

WR 081607/ Mr. Bailey
THERMO OPTICAL ATMOSPHERIC RESONANCE

Kim this is important!

I may have mentioned this principle years ago in another e-mail.

I do not want you to ever forget it.

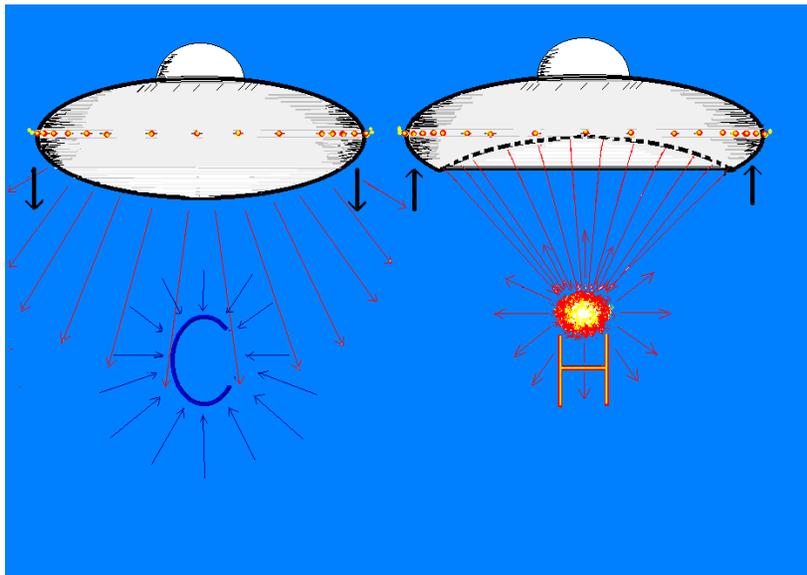
I discovered a very long time ago that a 'MIRRORED FINISH HULL' will reflect light in a special way near the pyromagnetic aircraft engine membrane!!!

I call this effect "**THERMO OPTICAL ATMOSPHERIC RESONANCE**".

Do not lightly dismiss this phenomenon!

There have been "COUNTLESS" cases of UFO with highly polished silver hulls.

Consider the following.



The ability of a properly constructed mirrored pyromagnetic membrane to change from a convex to a concave shape allows the ship to radiate "AND" reflect light in a very peculiar way!

In the convex cycle, hull optical radiation (and infrared) is scattered into the space around the pyromagnetic aircraft engine. The net result the immediate space below the pyromagnetic membrane is "COOL".

I indicated this on the attached drawing by a letter "C". This causes the atmosphere to contract beneath the aircraft. This also works in outer space!

The converse of this phenomenon is during the concave cycle, as indicated by the letter "H". This causes the atmosphere to expand beneath the aircraft. Once again this will also happen in outer space.

Think of the concave pyromagnetic membrane as a "GIANT" parabolic mirror!!!

During the convex phase of operation it becomes an optical disperser. This cools the atmosphere around it in a resonant fashion.

I want you to understand these membranes are always "HIGHLY POLISHED", even when the rest of the hull has a burned up meteorite appearance!!!

The "FOCAL POINT" of the pyromagnetic membrane is determined by the parabolic curvature or maximum contraction the membrane reaches during the concave phase.

If the pyromagnetic membrane is "CURVED ENOUGH" the focal point can be very close to the hull of the aircraft or UFO and generate a "SHOCK WAVE". Thus aiding in the build up of energy of the pyromagnetic engine itself.

The external gases near the bottom of the aircraft undergo a rapid high and low pressure resonance which has been known to generate vortex phenomenon. There is a Russian scientist using this effect. Naturally Kim, he is unaware that a pyromagnetic aircraft engine or UFO use a flexible mirrored membrane as a normal function of there operating cycles. PLEASE BE AWARE OF IT!

I am "NOT" doing this research for a Nobel prize. I am attempting to save mankind from a terrible fate. Friend and fellow human being, believe me "THEY ARE OUT THERE"!!! One day they will begin to directly interfere in the way we run our planet (some believe they already do) and I want people warned before it is too late.....

There are "ENDLESS" UFO theories on the internet. Everyone and everyone's brother has a pet theory about how a UFO works.

I completely agree with the concept of "ION" and hydro magnetic propulsion. (but you need a proven power source first, according to Dr. Brown my S.W.U. at Georgetown Physics teacher)

I also agree that UFO use thermo nuclear fusion, so do I in the hydrogen rich environment of outer space both inside and outside of the pyromagnetic compressor do to the external resonance effect I have just mentioned.

Kim as arrogant as this will sound. I am the "ONLY" UFO theorist who got it right. I understand more about UFO type phenomenon then any civilian researcher on Earth at this time. They are all looking at bits and pieces of the puzzle, but not the completed picture.

I of course cannot speak for "TOP SECRET" government researchers who have access to crashed UFO in Billion dollar underground labs.

The Lord above me has chosen to leave me a pauper in this crises. I have a very limited budget and voice in this matter, even though I am the one who got it right!

