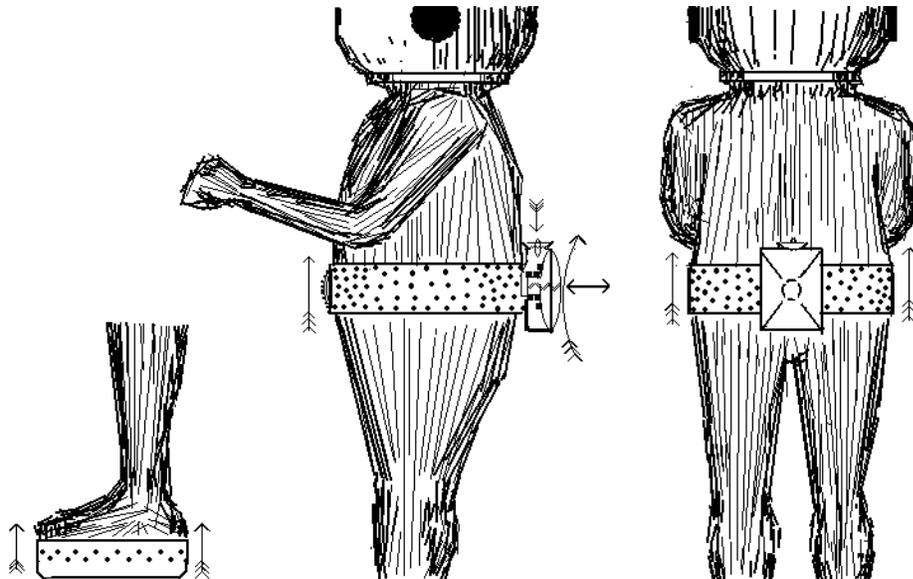


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The Writings of Prof. Bailey
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LETTER 7/03-3 "Magnetic Flying Suit"
See Sketch jjb12

Pg. 01



Kim, this basic design has been seen all over the world.

It uses an iron fiber weave.

A strong updraft forms around the wearer, who will then levitate.

The updraft drives a magnetic diaphragm seen on the back of the perforated belt.

A simple switch is pushed on the buckle of the perforated belt.

The belt will begin to heat from current being generated in the pyro-magnetic compressor.

An updraft forms around the wearer that pulls air through the intake turbine. This polarizes the magnetic field and resonantly attracts the magnetic diaphragm.

Powerful bursts of compressed air are pushed out of the belt during operation.

This will in turn magnetize the suit and produce a ground repelling induced current. It works best over swampy terrain.

The boots also contain resonating pyro-magnetic diaphragms on the bottom. This adds additional thrust to the wearer.

It is "ALSO" possible to cover the magnetic diaphragm with a plate with a hole. This will focus thrust directly beneath the magnetic diaphragm as it oscillates against its magnetic field. However this idea is speculative and may not be required to sustain flight.

The back of the belt worn pyro-magnetic resonating box has 4 bends, as can be seen in the drawing.

These bends are the same as found on a "JERRY CAN" used to carry water or gasoline.

As an ultralight pilot, you know "EXACTLY" what a Jerry Can looks like.

These bends allow the magnetic diaphragm to flex several inches as it is attracted and then pushed away from the magnetic field pole.

This action first closes the intake turbine ramming and heating it and then the magnetic diaphragm springs away allowing more cold air to enter the compression chamber.

It is "ALSO" possible to install an exhaust valve on this belt and resonance box design.

This would allow the box to first fill with cold air and then close the exhaust manifold. After the manifold is closed the box will be blown open and the compressed heated air purged.

Both techniques utilize the exact same magnetic diaphragm box and power generating intake turbine as is shown in the drawing.

I AM STILL TESTING BOTH DESIGNS TO DETERMINE WHICH ONE PRODUCES MORE POWER.

By removing the exhaust valve more air is drawn through the turbine.

When the exhaust valve is included the cold air is allowed to heat longer.

The final design is still not determined at this time.

The basic concept however is the same. The perforated belt insures a large quantity of cold air is drawn through the intake turbine.

This is the key to the power source of the flying suit. It must be in a constant updraft!!!

The belt focuses all external updrafts onto the wearer as compressed air is sprayed resonantly out of its exhaust holes.

The wearer of the iron fiber magnetic flying suit can also use "EPULATES".

These emulates are worn on the shoulders and are parachute shaped. This generates more drag as the updraft is focused on the wearer during flight and allows flight at lower updraft velocities.

Kim, you must first master the basics of the flying boots and power belt, with its magnetic diaphragm resonance box.

After these devices are understood. The power generating concept can be expanded too much larger devices.

A small flying device the size of a go-kart can be designed around the flying boot principle.

This allows the pilot to recline over the magnetic diaphragm. This design uses a small tail fin for guidance.

Kim, understand you are not flying because of "DIRECT THRUST"!!!

You are flying because in order to generate power from the updraft you must oppose it.

It is the "UPDRAFT" surrounding the aircraft that is lifting you into the air.

Therefore the aircraft can have a natural dihedral in its base. It is "STABLE" in flight without thrusters to compensate as used on a "HARRIER".

If you remember anything it is this.

The devices "DO NOT" produce thrust against gravity!

That is used in all forms of ducted fan aircraft dating back to the 50's.

Ducted fan aircraft are "UNSTABLE" and require endless control adjustments to maintain flight.

It is far better to generate an "UPDRAFT" around the aircraft by exhaust feedback.

This produces a stable safe form of lift that does not require endless thruster compensation to remain in dynamic balance during flight.

Consider this point carefully. Conventional wisdom directs "THRUST" at the ground in opposition to gravity! As you are aware there is a new military jet with a vectored thrust turbine and ducted fan canister.

There is also a "BACK PACK" ducted fan system under testing. It uses two ducted fans above the pilot's shoulders.

THEY ARE WRONG IN THEIR APPROACH!

It is far better to induce a powerful updraft around the pilot to sustain flight.

It is all a matter of your philosophy of flight.

In effect the "FASTER" my device falls to the ground the "MORE" power it develops.

Therefore you want an updraft to keep you in the air at all times. It is a natural fall braking effect.

So we are looking at two distinct solutions to the flight problem. One in which we vector thrust to the ground (conventional). The other where we produce an updraft that holds us in the air above the ground (pyro-magnetic turbine)

I believe sitting in a focused updraft is a far superior way to maintain safe flight. The faster you fall the more power the flying belt produces.

I want you to think about that. Conventional wisdom is to blow thrust against the ground to oppose gravity. My thinking is to induce a strong updraft around the pilot to sustain flight.

The updraft is far more stable as a means of opposing gravity. It also provides a "NATURAL POWER SOURCE".

P.S. There are dozens of designs I have not shown you. It took me many years to understand them. I still lack the use of a good vertical flow wind tunnel to test my designs in. This has cost me years of valuable research time. I do the best I can with a shoe string budget. If you think about my concept long enough it becomes obvious. There is no need to use fuel to power an aircraft. The natural thermal updraft and my pyromagnetic diaphragm turbine, in combination, provide all the power necessary for flight!

END

