

WR 091105/ Mr. Bailey SWOOP BIKE

Kim, I will attempt to explain this in a historical fashion.

I always wanted to build one of those "STAR WARS" air bikes.

The one that you see in "Return of the Jedi".

WE HAVE NO PROBLEM MOVING A MASS HORIZONTALLY THROUGH THE AIR.

The problem my friend is the "LEVITATION".

You require almost no energy at all to move something forward once gravity can be ignored.

A hovercraft uses the "LEAST" amount of energy to levitate.

It is however "PHYSICALLY BOUND TO THE GROUND".

My V W engine powered Neova 2 (modified with side Fingers instead of Jupes).

Flies only "9 INCHES" above the ground!

Any higher and it would become dynamically unstable.

My Mentor in this is Chris Fitzgerald of Neoteric whom I bought the modified Neova 2 from years ago.

The "BRITISH HOVER LLOYD" used to cross the English channel hovers at "16 FEET"!!!

That is more than high enough to overcome basic obstacles like bushes and fences.

Look your an ultralight pilot and designer. Altitude isn't as big an issue with you as it is other people.

Floyd Rollins along with Don and the other pilots once told me only 1 out of 10 people even want to fly in first place.

I have crashed an ultralight (weedhopper) and a hang glider over and over again.

I have never met anyone who would be afraid of a hovercraft ride.

Therefore I was looking for a new form of levitation that combined the safety of the hovercraft with the flight performance of the helicopter. In other words Kim "NO FORWARD ACCELERATION DURING TAKEOFF"!!!

The "NEXT" step is a "WING IN GROUND EFFECT AIRCRAFT".

I got involved in this do to a Neman Marcus his and her ultimate gift catalogue.

My proposal was to build a Human powered version of the Providence, Road Island Wing in ground effect aircraft to demonstrate to the press as an advertisement of his aircraft.

One of the "FIRST" human powered aircraft was a wing in ground effect machine that flew just inches above the salt flats.

Its in Jane's aircraft.

It was designed by Tarus Kicenuak. I contacted him about it, but could not get proprietary data from the Providence people. I do not blame the Providence fellow this was his blood and sweat. I needed the calculations to reproduce an ultralight version of his Neman Marcus wing in ground effect aircraft for "HUMAN" power.

He was unwilling to part with the information and I was unable to travel to Providence to see him.

Kim, I really wish you had been there with me and my dad when they brought the strange airplane to the Neman Marcus yearly catalogue publicity shoot at a small lake near Dallas. It would have only been a few hour drive for you.

They were unable to fly the airplane do to rain. YOU SHOULD HAVE BEEN THERE!

After that we have Gallagher (entertainer) who built the "WHITE DWARF". Its a one man pedal power blimp.

Kim, I like rock solid stability. The human powered airplane has a 100 foot plus wing. It is "USELESS" in any wind over 3 miles per hour. That is why there are so few of them. They are in a high state of perfection, they have flown for very long

flights. They also have snapped their wings trying to land on a beach in a cross wind.

I am "NOT" giving you an overview of flight. You know as much or more about aviation then I do.

I am just attempting to say "STABILITY" is everything to me.

I want a motorcycle type of ride (Star Wars type flying motorcycle or swoop bike).

One of my projects was to generate a pulsing magnetic field under the saddle type aircraft to levitate it.

In "STAR WARS" gravity simply does not exist as it does for you when you fly an ultralight.

They just "GET ON" a Swoop bike and head into the desert or through a forest as if "GRAVITY" does not exist.

You must by now have looked up the Oersted ring effect that uses a Thompson transformer.

Yes, it has limited altitude. No more then a hovercraft.

I can not believe you and Floyd Rollins didn't come out and go fishing on my families ranch. We could have played with my toys like the Neova 2. Floyd flew over several times but never landed.

I wanted Don to sell me a J-3 Kitten he owned but he refused saying he didn't want to jeopardize his fishing privileges if I got injured or killed trying to fly it.

