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The Writings of Prof. Bailey
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LETTER 090805 “The Ultimate Problem We Face In This Historical Physics Enigma.”

Kim, I do not hold you in anyway responsible for the development of this aircraft motor.

I have presented this information for at least 20 years to people from around the world. Over 35 years to individuals and my university professors.

If just half the diagrams I had sent to people across the world had been published in those past decades, we would not be forced to re-invent it all again today.

Over 20 illustrations of various devices related to the pyro-magnetic aircraft engine were sent to Electric Spacecraft Journal and never saw the light of day in his publication.

I was attempting to show how versatile the engine was by demonstrating "ALL" of its possible incarnations.

I do not expect the scientific community to instantly grasp a new concept.

They work for a Nuclear and Chemical energy based economy. They have been lied to by the world's military that jealously protects the existence of unknown spacecraft. There is "ABSOLUTE PROOF" they have captured machines and later denied all knowledge of their existence.

We alone do not have the authority or the resources to challenge them in this lie.

I do not believe our government has the duty to give out top secret information unless it is obtained under the freedom of information act. It has been shown by history that government secrecy can lead to disaster. An ignorant people, are an unprotected people. For now they have chosen to leave us in ignorance. I do not require diagrams of the latest missile system. I "DO" want to know if proof of an alien civilization has been found. That is the right of "EVERY" citizen to know and must not be left in the hands of a few self serving government officials. We the people will be the one's subjugated and destroyed by a hostile alien race if they should come in larger numbers then a few crashed spacecraft. We have the right to the truth. I have great fear a deal has been made with who ever or whatever is out there and we as civilians have been left in the middle. The easiest way to control a population is to keep its citizens misinformed. This has been the province of tyrants through out history and the downfall of many nations.

I only submit the primary reason the academic system in regards to this advanced propulsion concept has failed is because they have been lied to at the highest possible level.

If they had been told the truth about captured spacecraft, we would not be engaged in a grass root effort to reproduce this basic convection driven aircraft power system.

have no desire to tangle with these powerful people or all of the resources they have accumulated from a petroleum based economy.

All I can do is state the facts.

The Searle bearing is just one example of pyro-magnetism at work. As the bearing rolls forward on its track through the wind, its front surface "DE-MAGNETIZES" as it heats up in the same manor as a ram jet engine.

This allows the internal magnetic filed to attract the surface of the magnetized track. The back side of the Searle bearing is being cooled by a centrifugal vortex core and keeps the magnetic flux from inside the Searle bearing from leaving its iron shell. That external shell is like the keeper on a magnet. When it is cold "ALL" the flux from the internal permanent magnet remains trapped in its iron bearing shell. This phenomenon produces a net magnetic force on the "FRONT" of the roller and moves it forward on the magnetized track.

My original experiments to prove this used only a hollow steel roller on a large ring magnet. Heating the "BACK" of the roller did produce forward motion.

I did not have the opportunity of testing a real Searle Bearing.

If you place a permanent magnet "INSIDE" the hollow ring you change the physics completely.

In this case heating the "FRONT" de-magnetizes the iron flux "KEEPER" and allows the Searle bearing to roll forward on the magnetized track as its core permanent magnet attracts the track. The back of the Searle bearing being extremely cold does not allow the core magnetic flux to act upon the magnetized track.

The point is still the same! Pyro-magnetism is the key to taping the vast energy reserve of hot and cold air in our atmosphere, recharged every day by the sun and the cold of space as the night side of the Earth radiates its heat.

The pyro-magnetic aircraft engine is simply another example of the Searle bearing which is still in debate after over half a century of testing.

Remember the pyro-magnetism is "NOT" the energy source. It only allows us to more efficiently utilize the natural hot and cold winds found in our atmosphere.

The ultimate problem we face is the pyro-magnetic diaphragm itself.

It is constructed from a very special alloy and has a bright silvery appearance.

Unlike the solid Searle bearing it "MUST" change shape!

Rubber is the only substance that does not require special fabrication to go from a concave to a convex shape.

Metal has no elastic ability if compared to rubber.

Therefore we are forced to introduce either a set of waves (Repulsive example) or slits in the pyro-magnetic diaphragm.

The pyro-magnetic diaphragm can heat to well over the Curie point and therefore can not be fabricated out of rubber.

Also rubber and elastic materials like it "DO NOT" transfer heat. The air trapped inside the pyro-magnetic motor must be capable of being heated and cooled by external wind as it changes shape from convex to concave.

A ferromagnetic metal alloy is the only suitable choice for a pyro-magnetic diaphragm.

The best method for making a square metal diaphragm bend is to introduce 4 corner to corner bends passing through the center of the square or rectangle.

