

**112406**

Kim this is my second E-mail to you,I am still unsure if you are receiving them from me.

I did a lot of all night soul searching after you gave me your latest findings on the Repulsine.

It means abandoning my current approach, but I believe you have the best solution.

I need a "BLACK BOARD" and several pieces of chalk to explain this to you.

Sorry, but this E-mail is the best I can Do.

I am going to send you an illustration, but Microsoft "PAINT" is tedious to use.

Kim, we are now forced to throw out Kurt's (XXXX group) Repulsine theory.

I was always apprehensive of a bottom intake hole.

But Kurt said that was the way it has to be.

It reminds me too much of a centrifugal compressor driving an exhaust impeller which in turn drives the centrifugal compressor.

In that specific case the centrifugal compressor is the wavy disc with a bottom area intake hole.The upper 32 blade impeller therefore becomes an exhaust outlet. This looks very much like a modern jet engine....TOO MUCH

Kim, I am now convinced the intake for a Repulsine is at the top!

There are two distinct machines, one uses a 32 blade suction propeller,the other a simple cone.

The 32 blade affair uses a wavy disc that has "NO" rim blades.

What happens in that case is the wavy disc is spun by the upper intake propeller!

Kim, this is an approach that is highly counter intuitive.

**ALL STANDARD JET ENGINES USE EXHAUST TURBINE SHAFT POWER TO DRAW AIR INTO THE INTAKE COMPRESSOR!**

Kim the Repulsine "A" is the exact opposite.

In this special case the wavy disc generates a "SUCTION".

That suction is drawn through the 32 blade intake propeller (or turbine) and spins up the wavy disc system.

There is one known example. In France they are developing a liquid hydrogen jet engine. Liquid hydrogen is used to cool the intake air through an implosion turbine. The now liquid air is combusted with the heated hydrogen in the exhaust pipe. The excess energy from the intake turbine is used to pump the liquid air into the combustion chamber.

There may be data on this unique engine on the internet. I have not read the science article in a long time.

Kim, the intake wind is artificially produced by hydrogen cooling the "ATMOSPHERE" inside a chamber behind the intake turbine.

Kim, WHAT AM I TRYING TO SAY???

That in this one special engine design for a liquid hydrogen aircraft engine. the atmosphere is imploded in a chamber that in turn drives the intake turbine by "SUCTION".

The intake turbine is "NOT" driven by an exhaust turbine as in a conventional jet engine. The intake turbine is driven entirely by the condensation of atmosphere being blown through the intake turbine by a partial vacuum. That vacuum is generated by the liquid hydrogen fuel source cooling the intake implosion chamber. The now liquid air is then pumped by the intake turbine into the rear combustion chamber along with the now heated hydrogen gas.

Kim, if my analysis is correct that means the Repulsine "A" has "NO" wavy disc rim blades!!!

The wavy disc "SUCTION" drives the 32 blade intake turbine...The one you see on top of the Repulsine "A".

Kim that is because Viktor did "NOT" place rim blades on his original wavy disc air processor.

He was instead using it to generate "COLD AIR".

Why? Because Kim at that time there was no efficient home air-conditioning.

They often used "AMMONIA" instead of later refrigerant gases....Kind of nasty stuff Ammonia.

The purpose of the Klimator was to be spun by a small motor (just like a ceiling fan) and rain down "COLD" air in a sun heated room.

Basically it was mechanically produced air-conditioning without any refrigerant.

HOW? the wavy disc has hundreds of rim holes!

Kim, if you are following this. Please note a standard centrifugal compressor (found on any air blower) "ALWAYS" heats the air that is blown through it!!!!

Kim, Viktor did just the opposite(after all he was a genius).

Rotating the wavy disc generates a "RIM SUCTION" by low pressure forming over the hundreds of rim holes or flute holes as I like to call them.

My father (this is not a confession) used to drop pop bottles out of the B-24 and they would make a whistling sound as they fell.

Kim, that is called a Hemholtz resonator in physics.

Big deal, all children's tops have rim slits that make a humming noise.

So Kim, the rim holes "ARE" the wavy disc.

What does this effect mean to you???