Kim, I am not rambling. What I am saying is I have worked on every form of aviation known to man.

In fact I have studied Japanese aircraft of WW2 and was going to build a Kikka (Japanese Me-262) under Bob Mikesh of the N.A.S.M. who helped me with the exact diagrams. I was then going to take it to air shows.

Kim, this is my "LIFE" and this is what I do.

So when I tell you Chris Fitzgerald (ducted fan expert) told me that the ducted fan was a technical dead end, please listen.

Chris actually sold technical books to the fellow building the ducted fan air car.

You know the one I am talking about. He already demonstrated the flying disc version.

His big dream is one that uses a thrust vectoring device with a small wing on back and 4 ducted fans.

The military has been building ducted fan aircraft for over 50 years and never got anywhere with it, until the ducted fan canister was put in the latest airforce vertical take off jet.

The canister can be removed to increase bomb load for horizontal flight.

Its our version of the Harrier.

OK, we both know all about that.

We also know to be certified to fly a Harrier as a pilot requires an almost impossible re-certification schedule few pilots want to undergo each year. It is "THAT" hard to fly.

It requires a computer to keep the thing stable.

Chris Fitzgerald (Neoteric Hovercraft) told me in plain simple English the problem is "NOT" the ducted fan or its power level. The problem is stability.

I talked with an M.I.T. Professor about a human powered ducted fan years ago driven off of a boot bellows.

He told me to use a piston in order to build a human powered jet pack. The boot bellows "ARE" pistons...The problem being you can not use the pressure jet "AT THE SAME TIME" that you jump on the bellows. That would present a power robbing force on your body weight that would cancel the thrust being produced by the boot bellows. **THEREFORE YOU MUST STORE THE ENERGY FROM THE BOOT BELLOWS IN A FLYWHEEL SO THAT IT DOES NOT CONFLICT WITH THE PRESSURE BEING PRODUCED EACH TIME YOU BOUNCE ON**

THE BELLOWS You simply can not produce a force in "TWO" opposite directions at the same moment in time.

I still liked the human powered pressure jet ducted fan. One method I investigated was to use a magnetic pitch control and jump on the boot bellows to spin up the ducted fan until flight Rpm was reached and then briefly take off with either two shoulder mounted ducted fans or a single ducted fan as you see in the back pack jet belt (all over the web). It uses a bypass turbine to cool the combustion chamber. It has a 25 minute flight duration, far beyond the 30 second rocket belt (Hydrogen peroxide).

I am very aware what a ducted fan can do.

I also know the human powered jet belt works. I wish you would build one for an air show. Its only for a young pilot. I am in my mid forties now and know my knees are not what they used to be when I was hang gliding in Texas in the 70's and 80's.

I am amazed at the "**FUEL HEADS**" who believe everything has to have a combustibile liquid in it to fly.

I have a "WIND WEAPON" wind surfing sail that can be flipped into a stable (dihedral symmetrical sail wing) horizontal flight mode and by pitch control lift a man "70 FEET INTO THE AIR"!!!

I have a video tape if you doubt such a sail exists. The momentum for flight is first obtained by sailing up to flight speed. Then the wing is flipped horizontal and you pull the sail down and lift into the air until your forward momentum is expended.

That is why the human powered jet belt works. The power of flight is stored in your body weight!

Sometimes I am amazed at pilots who love piston and turbine powered aircraft and yet do not realize that any thing they have ever flown can be done without a drop of fuel!

ALRIGHT! I have given you a little background on my experience with ducted fans. The Neova 2 uses two 24 inch belt drive fans powered by the V W engine. It uses blade type thrust vectoring elements controlled by a telaflex cable. It also has two thrust reversing buckets for reverse travel if you need to "BACK UP" the Neova 2.

Kim, the pyro-magnetic aircraft engine has specific operational requirements.

There are two basic types of jet tip powered blades.

