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The Writings of Prof. Bailey
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LETTER 6/04-2 "The Flying Sub"

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Sir, we need to take this one step at a time.

I want us to get off to a good start. I am always concerned that I have been developing some sort of defense secret and will not have my door kicked in, until I am ready to publish my findings.

That is what I hate the most, a government that "WAITS AND SEES".

They have had 30 years to tell me to back off. So far all that has happened, is my house has been robbed. What kind of game are these people playing?

If they want to suppress this new energy source, they are sure taking there time doing it.

I have been in contact with defense department people in foreign countries. They are usually low level engineers. Americans have been told UFO's do not exist. They still enjoy a good alien contact movie!

I NEED TO TELL YOU ABOUT A FLYING SUB PROJECT!

I was given the web sight by my Bessler wheel friend in Australia.

It shows a "LARGE BLIMP" that compresses air as it "DESCENDS" using a special "WINDMILL".

The blimp then discharges the compressed air (ballast) and rises into the atmosphere!

The man who designed it actually designs Nuclear Submarines.

The blimp first rises hundreds of feet then, sinks as it compresses air into giant tanks. After it is at the correct altitude it "VENTS" the compressed air, just like a submarine blowing its ballast tanks.

It uses a revolutionary new windmill as it descends to compress the air tanks.

This oscillation provides power.

I JUST WANT YOU TO KNOW THIS IS ON THE WEB!

I lost the web sight when I had to erase my computer.

Now, getting back to the Repulsine.

I have worked on a "DIPPING TANK" version of my pyromagnetic cold air aircraft engine.

It is very simple. It looks like a hot water tank mounted on a central fulcrum.

Each end has a flexible magnetic diaphragm. As the right side of the tank closes its exhaust ports, the left end of the tank opens. This happens because the diaphragm is magnetically attracted to its exhaust manifold pipe.

THE NET RESULT IS THE TANK BEGINS TO FILL WITH AIR ON ONE SIDE AND DISCHARGE IT ON THE OTHER!

The right side of the "DIPPING TANK" is "THRUST" into the air stream coming up from below.

This "HEATS" the chamber and expands the trapped cold air.

This causes the dipping cylinder to open its exhaust manifold and the air is blown out under pressure.

The tank rocks like a see-saw!

Yes, there is a rocking water tank based on this same effect. It is in Channel View, Texas. The man who described it to me has since died. I have no idea how to reach the owner of the rocking water tank well pump.

There was also a flying top in Vinns, France. It had spikes on its bottom and would "BOUNCE". The spikes would "SPREAD OUT" as it went down and fold as it went up.

What am I trying to say?

GRAVITY IS BEING USED IN THESE MACHINES TO GENERATE POWER!!!

The flying submarine "DIVING" Blimp is a very serious concept. They are looking for funding. They have all of the answers. No, it never goes into the ocean. It just uses the same principle as a diving submarine. That is why I call it a flying sub.

I have been very interested in a single idea....

If we generate a "COLD" vortex inside the Repulsine. We alter its "INTERNAL" density.

This vortex is very "HEAVY" in the center of the Repulsine, above the upper wavy disc compressor plate.

If this "AIR MASS" is heavy enough it will "CLOSE" the plates together!

The resulting heat from the wind ramming beneath the wavy disc compressor plate will then heat the cold air vortex and it will be "BLOWN OUT" of the exhaust turbine.

If you want to "DESTROY" a vortex you "HEAT IT AT THE CENTER"!

The wind will now be blown out of the Repulsine exhaust turbine.

This generates a strong vacuum inside the Repulsine and the wavy disc plates will spring open.

This cycle repeats over and over again.

The H/R tube has a mass of cold falling air at the center of its compressed air vortex. THIS IS NOT AN UN-PROVEN IDEA.

What I am saying is that we not only have the "PRESSURE" of the internal vortex to "SQUASH" the wavy disc plates together. We also have the "WEIGHT" of the cold air.

It would be like an elephant sitting on a car! Then the thermo-dynamic cycle changes and the weight is lost as the air mass goes up the exhaust turbine.

