

**"YES", the use of a pyro-magnetic force is "MECHANICAL ENERGY".**

Kim, I do not want you of all people confused about this simple machine.

What I am attempting to say in these statements of physical science is that the mechanical energy we are using to compress the air inside the pyro-magnetic chamber is different from a standard piston, diaphragm or bellows air compressor.

They all begin with air at S.T.P. (standard temperature and pressure). Once the bellows is compressed the air can "ONLY" get hotter. That means an internal permanent magnet would become less and less effective at attracting the bellows top to its base. As fresh air is drawn in it would "COOL" the bellows wall and increase the magnetic attraction just when you are trying to get the bellows open.

**In the case of the pyro-magnetic compressor we are beginning with a partial vacuum and a substantially lower temperature below S.T.P.**

**So what I have stated is true. We "ARE" using the external wind to collapse the magnetic diaphragm and generate mechanical energy.**

Kim, the magnetic field "DOES" add mechanical energy to the pyro-magnetic engine.

The physical paradox being that the compressor is "ALREADY" moving wind before the magnetic field becomes active.

The chamber must be almost collapsed before the wall actually begins to heat from compression.

Now the "INERTIA" of the magnetic plate finishes the job of compressing the internal wind.

Does this mean our pyro-magnetic compressor is over unity???

NO, NO, NO!!!

It simply is a compressor operating with an initial flow condition a standard air compressor or bellows can not take advantage of because its intake air is at S.T.P.

The pyro-magnetic compressor must always be in a partial state of evacuation and "COLDER" then the surrounding environment or the pyro-magnetic effect is rendered useless.

We are indeed converting wind energy into mechanical energy!

The pyro-magnetism only increases the efficiency of this effect.

A standard bellows only converts mechanical energy into wind energy or flow.

Allow me to give one final example.

If we take a standard pulse jet engine and turn it backwards and use a vacuum hose on its intake to operate it in reverse what will happen when we close the intake valve plates???

The answer is obvious. The pulse jet tail pipe will ram the combustion chamber as the kinetic energy of the induced internal wind is converted into heat.

Therefore the process of energy conversion is reversed!

Instead of converting the chemical energy of combustion into heat which produces jet thrust, we are doing the exact opposite!

**We are converting the kinetic energy of wind into "HEAT"!!!!**

The pyro-magnetic compressor is the most efficient way to accomplish this.

The hotter the aircraft engine becomes the more external updrafts will be attracted to it and our power level is naturally increased!!!

This does not violate the laws of physics anymore then a chimney does as it focuses an updraft into a single point.

That is why we do not require a source of fuel to produce heat. We are extracting heat from the kinetic energy in the external wind. Also from the difference in wind temperature both inside and outside the aircraft.

Kim, remember do to the H/R tube effect the core of a rising thermal is cold. It can also be a falling vortex with a top mounted pyro-magnetic engine or even side mounted as in the case of the dipping cylinder.

I do not repeat myself in these letters to bore you!

There are "STILL" after almost 35 years of writing letters on this difficult subject, physics professors and engineers who don't "GET IT".

I was hoping if I gave enough examples and related my research to everyday experience (forge bellows, everyone has one)

Sooner or later even the most hardened skeptic would be forced to take a look at what I am trying to say.

It is not enough to use "JUST" the heat of the external wind. You must also utilize the cold air found in the wind to increase the systems mechanical energy level.

A Stirling engine generates mechanical energy from "BOTH" its hot and cold cycles.

A typical fuel based turbine engine "ONLY" uses heat to generate jet thrust!

We must prepare the scientists and engineers of this society to use both hot and cold reservoirs to produce power for aircraft propulsion.

Only in this way can we create a "FUEL-LESS" aircraft technology.

Again, I do not write these letters to bore you with repetitive facts.

I am attempting to catch the rest of the people in my net, who are still skeptical, who have slipped through in previous writings.

They "MUST" be warned, there is a dangerous aircraft or spacecraft in the skies that our government has not told us about. It is based on powerful magnetic fields and strong convection currents. Any civilian aircraft flying near one of these machines is in grave danger.

There is an Iceberg on the horizon. The only way to avoid it is to know it is in the skies above us, before we are in too close of a proximity to escape it.

The warning is clear. Failure to heed my warning insures an inevitable and possibly fatal collision with this strange aircraft.

Thank you for listening Kim. I only wish the rest of my society was equally as interested as you are.

Take a lesson from the Titanic disaster and all the lives lost. The Iceberg has been sighted, it is up to all of us to decide how to steer our ship out of its way before it is too late. An early warning can be the difference between life and death. The Iceberg just like the people or robotic devices that pilot these strange machines doesn't care. They are simply a fact of nature and must be Recognized before it is too late to avoid a collision with them and the inevitable death and suffering that will result.

GOOD LUCK TO YOUR RESEARCH EFFORTS! Mr. Bailey