Keep in mind a properly constructed ramming intake pipe will produce a "GRAVITY OPPOSING FORCE"!

If I get wind flowing in a long pipe and then stop it off it will generate a reaction.

To see this draw wind through a long pipe with a vacuum hose and then twist a butterfly valve and "BRAKE" the wind in the pipe. The pipe will jump forward on a swing harness as the wind is stopped off.

That can be seen in the "CONE" shaped pyro-magnetic engine or astro-top design. It has a long intake pipe extending from the magnetic diaphragm and down to the point on the bottom of the inverted cone. That pipe has demonstrated anti-gravity effects to me.

Also, Kim there is the helicopter design. It "ALSO" has a long pipe underneath that can produce an anti-gravity pulse.

Its based on the reversed pulse jet theory. I simply want you aware of it. You love anti-gravity. Kim the pyro-magnetic engine "IS" antigravity! Anytime you stop a large mass of rising convection wind moving, you will oppose gravity as the magnetic diaphragm becomes concave, never forget it, Its simple physics.

The two types involve "VERY DIFFERENT" dynamics problems.

Kim, the helicopter blade is completely free to swing at the axle joint.

Why? because Kim a helicopter blade is a gyroscope.

If you rigidly mount it to the drive shaft it will flip the helicopter over. As one side always lifts more then the other depending on the wind direction.

In other words helicopters do not use a "FIXED" blade mount. There is of course the 2 wing tip propeller military aircraft. The one that uses the tilt wing method to vector take off thrust and then convert to forward flight. You may know more about it, I believe it uses fixed propellers. In other words they are rigidly attached to the drive shaft.

Kim, I am saying the helicopter blades would be sitting on the ground limp beneath the aircraft. I gave you a diagram of this. Then as they begin to spin they experience centrifugal force and flatten out.

This pyro-magnetic craft has always concerned me.

It has "TWO" pyro-magnetic chambers on either side of the fuselage.

There is a theory problem.

That is, what "EXACTLY" does the "6 BLADED ROTOR" do in flight?

IS IT A HELICOPTER OR AN AUTOGYRO?

Kim, as an autogyro it would "EVACUATE" (hollow blades) the pyro-magnetic engine.

The "VERTICAL CONVECTION CURRENT" would spin the autogyro blades and draw air through the pyro-magnetic engine causing implosion. The blades would form a centrifugal vacuum pump.

It would be no different then placing a vacuum hose at the center of a horizontal wind, wind turbine and allowing its hollow blades to draw air through the axle as it spun in the wind and be blown out by centrifugal force at the tips.

As a helicopter blade, things are "COMPLETELY REVERSED", now we are producing "THRUST".

This would mean the pyro-magnetic aircraft is in a powerful down draft!

Kim, that can conflict with the operation of the pyro-magnetic engine. The ships hull is "HOT" from implosion of its side mounted magnetic diaphragms.

It follows we can not have it both ways! AN UPDRAFT AT THE SAME TIME AS A DOWNDRAFT....

Several pyro-magnetic engines use a "DOWNDRAFT" for power. Recall the inverted cone with a top mounted pyro-magnetic diaphragm and the "BOAS" machine with its top rotating turret pyro-magnetic engine.

So you see my physical dilemma. It could go either way in this aircraft. It would require me to build a full scale prototype costing millions of dollars.

I SIMPLY DO NOT KNOW IN THE CASE OF THE 6 BLADED HELICOPTER TYPE, PYRO-MAGNETIC AIRCRAFT IF IT USES THE 6 BLADES AS AN AUTOGYRO CENTRIFUGAL EVACUATOR FUNCTIONING IN A POWERFUL UPDRAFT.

OR, BY DEFAULT IF THE 6 BLADES UNDER THE AIRCRAFT GENERATE THRUST AS DOES A HELICOPTER BLADE IN A POWERFUL DOWNDRAFT!

