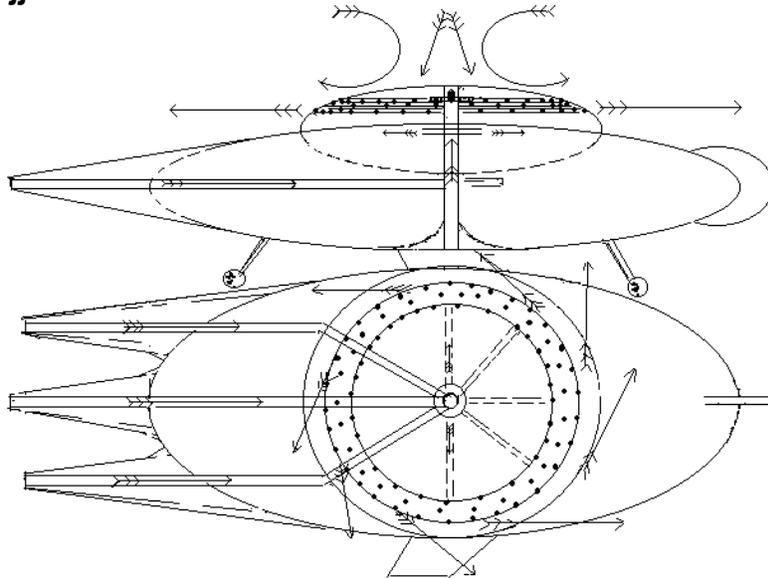


**WR. 7-03**  
**The Writings of Prof. Bailey**  
**Repulsion Energy,**  
**2004**

**LETTER 7/03 "Boas 1957 Pyro-magnetic Turbine Spacecraft"**  
**See Sketch jjb10**

**Pg. 01**



Kim, the line drawing gets a little busy here.

This is from the 1957 Boas case in South America.

If you examine the drawing you will see a central magnetic pole.

Above the magnetic pole is large "ROTATING TURRENT".

This turrent is driven by magnetic oscillation in its upper magnetic diaphragm.

Air is pumped from the outside through the three intake tubes.

The intake air is "COLD".

As the magnetic chamber is filled with cold air the magnetic diaphragm shuts off the exhaust holes and allows the cold air to absorb heat from the wind blowing above the rotating turrent.

The turrent springs open and compressed heated air is released at a 90 degree angle around the turrent.

The turrent spins faster and faster and cuts its central magnetic field. This generates electricity that is used to power the ship and keep its magnetic pole active.

In the actual case example of this device, the farmer claimed that he could hear "AIR LEAKING FROM THE TURRENT". It was cold during the landing and never stopped spinning.

During take off, the central magnetic pole was turned on. A loud "BUZZ" could be heard on the top of the rotating turrent.

The lights all around the ship began to brighten as if a large generator was slowly powering up.

The rotation of the turrent increased at the same moment the lights brightened.

Therefore the circular turrent was the power source for the lights and the central magnetic pole.

The "MAGNETIC BUZZ" grew louder and louder as the upper turrent grew bright red.

The ship rose a few feet into the air. The upper rotating turrent becomes bright yellow and the ship rockets into the atmosphere at hundreds of miles an hour and disappears into the night sky.

**Kim, this machine "DID NOT" use fuel!!!**

The rotating turrent was magnetic in nature. There can be no doubt of that.

It was a form of pyro-magnetic turbine spacecraft.

Cold air would build up in the turrent until the magnetic field closed off the exhaust ports and allowed it to heat. The magnetic field then weakens as the upper magnetic diaphragm de-magnetizes.

This opens the central exhaust valve and compressed air is blown from the turrent at a 90 degree angle thus spinning it to a high Rpm.

Consider Kim wind can impart both kinetic energy and heat to a large tank of cold air. This combined with a magnetic field is all that is required to drive a pyro-magnetic turbine spacecraft engine.

In the hydrogen rich environment of space, thermo nuclear fusion will take place inside this rotating turret.

That is a whole new area of research and is beyond the scope of my current experiments.

There is still controversy as to if a central exhaust valve is required.

Remember, when the upper magnetic diaphragm is convex the turrent is filling with cold air. When the upper magnetic diaphragm is concave the turrent is heating the trapped cold air to produce pressure!

We have "TWO" distinct cycles, one is the cooling cycle the other is the heating cycle.

The magnetic field attracts the magnetic diaphragm when it is too cold and releases it by a counter spring when it is too hot.

It is really nothing more then a convection current driven pyro-magnetic wind generator.

**DO NOT BE CONFUSED BY THIS ADVANCED PROPULSION CONCEPT!**

**It is not "FREE ENERGY"!!!**

It is a simple consequence of trapped cold air in a large magnetic plenum being heated by the flow external wind.

I will give you several more designs that do exactly the same thing.

P.S. The upper rotating turrent generator can also be used to generate "ION" wind. This will increase the ships velocity to close to the speed of light!

END