

WR 091005 / Mr. Bailey
The most important aspect

Kim, I never know when I will have time to write you letters.

I need to write whatever I can when I have the opportunity.

My friends E-mail sight, (Bill McMurtry-Bessler wheel) no longer accepts my E-mail.

I assisted him for many years in his research on the Bessler wheel and my actual solution of it.

For some strange reason his mail server at his Bessler wheel web sight automatically rejects my letters to him.

I hope its a simple mistake.

If I have learned anything from life, it is that we never know how long we have here on Earth. If you have something important to say, you had better say it today, for tomorrow may never come.

I know your time is pressing.

I have given you a great deal of information about the pyro-magnetic engine, but "MUST" re-enforce key points.

You realize that I have often wondered if we could slave the output of the pyro-magnetic engine into its input.

For example you could have a large disc with 90 degree reaction jets to spin it. The top of the disk would have a turbine attached and would spin up as the rest of the disc does. Therefore the intake turbine would be physically linked to the output exhaust jets.

You could also add a turbo supercharger to the exhaust of the pyro-magnetic engine.

That means as your exhaust output increased so would your intake pressure.

It is a simple idea known to any one who races automobiles and was used on the P-38 in WW2.

The question Kim, Is there any benefit to a system like this in the pyro-magnetic engine?

It is a well established fact that a gas turbine engine will shut down seconds after its fuel supply is cut off.

The reason is simple. First running a turbines intake compressor requires heat from burning fuel. That is mathematically defined in the laws of gas turbine operation.

There is heat loss into the atmosphere by radiation and convection and conduction.

There is internal friction in all of the moving parts.

The net result of a simple gas turbine engine is that you "NEVER" get out of the exhaust turbine what was lost spinning up the intake compressor!

Kim, why would a design that depends on fuel help us?

All of my years of research stem around the fact that the exhaust system is independent of the intake.

If we generate a constant exhaust stream we prevent the valuable suction phase of the pyro-magnetic engines power cycle.

There still may yet exist a system that uses pyro-magnetism with an intake turbine slaved by a drive shaft to its exhaust turbine.

I never ignore a technique It is also a simple matter of placing one on a standard pyro-magnetic design. At this time I feel it gives us no real advantage and is primarily only of value in a fuel based piston driven turbo supercharger or turbine driven jet engine with a compressor and exhaust turbine tied together in order to increase combustion efficiency.

The final point I need to make is very important.

Kim if we place water in the bucket of a water wheel it will begin to drop and raise the opposite sides "EMPTY" buckets.

I have no need to explain this effect to you. It is one of the oldest machines known to man.

The pyro-magnetic aircraft engine exploits the same power source that it relies on a "FALLING WEIGHT" to increase power.

This has "ALREADY" been brought to the public's attention by the submarine engineer who designed the "DIVING BLIMP" concept.

He uses a wind generator to "PUMP" compressed air into a large blimp and causes it to dive.

Once the diving blimp reaches a defined altitude the compressed air is released. The blimp now ascends to a new altitude and once more the wind generator is activated and it begins to sink again as its weight increases.

We do the same exact thing on the pyro-magnetic aircraft engine.

The method is completely different.

As our pyro-magnetic aircraft engine descends it will draw very cold air into its magnetic plenum chamber.

That is from expansion as the exhaust ports spin up the intake turbine by induction.

Also the "COUNTER-SPRING" acts to pull more cold air into the magnetic plenum chamber.

The net result is the pyro-magnetic aircraft engine is "HEAVIER" as it falls

This is a form of stored potential energy, no different then pouring water in a water wheel bucket at the top.

This assists in accelerating the pyro-magnetic aircraft engine to a much higher velocity.

You simply have more weight to overcome induced drag.

Once the pyro-magnetic aircraft engine has reached its re-magnetization point where the magnetic diaphragm is once more driven back to the top of the compression chamber, the engine sheds its increased weight. This allows the now heated exhaust gas to propel a "MUCH LIGHTER" engine into the sky.

Therefore we descend heavy and ascend light. This greatly increases the height potential of the pyro-magnetic aircraft engine as it ascends in endless leaps.

It is a very old concept. Without it a lot of the power a pyro-magnetic aircraft engine develops would be lost.

The heavier the pyro-magnetic engine is when it falls, the higher the velocity of ramming wind striking the underside of the magnetic diaphragm when it becomes concave.

There is an extension to this point.

The more convex a pyro-magnetic diaphragm becomes, the more "LIFT" that is generated against its surface.

That is the same Bernoulli effect that makes a planes wing lift it into the sky.

There is one very simple example of this. The dipping cylinder design.

As it dips, the "RISING" end of the cylinder experiences "LIFT". This lift pulls the magnetic diaphragm into its convex shape.

This gives us "TWO" opposite effects. One is the extreme pressure exerted by the wind on the magnetic diaphragm as it becomes concave and rams the wind rising up against it. Two is the great lift exerted on the magnetic diaphragm as it generates lift during its convex phase.

I only want you to understand that lift is very important in bringing a concave magnetic diaphragm into a convex shape.

In the top and side mounted pyro-magnetic compressor designs its contribution can not be underestimated.

Even in the bottom mounted pyro-magnetic diaphragm design, there is a brief period of low pressure beneath the diaphragm during its exhaust pulse ascent, that assists in returning the concave shaped wind reaction shell to its normal convex shape.

The important point here is that the "COUNTER-SPRING" is not the only reason the magnetic diaphragm returns to its convex shape. Aerodynamic lift on the magnetic diaphragm also has an influence in this and must never be left out of any equation defining the net mechanical energy inherent in the oscillation of the pyro-magnetic aircraft engine.

I have mentioned most of this before in other letters.

As far as placing a turbo super charger on the pyro-magnetic aircraft engine. The primary problem is cooling the convex plate during the re-magnetization and implosion cycle. The intake turbine would be highly pressurized and "NEVER" cool the convex magnetic diaphragm and that would make re-magnetization and implosion impossible.

A pyro-magnetic aircraft engine "MUST" heat and pressurize while the magnetic diaphragm is concave and cool and evacuate while it is convex. If this is not allowed to happen the pyro-magnetic effect becomes useless.

A final time no matter how repetitive this sounds. The pyro-magnetic compressor acts in reverse of normal compressor theory. It is more akin to a hydraulic ram water pump.

It compresses as the diaphragm moves "OUT" from its opposing chamber wall and evacuates as the magnetic diaphragm approaches the opposing chamber wall. This is do to a strong external suction acting on the convex diaphragm as it falls through the relative wind and air is drawn out its multiple exhaust ports.

No standard compressor works with a negative pressure exhaust system of this nature. Remember the exhaust ports are always at a perpendicular angle to the relative wind and experience a strong Bernoulli effect causing suction.

Any reader unfamiliar with this can place a soda straw in a glass of water and blow wind perpendicular to the top of the straw. Done correctly, water will be lifted up the straw indicating suction.

The most important aspect of the pyro-magnetic aircraft engine is the difference in temperature between the convex cold phase and concave heat absorption phase. The mathematical difference between these two temperatures is the primary calculation leading to the power output of any given pyro-magnetic aircraft engine. Volume is naturally a large part of this equation.

Weight can never be ignored in the use of a pyro-magnetic engine, as the concave diaphragm springs away and inflates it begins to become heavier and increases the rate of fall of the engine and this substantially increases the power developed by the engine as its free fall is braked by the magnetic diaphragm as it becomes concave after magnetic implosion.

GOOD LUCK IN YOUR RESEARCH KIM.