

WR. 6-11
The Writings of Prof. Bailey
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LETTER 611-2 "The Name of Our Game is Paradox"

Pg.01

Kaz, the Duster unit is based on an original attempt to build a pressure powered flying shoe.

The first attempt was to place a "SUCTION TURBINE" in the boot and pull air through a cape on my back that had dozens of flexible air hoses. As the wind flapped the cape (just like superman), the turbines would spin up and then you would close the exhaust valve and the boots would "INFLATE FROM TURBINE PRESSURE" and you would bounce off the ground.

That was one concept, the next idea was to use your body weight to "BOUNCE" on top of the boots and squash out compressed air.

In effect Kaz, this would be "BELLOWS BOOTS" powered by your leg muscles.

This idea was simple and it "WORKED!"

You now have a source of compressed air to do with as you please.

The bellows boots had weak return springs to re-inflate as you jumped up and down on the boots.

The compressed air could either be put into a "JET TIP POWERED DUCTED FAN" or a "JET TIP POWERED BACK PACK HELICOPTER".

Yes, I know it would not be much power. I was going to use a "COLLECTIVE PITCH" helicopter blade and bounce on the bellows boots until it spun up and then give it a quick pitch change and I would "FLY" a few feet off of blade inertia.

I tried to get a company to manufacture the blades, but no one would touch the idea.

The reason for a "HUMAN POWERED HELICOPTER WITH BELLOWS BOOTS" was to "ENTERTAIN" a human powered vehicle rally in Michigan.

The idea just got more and more dangerous! I stood a good chance of striking someone with the blades.

I also attempted to design a "HUMAN POWERED JET PACK".

I used the same bellows boots and spun up a large centrifugal compressor with its intake closed. When the centrifugal compressor was at maximum Rpm. (it used a small compressed air turbine that ran off the bellows to spin the main compressor)

I would then open the "MAIN CENTRIFUGAL COMPRESSOR INTAKE" and a blast of air out of two jets would send me into the air. That is how you make a human powered jet pack!

The idea is very limited. Its main purpose was to entertain rally participants.

Beyond that, I had read about a man from England in the last century called "SPRING HEAL JACK". He was said to have special boots that allowed him to make unbelievable leaps! His last flight took him over a cottage and he was never seen again.

I always knew there was a "WAY" to make flying boots! There are dozens of reports of aliens flying with just boots on their feet.

I have studied every kind of boot a man can wear including "ROLKAS", they allow you to ski down hill. They look like tank treads on the bottom of your ski boots.

Yes we have the "MOON SHOES" that use springs to bounce off the side walk.

The last possibility before I discovered the dusters (big dust cloud), was that you might make "HOVERCRAFT BOOTS".

There was one simple problem. You had too high of a center of gravity. You simply fell right on your buttocks.

Even an "ICE SKATE" has "SIDE RESISTANCE". If you have "NO SIDE RESISTANCE" you fall too easily.

Hovercraft boots are also un-able to go more then a few inches off the ground.

So I had to develop the most powerful aircraft engine known to man "WITHOUT" using fuel.

They are driven by convection currents. Wind is pulled past hundreds of tiny holes and spins up a small turbine. The turbine generates a magnetic field that alternately attracts a metal diaphragm under the boot and compresses air pyromagnetically.

THIS IS IN ESJ # 29. THE CONCEPT IS BASED ON MAGNETIC PLATE IMPLOSION AND THERMO-MAGNETISM.

It is hard to explain. If you heat and cool a magnetic plate it will attract a permanent magnet.

If you do it correctly it will generate compressed air puffs out of those tiny exhaust holes around the boot (Duster).

It is based on Viktor Schauberger implosion technology.

The iron fiber suit was based on a case in Mexico where some men walked up to a stopped car. They had helmets and iron fiber suits with a "THICK PERFORATED BELT" with "LITTLE BOXES" on their backs. They asked the man if he wanted to see their ship and he followed them through a swamp.

Every time the men "SANK" into the swamp they would "TAP" their belt buckles and the "MUD" would magically spring away as they rose up several feet!

I determined this was a "TRANSFORMER" effect. It is very well understood. It's called the Oertsed ring effect.

I "NEVER" believed that the men used "BATTERIES" to magnetize their suits (belt is a conductor loop).

I believe they simply used the "SAME" box that was seen on the feet of so many other aliens.

The box was driven off of wind being blown through the "PERFORATED METAL BELT". This spun a turbine that then ran a small generator. The electric current produced by the turbine then "HEATED" the belt and generated an updraft. This helped power the turbine. The box has a magnetic plate that implodes! This increases the output of the power box.

There was a green suited alien in another part of the world with "PADDED SHOES" and a "METAL BELT AND SMALL BOX ON HIS BACK". He pushed his belt buckle and "FLEW" into the sky!

The power function is "BEYOND" any battery. NO! Kaz they are re-newing their energy every second of flight!

Another alien had epilates on his shoulder and would bounce as if tethered to a balloon as he flew. There was a smell of "HOT IRON" in the air. It also made peoples radios go crazy!

Kaz, in the future we will fly in this simple manner. It requires magnetic implosion boxes.

IT DOES NOT REQUIRE FUEL!

I have designed many such aircraft. One design uses rim ports to "SUCK" cold air into a large tank. Then I use an electromagnet to close off the exhaust and the "COLD AIR HEATS IN THE TANK AND EXPANDS".

The exhaust is then opened and the air pressure escapes.

The other method is simple implosion. You first suck air into a large magnetized chamber and it begins to cool from expansion, there are hundreds of rim exhaust ports. There is a single intake turbine or pipe that brings in fresh air. The plate is magnetized and is attracted to the intake tube and "RAMS" this puffs out high pressure gas! The plate "DE-MAGNETIZES" and springs away from a steel counter spring. The process repeats.

