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The Writings of Prof. Bailey
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LETTER 6/05-2 "If the Repulsine is This Simple

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Sir, the subject of my letter is clear.

We "KNOW" there exists a small Repulsine in the hands of a researcher who collected all of Viktor's notes.

There are also Repulsine's in Soviet hands and locked up in our countries defense department.

I can understand why the defense department is keeping their machines under wraps.

There are thousands of defense secrets civilians have no right to.

Should the Repulsine be one of those secrets???

NO! absolutely not. It is just as absurd as locking up the secret to the "STIRLING ENGINE" or the "INTERNAL COMBUSTION ENGINE".

Can you imagine Sir, if our defense department forced civilians to use "HORSE AND BUGGIES", while they drove around in automobiles!

There are times I feel the defense department would "CLASSIFY" a "PAPER CLIP" if it was not all ready in common use.

So, we can not expect them to give us any proof of the Repulsine's existence.

This "RESEARCHER" who confiscated all of Viktor's notes is "ARROGENT"!

He doesn't even believe we should have the "PHOTOGRAPHS" we do have.

He is probably making an "INSIDE" deal with the government.

It is "ALSO" possible he sincerely wishes to "PUBLISH" the Repulsine in his possession.

He may have a deal with a large corporation.

WE HAVE NO WAY OF KNOWING, WHEN IF EVER, THIS MAN WILL RELEASE THE INFORMATION ON HIS REPULSINE.

The Wright brothers "ALSO" kept their aircraft a secret.

Sooner or later "SOMEONE" always manages to reproduce the secret machine.

When that day comes, the people who hung on to the secret machine too long, do to arrogance or greed, find themselves penny-less and alone.

Sir, do we "REALLY NEED THESE GREEDY OR ARROGANT PEOPLE TO HELP US BUILD A REPULSINE???"

The answer is "NO LONGER".

I have enough experiments done at this time to build any number of small Repulsines.

That is not a boast.

All you have to do is place things in the proper relationship inside a confined pressure chamber.

YOU HAVE THE BIG SECRET!

The Repulsine is powered by absorbing heat from the environment.

The Repulsine has "TWO" cycles. One cycle fills its implosion tank with ice cold air (140 degrees below zero) and another cycle that expands and heats this cold air so as to produce thrust against the exhaust turbine.

Sir, this very moment you could "FILL" a large steel tank with cold air from a walk in freezer and roll it into a hot Texas summer day and place a small exhaust turbine at its exhaust hole and spin that turbine for minutes!

No engineer you know or scientist the world over would argue against this working!

First, you have just begun to see the potential of this idea.

There is "ONLY" one thing they would argue.

They would challenge if it was possible to "KEEP" filling the steel tank with cold air without placing it back in the walk in freezer.

That is "WHY" we use the wavy disc compressor plates.

They insure the Repulsine "ALWAYS" has a fresh supply of cold air to heat up in its expansion chamber above the wave plate "VALVE".

IF YOU KNOW ANYONE WITH A LARGE COMMERCIAL WALK IN FREEZER, YOU MIGHT PROFIT BY PLACING STEEL TANKS INSIDE AND ALLOWING THEM TO COOL AND THEN TAKING THEM OUTSIDE INTO THE HEAT AND TRYING VARIOUS TURBINE DESIGNS AT THE MOUTH OF THE EXHAUST HOLE.

Most people are simply not curious enough to try even a "FEW" of my experiments.

If you had a "THOROUGH" understanding of cold air expansion physics, we would not even need to ask the question "WHY HASN'T SOMEBODY ALL READY DONE IT"!

What is the single most important fact I have given you?

IF YOU ATTEMPT TO COMPRESS COLD AIR TO PLACE IT INTO A PRESSURE TANK YOU INSTANTLY DESTROY its USEFULLNESS!!!!

I can not over emphasize this single fact to the Repulsine builder!

All "MODERN" jet turbines either "RAM" or "COMPRESS" air to heat their combustion chamber!

The "SIMPLE" pulse jet is the "ONLY" example we have of a "COLD AIR" intake jet engine.

It is very "PRIMITIVE", the air inside the pulse pipe is moving "SO FAST" through the chamber there is "NO TIME" for it to absorb heat from the external environment.

I believe the oscillation frequency is "230 TIMES A SECOND"!!!

HEAT ONLY COMES FROM THE ENVIROMENT AT A DEFINED RATE!

