

WR. 6-07
The Writings of Prof. Bailey
Repulsion Energy,
2004

LETTER 6/07 "The Solution of the Repulsive Mystery"

Pg. 01

Sir, regard this letter as of great importance!

I have been going over the physics of the Repulsive for the 10,000th time and am now "CONVINCED" we have the answer.

The "HILSCH" vortex tube was discussed on the J Nuadin sight.

I want you to examine information on the vortex tube if you have not all ready.

The internet has hundreds of references.

From what I have examined the vortex tube was captured during the occupation of France.

The timing is significant.

It would be applied to the war effort to develop new weapons.

There are Japanese Stirling engine sights (Hirato's) that demonstrate "IMPLOSIVE COMPRESSION".

This occurs when "WARM AIR IS INSTANTLY COOLED" inside a confined chamber with a piston.

You need a lot of background to understand it. It is not directly referred to in the sight.

What you will see is a "TEST" Stirling engine.

The Stirling engine has no "DRIVE SYSTEM". The "POWER PISTON" and the "DISPLACEMENT PISTON" stand alone.

The Stirling engine displacement piston drops to the bottom. This "FORCES" warm air to rise to the top of the air chamber.

The air is instantly cooled by the cold top of the Stirling engine chamber.

The pressure inside the air chamber drops! This forces the "POWER PISTON" to drop as well!

To explain the difference, the displacement piston is "Loose-fitting", it allows air to freely circulate around it.

The power piston is "TIGHT FITTING", it has an almost perfect seal!

In Hirato's web sight example, the "POWER PISTON" drops to the bottom of its cylinder, as the air inside the main chamber "CONTRACTS".

The "POWER PISTON" has "MASS" and "KEEPS MOVING" after it begins to fall from inertia.

Remember, the power piston and displacement piston "HAVE NO CONNECTING DRIVE SHAFT" in the example we are using.

Hirato noticed that as the power piston "FELL" it "COMPRESSED" the air inside the Stirling engine chamber.

This compression "IMMEDIATELY" follows the "CONTRACTION" of the Stirling engine chamber air.

The net result is that wind blows out of the drive rod holding the "DISPLACEMENT PISTON" and forces it back up into the top of the Stirling engine chamber!

WHAT YOU HAVE JUST WITNESSED IS AN EXAMPLE OF IMPLOSIVE COMPRESSION!

We begin by contracting the plenum air, but do to the "INERTIA" of the power piston we "END UP" compressing the air inside the chamber instead.

The example on Hirato's sight can not be ignored.

The first atomic bomb used "IMPLOSION". That is all of the Plutonium was forced into the center of the bomb to form a critical mass.

I "KNOW" you understand implosion! It is simply a fact that once implosion reaches a focal point it can exert "GREAT" pressure!

Sir, consider this carefully.

We compress air by exerting a force on it with a piston.

Generally the piston is attached to a crank shaft which is turned by an electric motor.

The air in the compression chamber is "HOT" from being compressed.

THIS IS A PHYSICAL PARADOX!

All standard air compressors use the conversion of mechanical energy in order to compress air.

THERE IS ANOTHER METHOD FOR COMPRESSING AIR.

This can be easily demonstrated.

If instead of using a "CRANK SHAFT DRIVING A PISTON". We simply place a piston "ABOVE" a chamber of air and then "RAPIDLY COOL THE AIR", the piston will "FALL" with great force!

After the air is "NO LONGER" being cooled, the piston will "REMAIN" in motion from inertia!

The air under the piston will begin to compress until it is at a very high pressure!!!

I call this effect "IMPLOSIVE COMPRESSION"!!!

It is "NOT" a new idea.

Sir, think about what happens if we "HEAT" the air under a heavy piston in a cylinder.

The piston will begin to rise as the air beneath it expands.

Even "AFTER" the air has stopped expanding from the heated air, its own "INERTIA" will continue to move it upward and the air under the piston will "EXPAND". It will form a partial vacuum.

I call this "EXPLOSIVE EXPANSION".

It is all explained on Hirato's Stirling engine sight. Look up the page where he shows a Stirling engine without a drive shaft or a flywheel.

In that Stirling engine example, there is "NO" need for a drive shaft or flywheel to connect the power piston with the displacement piston. Yet, the Stirling engine runs anyway!

THE SIMPLE STIRLING ENGINE MOVES ITS OWN DISPLACEMENT PISTON BY BLOWING AIR PAST ITS SUPPORT SHAFT AS THE POWER PISTON RISES AND FALLS, AS A DIRECT RESULT OF IMPLOSIVE COMPRESSION AND EXPLOSIVE EXPANSION OF THE POWER PISTON.

Where does all of this take us?

Sir, this is the "HEART" of the Repulsine power system!

If we place a "LARGE" metal plate above an identical metal plate (WAVY DISC COMPRESSOR PLATES) and cool the plate from above it will "SQUASH" together as the air trapped between the plates is contracted.

Sir, it is as if a heavy weight has been placed on top of the upper wavy disc plate!