A circle is far more complex and must use a wave pattern or semi-circular arcs spiraling out from the center of the circular pyro-magnetic diaphragm.

There will be many who will argue why go to all this trouble.

One simple reason Kim, wind must be allowed to move past the ship as rapidly as possible.

If you attempt to slow it down with a permanently fixed concave or flat pyro-magnetic shape, the ship will soon reach the same velocity as the external convection flow and cease producing power.

If we allowed the pyro-magnetic diaphragm to remain in a permanent convex shape the ship would be in a constant low drag state and remain cold. In that case it would still not be able to generate power from the wind. It must be a pulsed effect.

As the pyro-magnetic chamber becomes concave it deflects wind from the rim ports and this lessens the suction. This further causes ram from the intake turbine or ramming intake pipe.

The pyro-magnetic engine is a delicate balance of negative and positive internal pressure.

It must never indefinitely remain at a negative or positive pressure or its power generation function will cease.

In the convex mode wind velocity will around the hull will increase rapidly. The inside of the convection engine reaches a negative pressure as more and more air is drawn through the rim exhaust ports. This also cools the pyro-magnetic chamber both externally and internally.

The ship is now falling at a significant rate towards the Earth and the magnetic field overcomes the counter spring compression and forces the pyro-magnetic diaphragm into a concave mode. The ship rapidly begins to slow and the chamber heats up. The rim suction de-creases and a rapid pressure increase results.

What else can say to people about this effect?

Many in our society to not understand the concept of implosion cooling producing pressure.

They only think in terms of "HEATING AIR" to produce pressure as is found in a gas turbine engine.

Cool air trapped between two plates and you generate enormous pressure!!!

That is how the pyro-magnetic aircraft engine works; it converts low grade imploded warm air into high grade super heated compressed air.

All other current aircraft technology uses chemical energy to "HEAT" air for propulsive thrust.

In this case we are "COOLING" air for propulsive thrust as the pyro-magnetic shell collapses. Only when the shell is concave does heat enter the pyro-magnetic motor in a very brief ramming event.

Kim, If the warm air cooled inside a "REPULSINE" was not trapped between the wavy disc plates it would only be capable of generating a "FEW" Psi of air pressure from the centrifugal drag produced by the spinning wavy disc plates.

By imploding the wavy disc plates together like a piston we can reach compression ratios high enough to produce 50 to 300 Psi air!!!

This greatly enhances the vortex core that cools the inside of the Repulsine.

This effect "ALSO" heats the external shell of the Repulsine and allows cool wind from the external atmosphere to act on the Repulsine shell.

The "HEAT" energy found in the Repulsine is therefore a function of both internal drag as wind is drawn through the Repulsine and the heat of the outside ground the Repulsine sits above. The cold component is from the core of the external vortex.

The Repulsine converts large quantities of warm external wind drawn into its base into small amounts of high grade compressed air as its wavy disc plates clap together like a giant piston.

It is a brilliant piece of lost engineering technology.

Unfortunately for all people in the world who need a safe non-polluting energy source that does not generate greenhouse gases or tap limited fossil fuel supplies. The Repulsine was considered a spoil of war by the military and never offered to the civilian scientific community.

Kim, that is the final problem we face out of the other problems of fabricating the Repulsine and pyro-magnetic aircraft engine parts.

Not only must we produce components best left to an advanced fabricating industry like the pyro-magnetic diaphragm. We must also face the problem generated by a military that has no interest in sharing captured WW2 technology with the general public. We sacrificed our relatives too in that war.

Allowing the military alone to decide what captured technology to share with its supporting civilian population is not historically a safe thing to do.

We live in a Democracy, not a Totalitarian state. In this one case of civilian power generation from natural convection currents I am forced to wonder. Does the military industrial complex run this country or do the people?

History will judge America in this regard. I only pray we still make the right choice and allow the people decide how such knowledge will be used in the physics enigma posed by pyro-magnetism and atmospheric convection as an alternative energy source. The universe awaits us. I want all the people to have an opportunity to travel through it, not just the worlds military. For at least the next few years the debate of new energy sources will rage on. If we wait too long to settle our scientific and political differences we will face the down fall of our culture living in an increasingly obsolete non-renewable energy society. The future belongs to those men and women most willing to embrace new ideas and who can best conserve their limited natural resources.

The enigma in the end may not be in the physics, but in the greed and secrecy of our world's governments. That is not something that can be solved by a mathematical equation. It's the far more difficult enigma of the human equation. Its solution will only come when mankind has abandoned selfishness and embraced a more advanced culture, one that allows each man the freedom to generate his own power. Good luck Kim and thanks for all your help in trying to get the word out about the pyro-magnetic aircraft engine.

The people have a right to know.