# WR. 7-02
# The Writings of Prof. Bailey
# Repulsion Energy,
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**LETTER 7/02 "Basic Pyro-magnetic Engine"** 

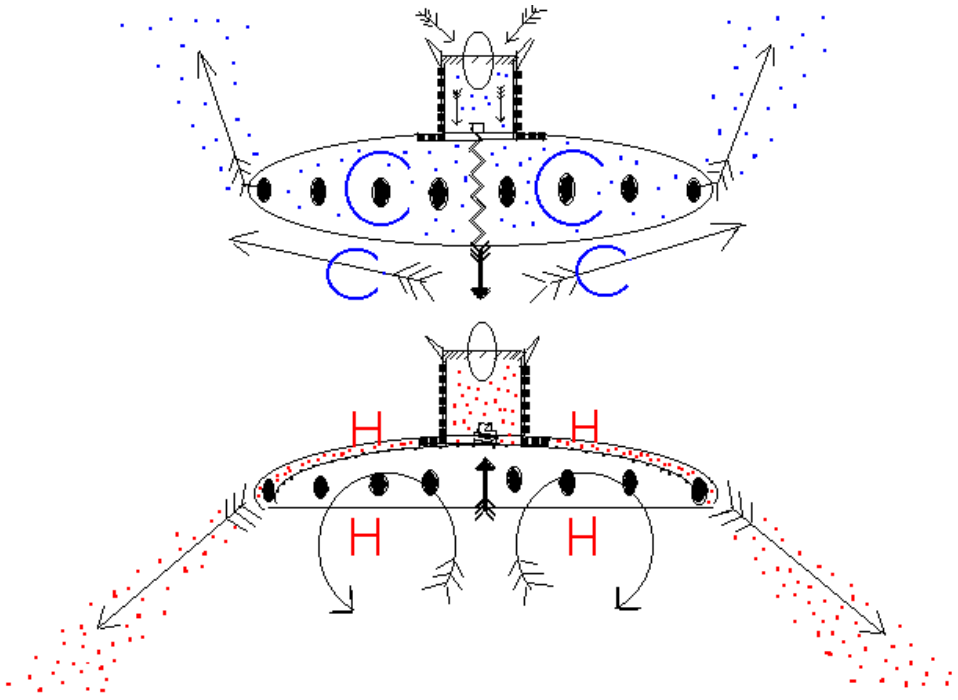
**Refer to JJB5 Sketch**

Kim, this is what was submitted to ESJ # 29.

In this version the magnetic diaphragm was round on the bottom, not square.

Charles Yost did a far better job of illustration then I did here, in the ESJ # 29 article on the pyro-magnetic aircraft engine.

The concept is "VERY SIMPLE"!




**THERE IS NO EXHAUST MANIFOLD OR VALVE IN THIS DESIGN.**

Cold air is sucked through a dozen or more exhaust holes.

The cold air is shown in blue dots. It can be seen leaving from the rim exhaust ports and rising above the engine.

This spins up a simple turbo-electric generator.

A powerful magnetic field is polarized beneath the turbine. This magnet is shown as small black squares in the wall of the turbine canister.

The magnetic diaphragm is now cold and attracted to the magnets flange plate.

This rapidly compresses the air trapped between the upper and lower chamber.

You can see from the two illustrations the chamber is "CONVEX" when cold and "CONCAVE" when hot.

The red dots represent the heated air as it is expelled from the pyro-magnetic diaphragm.

The diaphragm is now "RED HOT" and fully de-magnetized.

A powerful counter spring pushes the de-magnetized diaphragm away from the magnetic flange.

New cold air is drawn through the intake turbine.

The magnetic diaphragm cycles through an endless magnetization and de-magnetization effect.

This device does not operate like a simple magnetic air compressor.

It is highly **"PYRO-MAGNETIC".**

The electro-magnet can remain polarized at all times.

It is not required to turn "ON" and "OFF" as in a standard magnetic compressor.

The rapid temperature changes in the magnetic diaphragm are what generate the power in this compressor.

Turning a large electro-magnet "ON" and "OFF" is very power consuming.

This engine simply keeps its magnet "ON" at all times.

Remember Kim, this design "DOES NOT HAVE" an exhaust manifold or an exhaust valve. The air simply flows directly from the intake turbine and out of the rim exhaust holes.

I will attempt to show you several versions of this design.

I face one critical dilemma on all of these pyro-magnetic aircraft engines.

**I MUST DETERMINE IF THERE IS AN ADVANTAGE TO INCLUDING AN EXHAUST MANIFOLD CONNECTING ALL OF THE EXHAUST PORTS TO A CENTRAL EXHAUST VALVE!**

My original concept in the ESJ # 29 article "DID NOT" include a central exhaust valve.

The other designs I will submit to you were also given to Electric Spacecraft Journal.

Charles Yost the editor did not use them in his condensed article on my pyro-magnetic aircraft concept.

That is very sad.

There are at least 20 distinct designs that come from this basic concept.

They each have advantages and disadvantages.

They were all seen somewhere around the world by reliable witnesses.

Yes Kim, we can use a powerful magnetic field to control ions for lift and thrust.

**I AM ONLY ATTEMPTING TO INFORM YOU ABOUT THE USE OF A POWERFUL MAGNETIC FIELD TO COMPRESS COLD AIR!**

This concept has been reviewed by engineers the world over.

They are impressed by the technique of using a large electromagnet to compress air between two plates for jet thrust. They also like the concept of using the physics of pyro-magnetism in the compressor.

**AS USUAL THEY LEAVE THE ENTIRE DEVELOPMENT OF THIS AIRCRAFT ENGINE TO ME!**

I see dozens of ways it can be utilized in everything from small aircraft drones to giant spacecraft. It can even be mounted on a ship or small boat as a power source. It requires large quantities of compressed air be blown out and may not be practical in an automobile.

I need to run a complete series of wind tunnel tests on this engine. Such vertical axis wind tunnels cost in the millions of dollars. I have no one willing to allow me to test my pyro-magnetic aircraft engine in there wind tunnel facility at this time.

It can not fail to operate. Any wind being drawn through the intake turbine begins the pyro-magnetic compression cycle.

Simply blowing air through a turbine is primitive. The "MAGNETIC FIELD" allows energy to be used in the form of plenum temperature changes.

This thermal energy change in the plenum shell is "WASTED" without the use of an electro-magnet.

**In other words Kim, "WE CAN NOT SIMPLY USE THE TURBINE ALONE AS A PRESSURE SOURCE"**

The pyro-magnetic energy stored in the "HULL" of the aircraft is able to generate much greater pressure levels then the turbine alone.

This is done by utilizing a convex, concave magnetic diaphragm as illustrated.

I can show you at least 20 distinct designs that use a convex, concave magnetic compressor plate as power source.

This allows maximum absorption of the external wind energy!

Small machines in the 30 inch diameter size make a distinctive "WHOOP WEE" or "BEEPING" sound.

Consider this concept carefully and I will send you the complete range of designs I have worked on over the years.

**WHAT I AM ATTEMPTING TO SHOW YOU IS A REPEATING PATTERN!!!**

These machines "ALL" use the same convex, concave magnetic diaphragm, no matter how different the shape or placement of the diaphragm is on individual machines.

Once you see the pattern I am talking about, you will begin to realize a new method of propulsion is on the horizon.

END