In this case we are using the "HILSCH" vortex tube effect to "COOL" the air inside the middle of the Repulsine.

We now have "WARM DESERT AIR" rising up from the bottom intake hole.

This warm air is drawn into the Repulsine as the "WAVY DISC PLATES" spring open.

This warm air is "TRAPPED LIKE A SANDWICH" between the upper and lower wavy disc plates.

Above the wavy disc plates, the air is very "COLD" from the Hilsch vortex tube effect.

The warm air trapped between the wavy disc plates transfers heat to the cold air vortex above it, inside the Repulsine.

The cold air above the wavy disc plates "EXPANDS", at the same time the warm air trapped between the wavy disc plate's contracts.

The wavy disc compressor plates "IMPLODE". They are driven against each with great force!

The discs have "INERTIA" and reach a much higher pressure than the upper chamber pressure of the Repulsine.

WE HAVE NOW BLOWN EXTREMELY HOT COMPRESSED AIR INTO OUR REPULSINE AT THE INSIDE BOTTOM RIM. This air was compressed as the Wavy disc plates imploded together from their own inertia!

This compressed air expands and rises up the Repulsine to the exhaust turbine.

The rotating vortex at the center of the Repulsine becomes "VERY COLD" as a direct result of the Hilsch vortex tube effect.

The compressed air continues to "LEAVE THE EXHAUST TURBINE". The outside of the Repulsine is being cooled by the external updraft. When you generate heat in a machine, the

The wavy disc plates are still closed!!!! Remember that.

This is exactly the same as a "PULSE JET", when all the air has left its tail pipe before its intake valve opens.

The "WAVY DISC COMPRESSOR PLATES" now spring open and fresh warm air is drawn in from the desert or asphalt test area the machine sits over.

The wavy disc compressor plates are once more filled with a sandwich of warm low pressure desert air.

The air above the wavy disc compressor plates is "VERY COLD" from the Hilsch vortex effect and heat begins to transfer from the warm air trapped between the wavy disc compressor plates.

The air above the wavy disc compressor plates "HEATS UP AND EXPANDS" driving the wavy disc plates together with great force! This compresses hot air out of the rim of the wavy disc compressor plates and into the Repulsine shell.

SIR REMEMBER, THE WAVY DISC COMPRESSOR PLATES ROTATE AS THEY ARE DRIVEN BY THE UPPER EXHAUST TURBINE.

THIS ROTATION PREVENTS COMPRESSED AIR FROM BACKING UP INSIDE THE INTAKE HOLE AS THE WAVY DISC PLATES IMplode.

THE ROTATION OF THE WAVY DISC PLATES "ALSO" ASSISTS IN THE FORMATION OF THE HILSCH VORTEX EFFECT. This effect is essential for keeping the air inside the Repulsine above the wavy disc plates cold. You can expect a temperature as low as -70 degrees below zero.

surrounding environment always sends "COLD" air to cool it. This is a natural consequence of convection.

The center of the Repulsine is now becoming highly evacuated from the air leaving the exhaust turbine.

The cycle I have demonstrated here repeats endlessly and "THAT" is how a Repulsine generates power.

I have said again and again on the internet, for people to study the Stirling engine and Pulse jet if they want an explanation of the Repulsine.

It is also vital to construct a Hilsch vortex tube. This demonstrates how the Repulsine operates thermo-dynamically.

The full understanding of the Hilsch vortex tube did not occur until the middle of W W 2 in Germany.

By collaboration, the Schauburger research team and Proff. Hilsch came together with knowledge of the "PULSE JET" and the other jet engines and developed the "REPULSINE"!

It is "SIMPLE" and waiting to be developed.

My understanding of this device leads me to build a "MAGNETIC" version. This is shown in the Electric Spacecraft Journal # 29.

I always understood that if we cool a "STEEL PLATE" in the presence of a magnetic field it will attract a permanent magnet.

If this is done properly with low pressure warm air, we "NOW" have a more advanced version of the Repulsine.

It is "RIDICULOUS" to work on the "PYRO-MAGNETIC" Repulsine, without having first mastered the basic Repulsine.

The point is there is an endless number of designs that come from this research. I have all ready identified 30 distinct machines. Only 2 of which have been published so far.

You may take years to fabricate your own Repulsine.

ALL I WANT YOU TO UNDERSTAND IS THAT THIS IDEA WORKS!!!

IT WAS DISCOVERED IN THE DARKNESS OF THE THIRD REICH AND THEREFORE BECAME A MILITARY SECRET!

The physics is "CHILDISHLY" simple!

I hope this gives you enough information to put your Wavy Disc Compressor Plates fabrication into high gear!

Remember it will only work if you spring load your upper wavy disc for an up and down oscillation against the drive shaft.

I HAVE GIVEN YOU THE ENTIRE SECRET OF THE REPULSINE IN THIS LETTER!

P.S. Do not be discouraged, it will take far less time than you believe, to finish a small working replica of the Repulsine.

END