Kim ,No, we are not designing a non-refrigerant air-conditioner.

What we "ARE" doing is filling a "HUGE" copper disc (copper, not plastic) with a several cubic feet of ice cold air.

Kim, that is our "PRE-CONDITION"

That is not enough.

The best possible place to snorkel cold air (just like a diver snorkel user) is at the "CENTER TOP" of the Repulsine.

The klimatator uses mechanical energy to produce cold air.

ALL I WANT YOU TO NOTE, IS THAT THE WAVY DISC IS A NATURAL COLD AIR HANDLER...

The power source for the Repulsine is atmospheric.It is not a closed loop!

The cold air is provided by a top area vortex. It is not a result of mechanical energy being converted into cold air by the starter motor. That just starts it. REMEMBER THAT!

Kim, now the cold air is trapped in the wave forms between the copper plates.

This means our wavy disc system is under a "CRUSHING" vacuum (Kim, Viktor really was a rare form of genius)

Kim, in micro seconds the cold air loaded wavy disc begins to "SQUEEZE" together!

Kim, this is the big one!

The cold air begins to stop moving!

Like too many people leaving a theater they begin pilling up on each other!

NOW, EXTERNAL AMBIENT HEAT BEGINS TO HEAT THE WAVY DISC!

The cold air "EXPLODES"!

This heated cold air can not go back to the intake do to centrifugal force. Its "PATH OF LEAST RESISTANCE" is out the rim holes...

**THE PLATES NOW PUSH APART WITH GREAT FORCE FROM THE TRAPPED HOT AIR MASS!!!**

Kim, "INERTIA" continues to force the upper and lower plates apart!!!!

A strong suction forms at the intake slits of the Repulsine. This suction is from both the rim hole suction "AND" the inertia of the expanding upper and lower plates.

**YOU NOW HAVE A NEW CYCLE OF COLD AIR DRAWN IN TO THE REPULSINE.**

This suction to the uneducated mind appears to be "NEGATIVE FRICTION". It is "NOT", it is simple thermodynamic expansion of inertial copper plates.

Kim, DON'T KILL THE GOOSE THAT LAID THE GOLDEN EGG!

Kim, the "WIND IS YOUR FRIEND"!!! (old pilots saying)

By the same analogy so is the "COLD AIR"!!!!!!!!!!!!!!

Kim if you compress cold air before it is brought into the wavy disc you destroy its value!

Like revenge, it is a dish best served cold...

It is like carrying an ice-cream cone to a friend on a hot summer day. If you are careless it is all melted before they receive it.

Therefore the Repulsine "MUST" handle the intake cold air very gently.

The intake air itself is on top of the Repulsine and from the center of a cold vortex formed by a natural downdraft over the Repulsine.

Kim it is "WORTHLESS" to allow cold air to leave the wavy disc un-heated!!!!!!!

This is an analogy to what happens when you over carburate an engine and "RAW" un-combusted fuel sprays out of the exhaust pipe.

So Kim, there comes a micro second on the wavy disc where it "MUST" close together and begin to restrict the cold air flowing through it.

Kim, during the cold air intake cycle the ,linear velocity of wind in-between the plates generates a natural Bernoulli!!!!

I ASKED YOU YEARS AGO TO TEST THIS IN A VACUUM BELL!

My simple point is. The cold air would dump out of the exhaust holes without heating if you make the copper plates "TOO" stiff.

We want flexible copper plates!!!

That means the copper plate thickness is relative to the diameter of the Repulsine prototype.

At some point the plates "MUST" come closer together so the cold air slows and has "TIME" to heat up from natural energy sources like the sun.

It is not heating only because it is being rammed between the plates!!!!!!

That would be a closed energy loop. No! it is heating from both external and internal effects.

Remember Kim the cold air is not just an internal (inertial plate expansion) or rim hole rotation mechanical effect. The intake has been placed "VERY DELIBERATELY" at the center of a cyclone, or cold air vortex.

The "ABSOLUTE" best place to find one is on top of the Repulsine, NOT ON THE BOTTOM!!!