The "EXHUAUST" ports can also be mounted on a wheel. The wheel spins by reaction jets as the "PYRO-MAGNETIC IMPLOSION PLATE" opens and snaps shut. The pressure wheel is magnetized by the axle magnet and generates electric power. This power helps keep the primary magnet operational.

There are at least 100 designs that use this effect. I have only worked on a few dozen. Most of the designs come from UFO encounters. One was the 1958 Boas case down in South America. That ship used an "UPPER SPINNING TURRENT".

It made a "LOUD BUZZ" and grew bright yellow before takeoff. Boas stated the disc when un-magnetized had air coming out of thousands of holes!!! It never stopped spinning, even when landed. It was not until the magnet came on that began to heat up.

Again and again Kaz,"NO FUEL"!

It is a simple combination of magnetic implosion and a large air chamber.

The magnet in this case is what "PUMPS" the wind through the air chamber with the rim exhaust ports.

IT DOES NOT AFFECT THE TURBINE BLADE PITCH IN ANY WAY.

Let's get back to the Repulsine.

Viktor used "IMPLOSION" to drive his wavy plates together.

Kaz, if you go back to your documents on the "HILSCH VORTEX TUBE".

You will find that cold air "ALWAYS" goes to the center.

That is because "RELATIVITY" (Einstein theory) demands that as particle gains energy it "MUST GAIN MASS".

Kaz, if electrons run in two parallel wires in opposite directions, the wires will repel each other!!!

That is because the electrons have "GREATER MASS" relative to each other by velocity.

The protons in the wire "ARE NOT MOVING". The electrons feel "MORE NEGATIVE CHARGE" from their relative velocity. Therefore the wires "REPEL EACH OTHER".

Now, if we apply relativity to our Hilsch tube. The cold air molecules will become "LIGHTER" relative to the hot air molecules. Therefore the hot air molecules are spun out to the rim with greater force.

There are "MANY" explanations for the Hilsch vortex tube!

I "ONLY" want you to think of one thing!

The "MIDDLE" of a Repulsine is "COLD".

Therefore, if we place warm air at the center intake and allow it to come up "INTO" the wavy disc compressor.

That warm air will be "TRAPPED" between the wavy disc plates and begin to cool.

This causes the wavy disc compressor plate to "SNAP TOGETHER". Compressed air is then blown to the inner rim of the Repulsine.

The wavy disc plates are "RUBBER MOUNTED". This is what allows them to "CLAP" together.

The plates "TEETER-TOTTER" or "SEE-SAW" at the axis of rotation.

So Kaz, as one side of the wavy disc plate rises on the right side, the left side falls.

The wind trapped between the plates has a simple Bernoulli Effect functioning as they begin to move air.

The wider the plates are apart, the greater the velocity of this "WARM INTAKE AIR BERNOULLI FLOW"!!!

The warm air flow then begins to "SUCK" the plates together as the "COLD CHAMBER" air cools the plate from the outside.

This "IMPLODES" the Bernoulli flow air trapped between the closing compressor plate and "SPRAYS" it onto the inner rim of the Repulsine and on out of the exhaust turbine.

This process generates both "HOT" and "COLD" air from the compressed air bursts. There is also hot and cold air coming from the external environment!!!

It is basically hot rammed air at the bottom intake hole and cold air from the external rim region that is induced by heat leaving the Repulsine shell!!!

This hot and cold air constantly re-supplies the Repulsine with new thermal energy reservoirs.

The "ABSOLUTLY PROVEN" Hilsch vortex tube effect insures the cold air will "ALWAYS" migrate to the center of the Repulsine.

This is what allows the Repulsine to work!

Remember the Repulsine rim is being "COOLED" by a cold vortex on the "OUTSIDE". The vortex is not exerting any pressure on the shell. It is instead exerting lift and that is very cool air. That is the Coanda effect.

We have everything we need to build several Repulsines. We have a source of heat and cold from the environment and implosion plate compressors to transform the hot intake air into high grade compressed air. Standard centrifugal compressors can not do that.

I SPENT HOURS LOOKING AT THE THIRD REICH FLYING SAUCER WEB SIGHT!!!

I believe most of the saucers used well understood principles. Some used ducted fans and others large spinning disc turbine blades that circled the cockpit.

I am a designer of UFO's for almost 30 years.

If I could design one. I am sure that the Germans did too.

WE KNOW THE REPULSINE IS A QUANTUM LEAP IN COMPRESSOR TECHNOLOGY.

I have little doubt the Haunebu, used the same principle as the Repulsine and did not require gas turbines. I have no more information on the Haunebu. I can only guess.

We have our work cut out for us!

LET'S GET YOU A REPULSINE AS SOON AS POSSIBLE TO EXPERIMENT WITH.

P.S. You are going to need several high quality electric start up motors and an electronic or resistance type motor speed controller. I do not want you to use compressed air to start the Repulsine. I want warm air from the start up motor to fill the intake hole under the wavy disc plates. The motors need to be able to reach 10 to 20 thousand Rpm is essential that you can use the "START UP MOTOR" as an electronic brake. This is used "EVERYDAY" in electric trains and is known as regenerative braking.

DO YOU UNDERSTAND! The start up motor can be used as a magnetic brake!!!!This will keep your Repulsine from shattering when it begins to implode the compressor plates. That happens when the air inside the Repulsine drops to below zero! You must have a way to slow the Repulsine. It is no different then using reactor rods to shut down a nuclear reactor.

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