We "KNOW" a pulse jet uses the explosion of fuel and air to "CLOSE" its intake vanes.

There are many examples on the internet. They often look like a flower pedal opening and closing on small models.

Sir, the Repulsine is discharging its exhaust gas "VERTICALLY".

A standard pulse jet fly's horizontally. It "NEVER" is able to use the "WEIGHT" of its internal gas to close its exhaust valve.

So are we chasing a wild goose!!!!!!!

We are actually very close to "SOLVING" the Repulsine.

If we are right. The Repulsine actually does use the weight of its compressed air to open and close its wavy disc plates!

This would put our research of the Repulsine into the category of a very fundamental new jet engine design.

It would essentially be a pulse jet with no fuel requirement.

The exhaust turbine is run off of expanding cold air.

So what we would have is a vertical pulse jet valve plate assembly with an exhaust turbine like a standard turbo jet.

This combination is unique and not to be found on any standard jet engine.

No pulse jet uses an exhaust turbine.

No turbo jet uses a valve plate assembly.

I have all ready verified most of the dynamics of this concept with my model Repulsine.

All I want to do is be certain before releasing any further data on the internet, that we have established if those wavy disc plates are capable of closing together!!!

If I am correct in this physical engineering assumption then the Repulsine becomes a testable aircraft engine.

There are "FAR" too many clues in front of us to ignore. We have the flying submarine blimp designed by that nuclear submarine engineer and all of my other devices that use a bouncing air tank.

THIS IS NO MORE COMPLICATED THEN A MAN SITTING DOWN ON A SEAT CUSHION, AND THEN GETTING UP AGAIN.

The internal weight of the cold air vortex may act as a natural valve closer.

Once the vortex collapses and heats up, the Repulsine chamber is emptied and the plates open over and over again.

I feel it is of the greatest priority to experiment with the idea that the plates do open and close together during operation of the Repulsine.

They may actually "SEAL" at the outer rim of the two Repulsine plates. This would form a hot air pocket between the two wavy disc plates, that would heat the internal cold air above the closed wavy disc plates.

We then have all of the elements of a standard jet engine.

I will direct further experiments to this end.

We need a method to first fill our Repulsine with cold air and then a way to "INSTANTLY" heat it so it expands through the exhaust turbine.

If we use a "STANDARD" centrifugal compressor. That is using fixed vanes and removes the wavy disc compressor. We know have a "STANDARD" centrifugal compressor driving its own exhaust turbine.

It is physically impossible for a standard centrifugal compressor to be driven by its own exhaust turbine!

The wavy disc compressor has no "DEFINED" internal structure. It is entirely possible that they close together in this manner!

I have thought of doing this before.

We would "ONLY" press the rims of the wavy disc compressor together. This forms a "BUBBLE" of heated air inside the Repulsine. The air from the base plate hole would ram into the wavy disc plates, thus heating them once the wavy disc plate rims are closed together.

If I am correct. Then we have gone a long way to building a practical Repulsine engine!

Change even one small detail of the Repulsine and it will fail to work!

If this plate clapping effect was what Viktor was hiding, then it is time to bring it into the light.

There is a lot of evidence to support this.

I need to reconstruct a small Repulsine chamber with a modified wavy disc plate. Then at a critical moment the suction between the plates will "SNAP" the rims closed and the wavy disc compressor plates will ram a bubble of hot air from the intake hole at the bottom of the Repulsine.

The cold air above the wavy disc plates will then be super heated and the exhaust turbine will be spun up.

I will mention one final variation. The turbine shaft could be made "HOLLOW" and have holes covered by the wavy disc plates. That way the intake air would go through the hollow turbine shaft and have a perfect seal during the ramming of the air trapped between the wavy disc plates as they close together.

We must consider all possible solutions as to the "EXACT" purpose of those wavy disc plates.

Think about it. WE MAY HAVE THE ANSWER RIGHT IN FRONT OF US!

Those plates are the only aspect of the Repulsine that is not in current use in jet engines or wind generators. Everything else is standard engineering practice.

GOOD LUCK WITH YOUR RESEARCH!

END