If you place your burping cold air pop bottle under a hot water stream from the sink or place your hand around it," IT WILL BURP AT A HIGHER FREQUENCY"

This "LINEAR MOMENTUM" possessed by the pulse jet intake air is in complete contradiction to our defined goal.

Viktor and his engineers knew this when they designed the Repulsine.

He understood that the "BEST" possible way to fill his chamber with cold air was to "SPIN IT AROUND IN A VORTEX"

The vortex has two benifits, One it allows the cold air to remain in the pressure tank long enough to be externally heated, Two the vacuum core in the center of the Repulsine keeps the cold air "OFF THE WALLS OF THE REPULSINE"

This prevents the "COLD AIR" from heating before the intake cycle is over.

During the intake cycle, the wavy disc plates act like a "REFRIGERATOR"!!!

This fills our Repulsine with the maximum quantity of cold air!!!!

The intake cycle gradually "PRESSURIZES" the inside of the Repulsine.

You can only put "SO MUCH" cold air into a tank before its internal pressure is equal to the outside air.

REMEMBER SIR, THE REPULSINE IS COOLING RAPIDLY AT THIS POINT, its EXTERNAL VORTEX ABOVE THE REPULSINE IS SLOWING DOWN!

This phenomenon can be seen in a Bunsen burner. It is an endless leaping effect of the flame above the burner.

It is also possible to make a metal pipe "HOWL" by heating the bottom "INSIDE" of the pipe with a propane torch while the pipe is held vertically.

It is a "WELL" established fact that Keely on his 1880 airship used vibrating plates. It is very easy to make these plates. Simply blow air between two thin metal plates and they will "HUM" or "BUZZ" together and produce great heat. He controlled this air from a central pipe organ key board. There was a large spring loaded box under the pipe organ key board that would alternately fill and evacuate with cold air as an intake valve opened.

Back to the Repulsine, Assuming you have placed a large quantity of cold air into your Repulsine.

What happens now? The "WAVY DISC COMPRESSOR" plate begins to "CLOSE". This has been well documented.

The problem is people simply never do the experiments I outline in my notes.

The plate is a form of compressor and pumps out a "LAST" burst of compressed air. It also gets very hot as air rams from "BENEATH" the Repulsine intake. The intake air "NO LONGER" has anywhere to go and rams against the bottom of the Repulsine!

The "CLOSED" wavy disc plate is spinning very fast and acts like a molecular drag friction heater!

The vortex core is now "HOT".

REMEMBER THIS, A HOT VORTEX CORE EXPANDS! THE VORTEX NOW MOVES OUT TO THE CHAMBER WALLS OF THE REPULSINE AND BEGINS TO PICK UP HEAT FROM WALL FRICTION!

Since the vortex is "NO LONGER" being cooled by the "OPEN" wavy disc plates and the "COLD" air flowing through them. It is "NOW" directly heated by external radiation and convection and conduction from the external environment.

The vortex "EXPLODES" and rapidly spins the exhaust turbine as the expanding cold air is blown out.

The "EXTERNAL" vortex above the Repulsine increases rapidly!!! The Repulsine shell is "HOT" from internal wall friction as the vortex explodes and this heat increases the external suction and updraft around the Repulsine.

The Repulsine "NOW" begins to "EVACUATE"!!!!!!!!!!!!

This is "EXACTLY" the same cycle as the Pulse Jet engine, when its tail pipe begins to empty the combustion chamber.

Since a whirling vortex is in use, blowing against a spinning exhaust turbine, the cycle is "MUCH SLOWER".

The Repulsine chamber "NOW" approaches a high vacuum!!!

The wavy disc compressor plates "SPRING OPEN" and the entire "COOL DOWN" process begins again.

REMEMBER, THE GREATEST DIFFERENCE BETWEEN THE REPULSINE AND THE PULSE JET, IS THAT THE PULSE JET EXHAUST IS HIGHLY LINEAR. THE REPULSINE INTERNAL FLOW IS CIRCULAR.

That and because of the unique property of the wavy disc compressor plate intake valve, is why the Repulsine can run off of its own artificially created cold air supply.

KEEP IN MIND! THE UPDRAFT AROUND THE REPULSINE IS STRONGEST WHEN THE REPULSINE IS "HOT" AND WEAKEST WHEN IT IS "COLD".

This difference in updraft strength helps to reinforce the generation of internal expansion chamber cold air and the back pressure on the exhaust turbine on the Repulsine when the cold air vortex begins to heat and expand out of the Repulsine.

