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The Writings of Prof. Bailey
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LETTER 6/03 "Secrets Lost in the Pages of Time"

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I made a deal with a fellow in Australia that "UNTIL" I solved the Bessler wheel, we would not discuss other topics, unless they directly relate to the solving of the Bessler wheel.

You have a business to run!

I will attempt to stick to the Repulsine.

First keep in mind there is energy available from the wind that is not being used.

A propeller can only absorb the "FLOW" energy of the wind. A flat metal chamber can also absorb the "HEAT" of the wind.

There really is nothing more to say about that. If you combine an intake turbine driven off of rim exhaust ports. You have absorbed the "KINETIC" energy of the wind. If you then close the exhaust ports and allow the chamber to compress, you "NOW" have the kinetic energy of the intake turbine spun up from the rim exhaust ports. You "ALSO" have the "HEAT" from all of the wind striking the chamber bottom.

I have perfected that system. We simply are building a large magnetic air tank that draws power from the wind flowing past it. There are so many variations on this theme that it would take a life time to list them all.

I have always wanted to "SOLVE" the basic power system of the Repulsine.

I came up with a final "SPIN" on the problem. Yes we have the cold water injection and molecular break down of hydrogen. He also talks about the CO2 separating from the nitrogen and oxygen.

There is talk of micro vortex formation and a host of other secrets in his machine.

I was looking for anything "DIFFERENT" from standard compressor physics.

There are "MILLIONS" of centrifugal compressors in the world.

My question was. Did Schauberger do anything to the "REPULSINE" centrifugal compressor (wavy discs) that was not recorded in the literature? Something lost in the pages of time.

I began to examine what would happen if he allowed the wavy disc compressor to "VIBRATE".

It is a simple fact that if you raise a plate above another plate and allow it to fall it will "PUMP" air.

It is also well known that if you have hot air inside the wavy plates and "COLD" air above them. The hot air will "IMPLODE", this claps the wavy plates together with great force.

The point I am making.

If we allow the wavy plate compressor to both "ROTATE" and "PRESS" together resonantly. We now have a "DUAL SOURCE" of compressed air inside the Repulsine.

I have resonated plates for years in this way.

It requires us to "SHOCK MOUNT" the upper wavy disc compressor on the drive shaft with a rubber boot. This allows the upper wavy disc to "BOUNCE" up and down the drive shaft at a very high frequency.

Any instability in the pressure outside of the Repulsine is converted into compressed air by the wavy disc compressor.

I am "STILL" testing this finding.

If I am correct, then the Repulsine "MUST" have a "FREE" upper wavy disc plate. It is held to the drive shaft by a rubber boot.

The Repulsine consists of a "BASE PEDESTAL" that has two bearings and a very long drive shaft. Above the pedestal 4 supports rise up and are welded to a base plate.

The base plate has a small hole. The drive shaft goes through that hole.

The drive shaft above the base plate hole is attached to the bottom wavy disc compressor. Above the base plate hole the bottom wavy disc has several intake holes.

Above the bottom wavy disc is the upper disc plate. It has a slide collar that slips over the drive shaft. This collar is very close tolerance and only allows the wavy disc to "BOUNCE" a few inches up and down the shaft.

The upper wavy disc is then bolted to a rubber boot and the boot is bolted to the drive shaft so torque is transmitted.

Above the upper wavy disc is the exhaust turbine. It has 32 plates that bend in to the center point above. The number is not set in stone!

Those reaction plates rise up at the center and have a second upper plate to trap the exhaust.

There is a dent in the compressor shell upper hole lip. This dent seats the upper chimney bell. The inside is filled with guide fins. The dent allows the bottom guide fins to draw in external wind.

All of this is an effort in futility, if you are simply building a compressor that drives its own exhaust turbine.

There is no recorded case of a jet engine running after its fuel source is cut off.

The heat, friction and vibration lost by the compressor insures the exhaust turbine has less and less energy to return to the drive shaft that spins the compressor plates.

There is an external wind from the shell that is being blown into the bottom of the chimney bell and into the exhaust turbine by the chimney bell guide fins.

This does put more energy back into the exhaust turbine to drive the wavy disc compressor.

There is still a lot of heat being lost to the environment around the Repulsine.

Therefore it is "IMPERATIVE" to determine if the wavy disc compressor plates "VIBRATE TOGETHER" during operation.

If not, then the Repulsine is being powered only off the external updraft.

I have always been cautious in this simple approach.

I WOULD LIKE TO TEST ONCE AND FOR ALL IF THE REPULSINE IS CAPABLE OF CONVERTING FLUCTUATIONS IN ITS INTERNAL AND EXTERNAL SYSTEMS INTO COMPRESSED AIR BY VIBRATING THE WAVY DISCS TOGETHER.

You still have the same "BASIC" Repulsine, with or without the wavy disc plates clapping together.

It is a simple modification.

I have vibrated plates in this exact manner by sucking air out of a Repulsine shell at the top.

This is a "POSSIBLE" solution to the power function of the Repulsine and has to be researched.

In effect you are combining a piston engine with a centrifugal compressor.

That is my current focus on the Repulsine. Are the wavy disc compressor plates "FIXED" or free to move relative to one another???

It is the difference between a Repulsine that will slowly spin down after its electric motor is shut off or one that will spin indefinitely.

I must continue my tests of this phenomenon.

It is a secret lost in the pages of time and the horrors of world war.

GOOD LUCK WITH YOUR RESEARCH EFFORT!

END