Since the Repulsine "A" does "NOT" have wavy disc curved rim blades under its multiple exhaust holes(flute hole or pop bottle effect) IT MUST HAVE A MEANS OF ROTATING THE WAVY DISC TO MAINTAIN A PATH OF LEAST RESISTANCE BIAS FROM CENTER TO RIM,SO COLD AIR DOES NOT ATTEMPT TO BACK UP AS IT IS HEATED DESTROYING THE LINEAR FLOW CONDITIONS A REPULSINE REQUIRES TO KEEP FUNCTIONING.

Kim this is accomplished by placing a small 32 blade turbine at the top center of the Repulsine. The natural "PULSATING" suction of the wavy disc keeps enough wind moving past it to spin the entire assembly.

The turbine has extremely curved blades, "ANY" wind being drawn through it will start it spinning.

The important thing to remember is that it is the intake turbine that spins the wavy disc, not the other way around.

Kim the Repulsine "B" is different!!!!!!!!!!!!!!!!!!!!!!

The Repulsine "B" uses the same cold air energy source from above the top center of the Repulsine.

Kim, the operation of a Repulsine alters the nature of air flow around it forming a cold "DOWNDRAFT"!!!!

The primary difference is that instead of a "SMALL" 32 curved blade intake turbine, we replace that with nothing more than a cone shaped intake bell!

The reason is that the intake turbine is "REDUNDANT" on the Repulsine "B".

Instead of suction driving the rotation of the wavy disc, we instead use the exhaust wind.

That exhaust wind is forced past embedded curves at the rim, right beneath the hundreds of exhaust holes.

THE REST IS EXACTLY THE SAME, COLD CENTER VORTEX AIR (HILSCH EFFECT) IS DRAWN IN THE TOP OF THE REPULSINE AND POWERS THE CLAPPING WAVY DISC PLATES.

The "A" model uses the intake turbine to spin the wavy disc (easier to build, no rim blades).

The "B" model uses the exhaust blades at the rim to spin the wavy disc and therefore does not require an intake turbine above it, only a cone.

Kim, not to confuse, water is a very good way to induct cold air into an engine of this nature.

It helps protect the cold air bubbles from pre-expanding. There is an air water wheel I know of that works based on that principle with four air pockets and water spray jets at the rim. SO HERE IT IS ALL READY TO GO.

Kim the "ONLY" purpose of placing an outer bell over the wavy disc is to deflect as much wind as possible to the ground and generate a better upper cold air intake vortex.

That is nothing new to anyone, I believe the Repulsine wavy disc works either way even without its upper bell housing. We often flew my Sparrow ultra-light without its engine housing do to the un-reliable nature of its Rotax engine. So you see it would work either way.

**ALL I AM SAYING IN THIS E-MAIL IS THAT THE INTAKE AIR IS FROM THE TOP OF THE REPULSINE....**

For years I have labored under the assumption the wind was brought in from the bottom do to the xxx groups analysis.

I now feel that analysis was faulty. The wind always came in from the top, not the bottom.

This false belief messed up all of my experiments, I placed the intake slits at the bottom of my wavy disc instead of the top.

We knew the intake slits were on top from the photographs. I was however cautious to accept that since there was very strong evidence we were seeing "DOCTORED" photos. Therefore I accepted the xxx group explanation of a bottom intake hole.

Kim "NO ONE" including J Nuadin believes the intake is on the bottom. Its always on the top!

My fear was that since no one was testing the bottom hole assumption, they also never made a working Repulsine.

Now I do not know anymore.

Yes Kim, cold air is the power source in this Repulsine, not hot air.

There will "STILL" be heating from the sun and the inertia of the collapsing copper plates, but Kim heated air is "NOT" being deliberately drawn into our Repulsine at the top only cold air is.

**Cold air can become "HOT" air very swiftly if you allow it to ram or be slowed down thereby converting the linear momentum of the gas molecules into heat.**

SO KIM WHERE DOES THIS PUT OUR RESEARCH EFFORT?

No, not back to square one.

I will now be forced to fabricate new copper plates with "TOP" intake slits as can be seen on photographs all over the net.

Kim I am sorry about this, For the longest time I was putting "HOT" air in at the bottom of the Repulsine and imploding it in the cool internal vortex above the wavy disc.

