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The Writings of Prof. Bailey
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LETTER 01-15 "Kinetic Conservation Rules for Convection Powered Aircraft"

Kim, this is the most important subject you will ever receive from me.

I wrote you in the earlier letter that a "RAM JET ENGINE" could build up a thermal as it dives through the atmosphere.

Do not belittle the example I made of you about never developing the propeller.

In a way that "IS" our problem.

Our society has never developed "ACTIVE CONVECTION POWERED AIRCRAFT".

Therefore we only use "PASSIVE" convection powered airplanes like sailplanes, hang gliders, Para gliders.

So in a very real sense as far as convection powered aircraft are concerned (your Repulsine proposal).

WE HAVE NEVER INSTALLED A CONVECTION MOTOR ON A FULL SCALE AIRCRAFT!

Kim that is "NO DIFFERENT" then the Wright brothers "NEVER" placing a motor or propeller on their Wright flyer!!!! The end result being all aircraft we fly today are "GLIDERS"!!!

You must understand my example by now and how seriously we have crippled aviation by not using one of my prototypes or a Repulsine.

Let's get back to my core theoretical statement. What about kinetic energy conservation???

Kim, think about this long and hard.

If we purchased a surplus "RAM JET" and dropped it from several thousand feet in the air what would happen.

Kim it "WOULD" get hot and attract additional thermal activity.

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Here is the problem. A ram jet "DESTROYS KINETIC ENERGY"!

The wind entering the Ram jet is "SLOWED DOWN".

This generates heat that might help us maintain a power giving thermal core.

However we are "NOT" burning fuel in our dropped ram jet. We are allowing gravity to power it by conversion of gravitational potential energy.

The net result is heat will be radiated into the environment around it. That will attract additional thermal cores.

"BUT", we are losing all of our kinetic energy during the ramming of the intake wind.

Heat is also radiating into the environment that is "NEVER" recovered.

The price paid is the loss of useful thrust.

Yes Kim, who needs a ram jet to drive itself into the ground at mach 3 either way.

Therefore we must use a convection aircraft engine that does not sacrifice kinetic energy to produce heat.

Never forget "HEAT" allows us to "FOCUS" thermal activity!

The only path left to us is to increase the cross section and drop our apparatus below external temperature.

By the way my brief concept (Charles Yost edited my over 40 pages with illustrations, down to two) was in "ELECTRIC SPACECRAFT JOURNAL". This science booklet is published several times a year. If you go to the web and type in Electric Spacecraft Journal, it will come up instantly. You must then look at "BACK ISSUES" for journal # 29. You will see my entry about pyromagnetic aircraft engines in the listing. Kim "YOU CANNOT MISS FINDING IT ON THE INTERNET", Charles Yost has been writing it for years. You will need his permission to reproduce it for your sight. This is a subscription only sight; he never gives any information away for free. They did not answer my last letter, so good luck getting permission to copy anything. I would have sent you a copy, but thieves took my 3 copies along with other technical notes during the break in.

Kim, I am as devoted to God as anyone. I am not telling you what to write.

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I just "KNOW" we need to get the public interested in simple practical experiments as they relate to convection powered aircraft which the Repulsine is. You touch on "SO MANY" subjects that your reader may pass right over the "ACTIVE CONVECTION MOTOR RESEARCH".

So Kim, what do we do here?

Friend what about dropping a thin aluminum pie plate off a tall building?

You see it can be that simple.

We can put one pie plate above another and leave a small rim gap. Then we can place a tiny turbine on top. They drop the plates and the turbine will spin up from rim suction.

Kim a turbine no more complex then those "WIZZ RINGS" children blow into to make a loud noise.

You see we can do that for your readers. A "SIMPLE EXPERIMENT" that uses two pie plates and a tiny turbine like the one on those noisy rings.

After that we can explain how the turbine can drive a magnetic field and squash a plate under the UFO to absorb heat from the wind. Allow me to illustrate this for you. THEY NEED TO BUILD SOMETHING SAFE AND THIS CONCEPT IS!

You have other concerns for your web sight like your conventional aircraft. I loved the Spitfire, but my father wanted a Carlson Sparrow. We could have repaired a Spitfire far easier after our runway accident then our poor Sparrow. I still joke about it (12,000 dollar replacement cost), I still cry a little too. You see Kim, that was the day a J-3 Kitten ate a Carlson Sparrow....

Kim, allow me to show you a simple experiment. Someday you will have the time to put my research on your sight.

What you forget is that one UFO seen by a nurse actually was "HAND PUMPED" by the occupant to start the disc spinning! He just kept pushing and pulling on a lever.

So we must abandon standard jet engines. We must build engines based on a better theory. The Repulsine has the right cross section. It resonantly heats and cools.

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Kim, pull too much air from a Repulsine and it "COOLS OFF". This shuts off the updraft around it.

Now the inside begins to pressurize and absorb heat from the environment.

The plates close together and heat from compression. This blows air out of the Repulsine and increases the updraft and once more opens the plates for another cooling cycle.

Kim, remember the Repulsine goes from a period of high suction to a period of high compression. We must make your readers see this at some point.

Let me first give you the drawing of a "PIE PLATE FLYING SAUCER". It will be safe for them to build. You can put it on your web sight at some future time, God willing. Please think about it.

Kim good science is not about PhD's and physics papers only a few understand. It is about translating the language of physics so that the public will grasp a difficult concept with the least amount of complexity. That my friend is the "TRUE" sign of a genius.

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