WR. 1231-B
The Writings of Prof. Bailey
Repulsion Energy,
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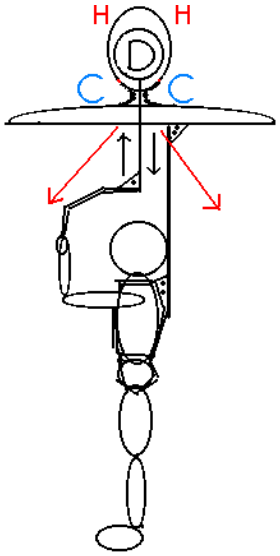
LETTER 12/31 "Human Powered, Stirling Engine Type Jet parachute" **Pg. 01**

Jjb25.bmp



I have no way to verify this concept without a 6 foot rigid back pack parachute with a 4 foot by 3 foot diameter pressure bulb.

The Stirling engine physics says it must work to some small output pressure burst as long as there is a thermodynamic difference between the upper and lower bulb heat reservoirs.

Would it be enough on a sunny day to lift a man off the ground as the displacement piston is pumped up and down?

At the very least you would get a face full of compressed air as the displacement piston opened up the hot reservoir.

The device is just too simple not to look into on at least a model scale size.

It may require up to a 12 foot diameter rigid parachute to work and a very large upper pressure bulb based on the Stirling engine effect.

That is not my problem, only history can decide that.

Safety is my key concern, since I have designed dozens of human powered flying machines of this nature.

Kim, the second you stop pumping the displacement piston up and down the pressure pulse will stop.

It is a very simple way to fly and must be done on a "WIND-LESS" sunny day to heat the upper bulb thermal reservoir.

Kim, a final note. We could use the pressure pulse from the Stirling displacer to generate "COANDA LIFT" instead over the upper rigid parachute surface.

This may be the method used by the German UFO. They would have a large internal displacement piston that would bounce up and down between an upper cold reservoir and a lower hot one.

That causes pressure puffs against the upper flange of the UFO.

All too un-proven, but possible. We will see.

I am sending you all of this new information in case I am no longer able to use this computer.

Please respond if you can. I do not know how much longer I will have E-mail access.

END