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“Enhanced Thermal Reservoir Demonstration”

Yes Kim very informative. The concept of the circular wing is not new. It is obvious this inventor hates tip vortex formation and has found a way to minimize this loss as much as possible.

We have a very important discovery to make in regards to the Repulsine.

I think there is so much mystery created in the Repulsine's war time development that no one is looking for a practical solution.

There is no more important point in physics or engineering to state a simple objective.

That is what we need to do in this research more then anything else!

The Repulsine was built in almost the same years the vortex tube effect was discovered in France.

That is well known and we do not need to prove this point.

What is important here is in understanding why a Stirling engine generates power when one half is cold and the other half hot.

I have asked you many times to build a few model Stirling engines and become familiar with them.

There can be no doubt the Stirling engine and vortex tube are capable of being combined.

If I am proven right about this through experimentation, we will have the true purpose of the Repulsine.

A standard Stirling engine shuttles its working gas between two pistons or displacement chamber sides.

At no time does the working gas ever leave the Stirling engine.

The vortex tube is fed by compressed air spinning in a circular chamber.

If our physical theory proves to be true and Schauberger intended for the wavy disc plates to clap together, we will as a result produce the very compressed air required by the vortex tube to form thermal reservoirs inside the Repulsine.

We could call this effect a feedback Stirling engine or any number of names.

My point is simple.

We must prove beyond any doubt that a Stirling engine piston can be cooled in a vortex that uses its own exhaust to enhance its thermal reservoir.

Once proven we will have a sound basis for further research.

Kim this is where we must devote considerable time and resources.

There are a few clues to help us.

Antique Stirling engines often use a fan on top powered by the engine to blow wind away from the upper cold reservoir therefore cooling it.

So if we investigate the Repulsine from this perspective, there is a defined set of problems to be solved.

The primary one I believe is proving the wavy disc plate was meant to compress together!

Kim no Stirling engine piston rotates.

That is the first difference we encounter in an attempt to construct a reservoir enhanced Stirling engine.

Beyond that no Stirling engine blows compressed air into the atmosphere.

The principle is the same. Cold air at the center of the wavy disc plate causes warm air in-between the plates to condense. The momentum of the plates as they are forced together will create a pressure surge.

We can not do this with steam! The steam would condense into water and the pressure wave would be lost.

It all comes down to just one thing. We have one of nature's most perfect heat engines in the form of the Repulsine and we must research it at all costs or be left behind.

If all it takes is a few small modifications of the Stirling engine to prove this effect then we must complete the experiments as quickly as possible.

A Stirling engine that enhances its own cold thermal reservoir by using its output is "NOT" new. That is why the fan is placed on top of antique Stirling engines.

The question is just how far can we go with this effect?

It is as if in W.W.2 they created a whole new form of Stirling engine that had a unique thermal reservoir enhancing effect and they buried it in the fall of Nazi Germany.

Kim we "MUST" take the mystery out of Repulsine research. I believe that is why a full understanding of Stirling engine physics is in order for anyone wanting to further research the Repulsine! Do not ignore it.

As always I will send you a drawing of any new Repulsine experiment I test.

We may be able to build a Repulsine only a few inches in diameter.

Stirling engines can be no larger than a tea cup! If the physics is the same, then we may be able to scale a demonstration Repulsine to a tea cup size. That would give us a safe, practical way to show a working Repulsine to the public. The larger you build a Repulsine the more dangerous it becomes!

Kim, that is why now more than ever we must stick to a sound scientific principle and not further mystify the Repulsine theory of operation. GOOD LUCK!