It is basically using the updraft "OUT OF PHASE" with the internal Repulsine air flow.

A strong hot updraft helps "COOL" the internal Repulsine. A cold slow updraft helps to "STOP" off the escaping wind from the internal vortex and heats the Repulsine expansion chamber like putting a "CORK ON A BOTTLE".

This dual Repulsine cycle can be defined like any other combustion or steam engine cycle.

A Carnot diagram is possible.

I need to be certain of my Repulsine results before expounding on the simple mathematics involved.

IT IS WORTHLESS FOR ME TO WRITE UP A COMPLEX MATHEMATICAL FORMULA FOR A MACHINE THAT NO ENGINEER EVEN BELIEVES EXISTS IN THE REAL WORLD!!!

With a working Repulsine model, you can begin to verify any mathematical deductions.

The external environment is "NOT" stable. The updraft changes from second to second as the Repulsine absorbs and gives off heat into the environment.

IS THE REPULSINE THIS SIMPLE?

Yes! Most working jet and piston engines are simple.

If they were too complex, they would never be able to produce large amounts of power.

THAT IS WHY IT IS SO IMPORTANT THAT YOU DO BASIC EXPERIMENTS WITH COLD AIR!

Remember you can not "FORCE" the cold air into the Repulsine chamber. It must be "SUCKED" in by an internal partial vacuum.

If you "FORCE" the cold air in with a centrifugal compressor it will be heated "BEFORE" it can get into the expansion chamber above the wavy disc intake valve.

That is the reason the Repulsine has "NO" close cousins in the known world, other than the Stirling engine and the Pulse Jet.

The Stirling engine "DOES NOT" exhaust air into the external environment.

The Pulse Jet has only linear flow air and will not properly heat its internal air without a combustion source.

The wind being blown through the wavy disc plates "DOES NOT" pressurize until they are almost closed together.

It is very "COLD" as the plates open since the wind is not being acted upon by "ANY" internal flow plate. Since it has a linear vector toward the rim of the Repulsine it does not exert up or down pressure on the wavy disc plates.

This effect is well understood.

This partial vacuum between the plates is why they are pressed together with such great force!

It is "ALSO" why the Repulsine is able to "FILL" with so much cold air before the wavy plate valve closes.

Just remember the air flowing between the wavy disc plates is "COLD" because it is being sucked into a powerful vacuum inside the Repulsine expansion chamber.

There is nothing complicated about it! There is not a physics teacher or engineer in the world who would argue against using cold air as a power source! They simply would not believe that the Repulsine generates its own cold air supply.

SIR, IT IS NOT A QUESTION OF WHY HASN'T SOMEBODY ALL READY DONE IT.

It "HAS" all ready been done.

The "REAL" question is when will somebody who has done it, come forth with detailed drawings and physical proof....

WE CAN NOT AFFORD TO PLAY THAT WAITING GAME ANY LONGER!

We have enough information now and experimental results to test our "OWN" Repulsine!

They have their secret agendas. They may be holding the Repulsine back from greed or personal vanity. There may be some high level government secret at risk.

WE DO NOT HAVE TO PLAY THEIR GAME.

We know enough to do this for ourselves now.

Find as many metal tanks as you can and first cool them and then heat them in the sun.

You will be able to first get a small turbine to suck inward while the tank is cooling and blow outward as the tank is heating!

The more you know about cold air as a power source the more this Repulsine research will make complete sense.

Water injection can be used to cool our intake air. If over used, it will get on the Repulsine plates and stop them from spinning. It will be easier "NOT" to use water in our Repulsine, until we have completely eliminated the "DRY AIR" intake version as being too inefficient.

It may be easier to draw the cold intake air through an ice bath.

You have a lot of "NEW" information. There is enough physics here to test a small working Repulsine.

It is "SIMPLE TO DO", you just need to take it one test at a time. The more you learn about cold air expansion in a confined pressure tank, the faster you will succeed in this research.

P.S. Waiting for someone else to give you a Repulsine, is like waiting for the lottery, you might win a 100 million dollars tomorrow! If you don't, you had better have a day job to keep paying the rent. It is better to keep building your "OWN" Repulsine, then to wait for some stranger to give you one. They have some reason to keep the idea to themselves for now. They could be under government orders or want too much money. What ever the reason, "WE" can't wait on them anymore, it's been over 50 years since it was invented. ENOUGH IS ENOUGH! Let's just do this ourselves.

END