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The Writings of Prof. Bailey
Repulsion Energy,
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LETTER 6/09-2 "RE:The Solution to the Repulsion Mystery

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I am seeking Curt Hallbergs advice. I am attempting to find out if he knows what happened to the Commander Feierabend Repulsine.

I have just given Curt a new Repulsine theory based on my Repulsine experiments.

You must "NEVER" stick your wavy disc plates together!!!

HAMMEL PERFECED THE IDEA OF CLAPPING PLATES TOGETHER WHILE WIND WAS TRAPPED BETWEEN THEM.

You see the concept was "FIRST" discovered by Viktor Schauburger!

I have two theories I am testing.

One theory is that we "CLAP" the wavy disc plates (internal Bernoulli flow) together "ALL AT ONCE"!!!

That means the plates will "GO UP AND DOWN" in one giant oscillation.

The other theory is that the plates "CLAP" first on the right side and then on the left.

Basically, Sir, the plates will oscillate at "RANDOM"!

What is at the "CENTER" of a Repulsine???

"ICE COLD AIR" from the Hilsch tube effect.

Sir, if you allow the wavy disc plates to clap together at random, wind will get trapped inside in a very unstable flow.

This wind is "COLD"

Hammel "KNOWS" this!!!!!!!!!!!!

The wind now heats up as the plates smash together and the device generates compressed air.

SO YOU SEE IT IS THE FACT THAT THE PLATES SMASH TOGETHER AND TRAP COLD AIR THAT PROVIDES THE HEAT SOURCE FOR THE REPULSINE!

This heats up the cold air inside the Repulsine as if you are burning aviation fuel!

When one plate is "PULLED" together by induced lift the air on the opposite side flows faster!

That then makes the plates "UN-STABLE"!!!!!!!!!!!!!!!!!!!!!!!!!!!!

It is like a constant see-saw motion with those plates.

THIS HEATS THE INSIDE OF THE REPULSINE AS IF IT WERE FULL OF BURNING AVAITION FUEL!!!!

So you see it is as if we are combining the pressure of a centrifugal blower with a "PISTON" air compressor.

It is "VERY" easy to see this.

You can take two large spoons and place them under the sink.

Put the spoons cup sides back to back. Start the tap water moving and allow it to flow past the two spoon cups sides pressed against each other and they will begin to chatter!

The more water that moves past them, the more they will "VIBRATE" together.

Sir, this is the "HEART" of the Repulsine.

This un-stable plate vibration generates great heat.

The exhaust turbine only provides the centrifugal energy for this effect.

The expanding cold air trapped between the wavy plates provides the rest!!!

We are basically converting cold air into a source of power. Both its kinetic and expansion energy is at work here to make the wavy discs smash together.

Sir, this theory is based on Hammel's cone shaped UFO engine.

So you see I have "TWO" distinct methods to make my Repulsine work.

One involves allowing the wavy disc plates to go straight up and down the drive shaft. It uses a sliding collar to insure they are always "PARALLEL" to each other.

The other is to allow them to "RANDOMLY" oscillate against each other.

Both theories have there advantages.

The first one that uses "STRAIGHT UP AND DOWN" plates is able to create "TWO" distinct plenum cycles.

This means the Repulsine first goes into a "VACUUM" cycle as the plates close together.

Then it goes into a "PRESSURE" cycle as the plate's spring apart from the variable lift between them.

If we "ONLY" allow the plates to clap together at random. They will never produce a distinct cycle!

In the end that may be "ALL" that is required to make a fueless jet engine.

A Pulse jet uses a "COMBUSTION CYCLE" then it uses an "EXPANSION CYCLE".

They are very distinct!!!

When it combusts the intake valve is slammed shut. That is cycle one.

When the expanding gas goes out the exhaust tube and generates a vacuum and the intake valve opens that is cycle two.

If the Repulsine is like a "PULSE JET", then it "MUST" have distinct cycles. That is the wavy disc plates close completely during the vacuum cycle and open during the pressure cycle.