Kim, take this latest diagram and add it to your collection, it is "NOT" a guess. Anytime you place a vacuum behind a large mirrored membrane it forms a "MATHEMATICALLY PERFECT" parabolic mirror. (I refer you to the use of solar heliostats in the desert)

But Kim what you are "NOT" aware of is what happens when you invert or make the parabolic mirror membrane convex. **THIS CAUSES A RAPID CHANGE IN BOTH TEMPERATURE AND PRESSURE NEAR OUR PYROMAGNETIC MEMBRANE, THE EXTERNAL GASES COOL AND CONTRACT!!!**

By doing this in resonant fashion we insure a powerful vortex beneath our pyromagnetic aircraft engine or UFO.

It happens in cycles of both hot and cold, high and low pressure, as indicated by the attached diagram.

Kim, most research done with membrane mirrors revolve only around the "PARABOLIC" focal point heating, and "NEVER" the combination of both parabolic "AND" convex membrane resonance or cycling.

It is a far more energetic effect. Consider that after space is heated by a "CONCAVE" membrane mirror the density becomes low and remains this way. **BUT KIM IF YOU ALLOW THE GASES UNDER A MIRRORED CONVEX PYROMAGNETIC MEMBRANE TO COOL (BY MEMBRANE SHAPE CHANGE) THE ATMOSPHERE CONTRACTS AND THE NET CONCAVE FOCAL POINT IS FAR MORE POWERFUL!!!**

Please think about this effect. It could become very useful to us. Kim imagine if you will a pressure alternated mirrored membrane "RESONANTLY" becoming first concave (parabolic) then convex in the light of the sun. The atmosphere affected near its focal point will form a strong resonant vortex.

Our pyromagnetic engine does this naturally!!!!

DO NOT IGNORE THIS SIMPLE CONSEQUENCE OF PYROMAGNETIC MIRRORED HULL MEMBRANE RESONANCE IN THE ATMOSPHERE NEAR OUR SHIP!!!!

Kim , I know we had a lot of ground to cover, I am happy to hear everyone is doing better in your family and you are once more employed at an engineering firm...(THAT IS JUST GREAT!)

Kim, friend, do not forget a pyromagnetic engine becomes convex while heating and concave while cooling. The membrane is pressurized in the "REVERSE" fashion of a standard piston or diaphragm compressor.

It is pressurized while it moves "AWAY" from the magnetic core and evacuated while it moves to the magnetic core.

This requires a special exhaust valve modification of my ESJ 29 design!

It also requires the "INTAKE TURBINE" to ram the plenum when it is in the concave cycle!

Kim this can only be accomplished by adding a progressive sliding exhaust valve near the magnetic core. One that closes as the pyromagnetic membrane approaches the maximum concave shape.

Yes, I know if we use a center tapped spider web like manifold to the 24 to 100 exhaust ports, we will begin to deposit waste material into the rim of a spinning plenum disc. I understand that could be a severe maintenance and balancing problem. Right now it is unimportant on small scale models.

Kim, this is a long term research project, I do believe we are very close now to vindication. I have gone over this dilemma (open exhaust disc versus closed manifold exhaust) thousands of times in the past! I simply lack the funding to absolutely eliminate one design or the other. I refuse to become "STUCK" on one pyromagnetic aircraft engine design, only to find out in the end the "ALTERNATIVE" design was the most efficient. I see this happen on the internet. People stubbornly refuse to change there opinion about a "PET" theory and ultimately fail because they are inflexible.

Remember Kim, a pyromagnetic membrane is a "POOR" compressor. The hotter the membrane becomes as it attracts the magnetic core, the "WEAKER" the magnetic flux transfer to the membrane.

But, if we instead use the magnetic attraction to draw a "COLD" evacuated membrane toward our magnetic core, we will achieve a far more vigorous resonance!!!

Kim, I honestly believe "THAT" is the dilemma we must resolve.

This is a fundamental paradox of pyromagnetic aircraft engine operation.

The "ACTUAL" compression therefore is from intake turbine ram and heat generated by wind striking the concave membrane, not compression of internal plenum gas by attraction to our magnetic core!!!

Kim, this is "NOT" a conventional gas compressor, it is a flying convection based windmill that uses pyromagnetism to enhance its natural thermo-dynamic resonance!

One final point, the best reason I can think of to use the magnetic attraction of our "CONVEX" plate is do to the "LOW DRAG" nature of the pyromagnetic membrane as it falls through the atmosphere in its typical bouncing fashion.

Yes Kim, the plenum begins to "COOL" and implode while convex and also has rim port evacuation.

The magnetic field attraction of the pyromagnetic membrane insures the low drag convex shape is rapidly pulled back to its concave position. The magnetic field acts as a timing mechanism guaranteeing cold working gas in our imploded plenum, the attraction is always strongest when the pyromagnetic membrane is completely cool. That means more transfer of heat from the external environment to our working gas!

Magnetic fields Kim are easier on a thin membrane then a "DRIVE ROD"! (highly focused stress point)

Also keep in mind UFO have been heard to "RAISE" and "LOWER" there turbine whine in a periodic fashion!!!!