Now I see the pointless nature of this.

The Repulsine is a cold air powered engine. PERIOD!

Nothing else makes sense to me anymore.

The base is the "PERFECT" place for hot desert air to be blown up against a bottomless wavy disc plate and provide heat to our plates. Therefore no base hole exists.

Why have I concluded this?

Kim, no photograph of the "BOTTOM" of a Repulsine exists...

Unless you have one your not telling me about.

It was easy to make a mistake of this nature and get the flow direction backward.

NOW I BELIEVE IT COMES IN FROM TOP TO BOTTOM !(just as everyone on the internet believes)

My fear has always been we were all "DELIBERATELY" misguided on this fact, so "NO ONE" would ever put a Repulsine together in the right way for it to function.

Kim, what else can I say?

Oh what a tangled web we weave, when first we practice to deceive.

Lets take this new information for what it is worth. I will begin fabrication of a new set of plates. I have the copper waiting in my work room.I received several square feet from a Grove copper smith.The same type used in awnings and other ornamental exterior work.

My fabrication technique is simple (we can photograph this)

I place the copper disc over a hard wood mandrel cut by a router.

I have a central axle with a fulcrum attached. I then take a long steel bar attached at the center axle with an attached wood tooth the correct shape of the wavy disc depression and begin working my way around the mandrel slowly pressing the disc into shape by various amounts of leverage from the long center attached steel bar and wood tooth combination, It takes a while, but it works.

Kim it is critical not to over cut the intake slits or you ruin the entire assembly.

The upper bell housing is required if you are to use an intake turbine to spin the wavy disc as in the Repulsine "A"  
It forces all of the intake air to come through the center hole of the intake turbine.

Kim , one last thing,the "ONLY" way to shut a cold air engine off is to reduce the magnetic field coupling between the base plate and the intake magnet.

I HAVE WARNED YOU AGAIN AND AGAIN THE REPULSINE A AND B PROTOTYPES WILL RUNAWAY THE FIRST TIME YOU HAVE SUFFICIENT RPM IN THE WAVY DISC ASSEMBLY AND THEY BEGIN CLAPPING.THAT IS WHY MOST OF MY REPULSINE MODELS OF ANY DIAMETER 6 TO 22 INCHES ARE RUINED. THE 22 INCH VERSION WAS REMOVED FROM MY STORAGE BUILDING,I NEVER SAW IT AGAIN.THIS MAY HAVE BEEN A

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CARELESS MISTAKE BY MY RELATIVES OR THE THIEVES THAT BROKE INTO MY HOUSE AND BARN OVER THE YEARS. EITHER WAY I NO LONGER HAVE THE 22 INCH SHELL TO PHOTOGRAPH FOR YOU, ONLY A 12 INCH VERSION.

I will keep trying, Kim if the cold air "DOES" enter the top of the Repulsine as everyone believes on the internet I will be forced to redesign my base structure.

The situation is not hopeless. Funding is not the issue. We now know people will "SAY ANYTHING" to get your information by promising Millions or Billions of dollars as Chris Daniel's did.

We are "FAR" better off plodding along on our new wave plate fabrications, then to spend our life "WAITING" for some bum promising us financing, who actually was only after our latest test results and notes.

Frank is in that dilemma with the Panama people, just as I was last year with Chris xxxxxxxx.

Let us trust the new year brings us good fortune.

I need to know one thing, has your troubles ended your fabrication of wave plates this year or the next???

I understand you cannot at this time have a work shed.

What of the fabrication of your wave plates?

Kim, do to what I have just told you it is "NOT" necessary for you to build in rim blades on your first Repulsine wave plates!!!

Kim, the Repulsine "A" used "NO" rim blades on its wave plates, That is what the upper intake turbine was for.

I hope that clears everything up on that subject. We now have no choice but to build a new Repulsine with an upper intake hole bias.

If only years ago I could have seen the bottom of a Repulsion...That is not my fault.

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The work continues. Kim, whatever else you do next year you must get those wavy disc plates constructed based on all of your findings. Combined with my own experiments, we will get this problem solved.

Happy Thanks Giving...