In the other method the Wavy disc plates simply "OSCILLATE" at random. First they tip on the right side then they tip on the left.

That would make the Repulsine power cycle more like a turbo jet engine.

It would constantly produce thrust against the exhaust turbine!!!

IT WOULD NOT CYCLE AT ALL!

Look, the intake slits are "ONLY" on the bottom wavy disc compressor at the middle. They rest right above the bottom intake hole.

THERE ARE NO INTAKE SLITS AT THE TOP PLATE ON THE REPULSINE!

They can be added later.

At this time I only want intake slits at the bottom wavy disc plate's right over the cold air intake.

The reason is to prevent air from being re-circulated.

In the end "IT DOES NOT MATTER"!!!!

You are taking ice cold Hilsch vortex tube air at the center and spinning it to the outside and forcing it heat as it is "SQUASHED" between the wavy disc plates.

We can put intake slits on both the top and the bottom.

Sir, if the "RANDOM" plate clapping theory holds true (I use both methods)

That means the "REPULSINE" uses the cold air trapped between its plates to "MAKE THEM UN-STABLE"

YOU DO NOT EVER WANT TO STICK YOUR WAVY DISC PLATES TOGETHER AT THE RIM, THEY MUST BE FREE TO OSCILLATE TOGETHER!!!

Sir, if you do. The Repulsine then becomes a simple "CENTRIFUGAL" compressor and misses out on converting its plate instability into heat!!!!

It is that conversion of mechanical energy into heat from the expansion of cold air and Bernoulli flow on the wavy disc compressor that insures your machine is producing enough heat to sustain its external wind current.

A Stirling engine converts hot and cold air into mechanical energy. If we change mechanical energy into heat inside the Repulsine we "NOW" have a source of artificial fuel being burned!

The failing of "ALL" current jet aircraft engines that use a centrifugal compressor to blow air into their combustion chamber is that they do not allow the "COLD" intake air to "VIBRATE" its compressor vanes.

Yes, sir a "PULSE JET" does vibrate.

It only happens once each pressure cycle and is "NOTHING LIKE THE REPULSINE INTAKE COMPRESSOR"!!!

SO WHAT EVER YOU DO, DO NOT STICK YOUR REPULSINE PLATES TOGETHER IN ANY WAY!!!

They must be free to oscillate against each other and generate unstable mechanical energy and sound waves that produce internal heat.

The Repulsine "ALWAYS" fly's straight up so that the updraft will remain focused on its exhaust chimney.

That insures that cold air is always being pulled into the Repulsine at the bottom!!!

It is the "MECHANICAL ENERGY" of the two plates resonating against each other that powers the Repulsine.

You "MUST" have more energy then what is coming from the exhaust turbine!!!

That energy comes from the two wavy disc plates violently snapping against each other as Bernoulli forces push it together on one side and compressed hot air (plates narrow) forces it apart on the opposite side like a sea-saw.

The plates are rubber mounted to allow this effect to occur.

This is the "RANDOM" theory of Repulsine operation.

The "TWO CYCLE THEORY" uses a rising and falling plate, up and down the central drive shaft and the plates "ALWAYS" stay parallel to each other.

I want the "BEST" possible Repulsine to be presented to the public.

I "ALWAYS" have an alternate theory to fall back on if the first one fails to yield a good result.

They both have had limited success.

Keep only this in mind. THE PLATES MUST OSCILATE TOGETHER OR THE MACHINE WILL COOL OFF AND STOP SPINNING!!!!

As far as using an "AIR BEARING" plate.

It is not how Viktor did it.

The plates "OSCILLATE" violently. If they touch the air table they will destroy themselves.

They must be surrounded by "NOTHING" but free air or they will be ruined!!!

I am an expert on hovercraft technology. It has "NO" use to us in the construction of a Repulsine.

As far as Viktor being beaten to death. Let's pray to our Lord, that a "HOST" of angels will come to our aid if the same thugs approach us during this research into the Repulsine.

**GOOD LUCK ON YOUR RESEARCH EFFORT!!!
END**