That proves that the intake turbine is both a compressor and a wind generator.

I have already said this was my final point (eternity is a very long time, so we may all have to get use to listening to each other no matter how endless the topic of discussion)

Kim, after generator loses a magnetic core will only be 40 percent efficient, add to that the fact pyromagnetic membranes do not compress well when hot (more loss of efficiency) and you will rapidly see only an "ICE" cold pyromagnetic membrane will work! Such a membrane can not become hot while it approaches the magnetic core!!! It may only become hot as it is pushed away by building plenum pressure.

Kim the intake turbine is the most efficient method of pushing our membrane back to its convex shape...NOT THE FLYWHEEL DRIVE ROD! That only serves to keep the oscillation stable.

A ramming intake turbine is almost 100 percent efficient in pushing our magnetic membrane to the convex position. Yes a flywheel is also efficient. My reasoning is the concave membrane must go away from the magnetic core "UNDER PRESSURE" or the drive rod would punch right through the membrane!!!

Kim, this works...it is far more efficient then using the magnetic core as a magnetic compressor (thermal flux deterioration effect)

Therefore we have a physical paradox, a dilemma!

Both designs "WORK", they assist the magnetic Repulsive in converting changes in plenum and hull temperature into useful mechanical energy to propel our ship.

One design is based on a standard (and inefficient) magnetic diaphragm compressor (hot as membrane attracts magnetic core). The second design only attracts a "COLD" magnetic membrane. Its power cycle is in reverse!

Kim also the magnetic membrane must have even using a flywheel a "SMALL" spring so that it remains open. If it "LOCKS" into a concave mode, the intake turbine will "SHUT DOWN" completely, this "SMALL" spring insures the plenum becomes more evacuated during movement to the convex shape. The magnetic field not only over comes this small spring, it also provides us with a way of "SHUTTING OFF" the pyromagnetic engine. If not then even "AFTER" the magnetic field is quenched, the plenum chamber will continue to oscillate and produce power...A Repulsine has no way of shutting down!

Kim, I am sorry I have not given you a demonstration model of my pyromagnetic engine. I am making a major design revision.

If all goes well we will have a working engine soon.

I could have done that years ago with a better equipped lab. This is long over do.

P.S. We can not "ALL" be right about how UFO are powered and propelled. I only hope you bet on the right horse! (so do I). Kim do not forget, once a UFO closes its multiple rim exhaust ports, the plenum chamber is allowed to build up pressure "WITHOUT" completing a new convex cycle! Kim, under several UFO it has been observed a slender pipe will extend and generate a single downward vectored pulse of plenum pressure allowing rapid ascent! So you see Kim "WE MUST HAVE A MASTER VALVE TO CLOSE THE RIM EXHAUST PORTS"!!! My original concept was to default some pyromagnetic compressor gas into the upper plenum chamber for latter use as stored compressed air. In the other case you are simply defeating a new convex exhaust cycle by purging the entire plenum through a 1 to 4 reaction pipes beneath the pyromagnetic membrane.

P.S.S. Kim there is a book I still have that indicates UFO are living breathing things. Kim the author is convinced they "**CHANGE SHAPE**". Kim, fail to use a magnetic membrane (very hard to engineer) and the plenum chamber becomes a useless dead shell requiring thousand mile per hour winds to generate any thrust through hull heating of the working gas. The pyromagnetic membrane allows us to build up energy from a standing start to hundreds of thousands of watts. It is not a whim or a guess. It is the difference between a useless "TOY" (like a Frisbee) and a real working UFO engine! GOOD LUCK MY FRIEND...The internet is full of mislead inventors all believing they alone have solved the riddle of the UFO engine, Kim I only want the truth!!! I came to this concept after "YEARS" of study in universities across the state....I have no interest in perpetual motion machines or free energy, only a more advanced form of convection powered aircraft engine, if it "TURNS OUT" to be a UFO engine, that is as much coincidence as purposeful design, I have been at this for what seems like an eternity and this is the table the Lord has finally brought me to. Even if it does not solve the UFO mystery (most important question in human history other then the proof of God and the after life) it has at least forced us to take a new look at what the future of aviation holds!!! It is "NOT" a guess or a whim...I did not get this out of a comic book or some magazine. This is the truth left over after "ALL" the other internet pet UFO theories have been rejected. It is more then random luck, it is the result of a lifetime of advanced engineering study. There was a woman who saw a 9 foot alien after his ship landed and was in shock. In her mind these words became telepathically heard as she stared at him in disbelief. The aliens telepathic words were, "THAT IS JUST THE WAY THINGS ARE". Truth Kim has nothing to do with belief, like gold at the bottom of prospectors pan, it is what is left over after all waste material has been washed away. False things have no weight! They are easily washed away. Valuable things, like gold stubbornly remain in the bottom of your gold pan no matter how vigorously you try to shake it out! ONCE AGAIN KIM GOOD LUCK AND MAY THE LORD'S ANGELS GUIDE YOUR WAY.