

WR. 6-19
The Writings of Prof. Bailey
Repulsion Energy,
2004

LETTER 6/19 "Implosion Boot"

Pg. 01

In its simplest form this is the basic pyro-magnetic implosion boot.

The turbine generates electricity by cutting its core magnetic field.

That electricity controls the level of oscillation of the magnetic diaphragm plate below.

YOU CAN SEE VERY CLEARLY THERE IS A VARIABLE EXHAUST VALVE.

The air flow enters through the upper intake turbine and goes into the plenum chamber and out through the spring loaded exhaust valve and finally the dozens of rim exhaust holes.

A powerful "COUNTER SPRING" keeps the magnetic diaphragm pushed down.

This spring prevents the induced vacuum from the rim exhaust holes from closing the exhaust valve.

Until the "MAGNETIC FIELD" is activated the magnetic diaphragm remains pushed down.

Once the magnetic field is active, the magnetic diaphragm plate begins to attract the exhaust valve flange.

THIS BEGINS TO COMPRESS THE AIR IN THE IMPLOSION BOOT PLENUM CHAMBER.

The plenum chamber is now at high pressure and temperature. Its exhaust is highly restricted.

The turbine Rpm. slows from work being done compressing air into the plenum. The turbine is a tiny fly wheel by nature.

This begins to de-magnetize the magnetic diaphragm plate and the counter spring once more pushes the plate downward.

This causes "MORE" air to leave the chamber then is coming in. The central exhaust valve is now "COMPLETELY OPEN".

The chamber is now becoming "EVACUATED" .It also begins to "COOL" from expansion of intake air through the turbine.

The magnetic field begins to increase as the turbine produces more power.

The magnetic diaphragm begins to once more attract the exhaust valve flange.

This begins to close off the exhaust valve. A small central pipe rises into the exhaust valve and cuts off more and more exhaust flow as its surface area is diminished.

Once more the plenum chamber of the implosion boot begins to compress!!!

This shoots highly compressed air out of the exhaust holes.

This exhaust has a definable thrust.

You now understand the key to this device is "FLOW" restriction!!!!

The intake plenum goes from highly compressed to highly evacuate in a matter of seconds.

It is all accomplished by changing the rate at which exhaust air leaves the plenum chamber.

When the turbine begins to compress, the air inside is still "COLD", heat is absorbed from the bottom of the magnetic diaphragm as wind rams up against it.

This cold air adds still "MORE" pressure to the compression chamber as it absorbs external heat!

YOU NOW HAVE THE WORLDS MOST POWERFUL UN-FUELED JET ENGINE.

It uses implosion and compression to gain energy.

The colder the Evacuated chamber phase is, the more power that is developed during exhaust flow restriction.

This jet engine is "POWERED" by external heat and pyro-magnetic resonance in the magnetic diaphragm plate.

This device took me thirty years to develop. DO NOT TAKE ITS SIMPLICITY AS A SIGN THAT THE PHYSICS PRINCIPLE INVOLVED IS NOT OF EXTREME VALUE!!!

I have tested this basic design in dozens of new configurations over the years.

IT CAN BE SCALED UP TO 100 FEET IN DIAMETER!

There practically is no size limit or power limit.

I know it is difficult to understand all of the aspects of the design and how they work together to produce almost unlimited power.

Remember "HEAT" given off by the compression chamber induces a powerful external updraft past the rim exhaust holes. This increased wind flow assists the exhaust holes in removing air from the internal plenum chamber.

Basically this device is powered by the external wind. The wind both removes air from the exhaust holes and "RAMS" against the bottom magnetic diaphragm when it is pulled upward and concave in shape.

This "RESONANTLY" heats and cools our plenum chamber and generates power.

It therefore is nothing more than a wind powered jet engine that absorbs both kinetic and thermal energy from the surrounding air stream.

YOU WILL EXPERIENCE A DEFINITE "BOUNCING MOTION", WHEN USING THIS DEVICE. ITS THRUST IS UN-STABLE.

When the wind strikes the magnetic diaphragm in a "CONCAVE" shape there is a "BRAKING" action. This assists in pushing the wearer back into the sky.

When the magnetic diaphragm is "CONVEX" there is definite "FALLING ACTION". This allows more intake suction to form around the dozens of exhaust holes.

The exhaust holes can be "TILTED" by a few degrees to exert a downward thrust without interfering with the exhaust suction during the internal chamber evacuation phase.

THIS DEVICE HAS BEEN GIVEN OUT TO THE INTERNET BY ME FOR OVER 25 YEARS.

I constantly refine the concept.

I WANT IT TO BE IN FREE CIRCULATION!

I do not want a large corporation to patent it and suppress its development.

I WANT THIS IN PUBLIC DOMAIN! PERIOD.

Only then will the general public benefit.

There is far too much greed in the corporate world.

This device can power our entire society, aircraft, automobiles; boats can all be powered with one of these.

There is also a "TURRENT" version that rotates the entire chamber.

The principle is the same.

The simple illustration I gave you in this letter is of a "SHOE BOX SHAPED BOOT".

It can also be built in the form of a rotating circle or disc.

The magnetic diaphragm can be placed on the ends of a large cylinder or on the top of an aircraft body. It is typically on the bottom in most uses.

I will attempt to draw more diagrams for you.

In the case of an upper rotating turrent pyro-magnetic implosion chamber the intake turbine can be replaced by "LONG PIPE".

The magnetic field is therefore powered by the rotation of the exhaust jets. The chamber is circular and cuts its own magnetic field.

THE SECOND THE MAGNETIC FIELD IS SWITCHED OFF THE DEVICE BEGINS TO LOOSE POWER AND SHUT DOWN.

The counter spring simply keeps the magnetic diaphragm plate open.

Therefore the primary method of throttling this jet engine is by raising or lowering the magnetic field intensity.

There is always more to tell about this unique device.

LETTER 6/19 “Implosion Boot”

Pg. 05

I am certain at some point in the future this device will be claimed by others who have not devoted over 30 years of research effort. I have been freely giving out my research for decades. If I never receive proper credit, I still did what little I could do to escalate other people’s research into fuel-less jet engines.

I have limited funds and can not build a large scale vertical flow wind tunnel for design testing.

I do my best with limited materials.

I hope you find this interesting. It is far more complicated then it looks. It is also something that exists in the real world and not just a diagram on paper.

GOOD LUCK ON YOUR RESEARCH EFFORTS.