You see Kim, if we put a constant load on pyro-magnetic engine the back pressure will stop the implosion process.

I tend to favor the 6 blades in an autogyro capacity. This allows the hollow blades to evacuate the magnetic diaphragms by centrifugal forces in the spinning rotor blades.

The helicopter only mode of operation produces a down draft and requires the blades to spin under a back pressure. A tip jet requires a constant pressure input! The Germans designed a compressor jet tip powered helicopter in WW2.

I always believed every few seconds a thrust pulse could exit the bottom axle pipe on this strange craft and then form into an updraft and rise back up to spin the autogyro hollow evacuation blades.

Kim, the other method is to place 8 "RIGID" jet tip propellers on a ring around a sphere shaped craft.

The propellers are not able to teeter as they rotate around the compressed air shaft.

The pyro-magnetic compressor is on top of the center sphere.

This "STILL" begs the question as to exactly why the propellers are used. If they evacuate the magnetic diaphragm then they "MUST" be in an updraft and spin in an auto-gyro mode. That is if we conform to a particular mode of operation. You "CAN NOT" be in both an updraft and a downdraft at the same time!!! Do you see the problem. A propeller can only produce thrust or be an autogyro at any given moment in time!

Still if there is a sufficient downdraft over the propeller it might briefly evacuate the pyro-magnetic engine. Therefore the propeller "COULD INDEED" produce thrust and also evacuate the magnetic diaphragm in pulses.

In one case it is acting like an autogyro centrifugal evacuator and then in a pressure tip propeller mode phased by the concave and convex cycle of the pyro-magnetic engine.

The answer is a yes. The pyro-magnetic engine can power a pressure tip propeller or helicopter blade using stored pressure from the pyro-magnetic engine.

Recall a pyro-magnetic disc can store pressure and then release it all at once from a telescopic tube beneath the aircraft. It has been done.

Kim, the problem I have is the "CONTINUOUS" load on a pyro-magnetic compressor a jet tip driven propeller produces as it spins. It may require us to "STORE" the pressure in a "SECONDARY TANK"...

If we place too large of a back pressure on a pyro-magnetic compressor it will shut down. It must have a cold implosion cycle or the magnetic diaphragm will never become concave.

A final point. Kim a pressure tip powered "DUCTED FAN" has one problem.

A ducted fan must have a very small wall clearance to be called anything but a shrouded propeller.

That means the ducting wall may generate a back pressure on the fan blade tips.

This back pressure may reduce the efficiency of our pyro-magnetic engine so much it will once again shut it down.

At this time the only two jet tip powered systems I know of, are the jet tip powered 6 blade helicopter aircraft seen in the Lavender field. Or the ring mounted 8 jet tip powered propeller aircraft seen in England.

Neither aircraft mounted their jet tip powered blades in a duct.

It may simply not be compatible with a pyro-magnetic aircraft engine to house the jet tip powered blades in a ducted fan without shutting off the fuel-less engine.

It will cost us millions of dollars to find out in a full scale prototype. Remember the duct can place a back pressure on the jet tip and that may keep the pyro-magnetic engine from powering up. The only choice is to store pressure in a separate air tank on board the aircraft.

Kim, you still have the problem with stability when using a ducted fan for thrust in a vertical mode. Chris Fitzgerald of Neoteric made that issue very clear to me when I contacted him about a pair of ducted fan engines for the Kikka project. He believed an ion drive is the future of aviation. At least now we have the electrical energy to do that thanks to the pyro-magnetic aircraft engine.

Remember Kim the pyro-magnetic engine can function without any ducted fans or helicopter blades. It is also inherently stable do to its shape in an updraft. It will be very interesting in a few years to see if a "STAR WARS" type swoop bike is available in your local motorcycle shop. Basically the pyro-magnetic engine replaces the wheels. We may be in the galaxy far, far away, only the time is now, not long long ago. Life does so often imitate art....

Good Luck with your research!