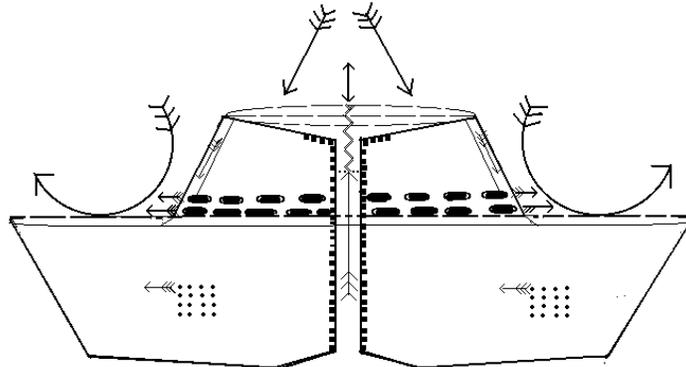


WR. 7-16
The Writings of Prof. Bailey
Repulsion Energy,
2004

LETTER 7/16 "Park UFO"
See Sketch jjb15

Pg. 01



Kim this UFO was seen in a park in North East America.

There were windows shattered in the area from powerful "SOUND WAVES" emitted by the UFO.

The observer saw it hover in a park he was walking in and made a deliberate effort to look "UNDER" the UFO.

He was expecting a propeller to be attached beneath the hull.

HE SAW ONLY A LARGE MEMBRANE!!!

There was nothing but a large flexible plate under the UFO. It had no exhaust pipes or propellers!

IT MADE A LOUD "HUM", LIKE A REFRIGERATOR!

This is a clear example of the resonating magnetic diaphragm concept.

The bottom of the hull gave off a definite "HUMMING SOUND".

He saw nothing else on the bottom of the circular UFO. It had what appeared to be windows all around its rim.

There can be "NO DOUBT" that the bottom of this UFO was resonating. The eye witness was looking directly at the bottom of the UFO and only saw a resonating plate. He was very surprised it had no exhaust pipe or propeller.

I wanted to tell you a "JERRY CAN" is from W W 2 Germany. They were used during the African campaign to carry fuel to tanks in the field.

The cans were rectangular with "X" shaped bends to allow the can to expand when full.

The allies saw the value of these fuel cans and began to use them as well. That is where I got the words "JERRY CAN". It is a W W 2 fuel can carried on the sides of tanks and armored vehicles developed by the Germans. Germans were called "JERRY'S" by the allies. Hence the word "JERRY CAN".

I used one to fuel my ultralights in the fields I flew from. I was sure you had used the rectangular "JERRY CAN" with its "X" bend in the sides to carry fuel to an Ultralight landed in a farm pasture.

KEEP THINKING ABOUT WHAT I AM TELLING YOU.

Trap cold air between a magnetic plate and hull of a UFO and it will expand against a magnetic field and produce electrical power. That energy heats the rim of the hull and maintains a constant updraft. The resonating plate first becomes convex and then concave. This allows wind to move very rapidly past the convex bottom of the craft and then it is suddenly "RAMMED INTO THE MAGNETIC DIAPHRAGM" as the bottom becomes concave!

The UFO always draws cold air inside the magnetic diaphragm first as it becomes convex. Then it rams the wind under the hull by becoming concave. This action not only heats the trapped cold air, it also generates electrical power. This power comes from changes in magnetic flux in the hull as the resonating membrane is pushed away from the magnetic pole.

If you were to stand right under a UFO it would make a powerful "REFRIGERATOR" or "HUMMING" noise.

The magnetic diaphragm also sounds like a "SWARM OF BEE'S" or a "RICOCHET" sound as if a bullet was bouncing off a metal wall.

It has also been known to make a "BOING, BOING" sound.

The feeling is of an intense "ALL AROUND YOU" noise.

It would be like standing next to a giant stereo speaker as it resonates at a low frequency.

It is always the same basic sound. I have placed A.C. transformers against metal bowls and obtained the exact same noise.

THERE CAN BE NO DOUBT, SEEN OVER AND OVER AGAIN, IS A LARGE MAGNETIC PLATE OR DIAPHRAGM BEING PUSHED IN AND OUT AS THE UFO MOVES THROUGH THE AIR.

The plate can be on the bottom or the top or even the sides.

It has also been known to sound like a "SHORTING OUT TRANSFORMER" or a "TICKING CLOCK".

Remember the red glow is from "INDUCED ELECTRIC CURRENT IN THE HULL". This current is from a transformer effect in the hull of the craft caused by the magnetic diaphragm separating from the magnetic pole as cold air expands between the magnetic diaphragm and the inner hull.

We are definitely converting the expansion of trapped cold air into electrical power. This can be found on early telephone transmitters. In that case sound waves move the magnetic diaphragm and generate current in a large permanent magnet.

It is a combination of an expansion piston with a magnetic flux plate. The heat transferred from the external wind striking the bottom of the hull is absorbed by the trapped cold air. There is nothing new here. The basic concept goes back over 100 years!

THE ONLY REASON WE ARE NOT USING THIS EFFECT IS DO TO GOVERNMENT SUPPRESSION.

The idea should have been in mainstream science over 75 years ago. There is no new physics to learn.

You must believe me. I have found hundreds of cases, some from personal interviews that prove my basic power generation concept.

The only reason we are not using it today, is because some powerful government entity has erased the research from the public record.

I will attempt to send you more data.

The idea of a heat absorbing windmill is not hard to prove.

Just keep in mind wind has "BOTH" kinetic and thermal energy. We must combine the two to get enough power to fly an aircraft. Kinetic energy alone is not enough (spinning turbine blades).

Also Kim, the firestorm effect causes massive amounts of cold air to fall from the upper atmosphere as heat rises from a fire. That cold air must be trapped and heated in a large chamber against a magnetic field or the ship will not get hot enough to maintain a power producing updraft.

Some of this heat is from the "KINETIC" energy in the cold intake air. The rest is from the absorption of thermal radiation from the external environment and the rammed wind striking the magnetic plate which generates electrical currents in the hull like a huge transformer.

HEAT IS WHAT KEEPS THESE CRAFT ALOFT! IN A STRIKING PARADOX IT IS THE TRAPPED COLD AIR IN THE HULL THAT EXPANDS AGAINST A MAGNETIC FIELD TO PRODUCE THIS HEAT.

Place a large spoon in a stream of water and turn it upside down and then right side up. The water will first flow easily over its convex shape and spray everywhere when it is concave to the stream flow.

You can also mount a steel can lid on a rubber membrane and place it close to a permanent magnet (cylindrical) wrapped hundreds of times with magnet wire. Vibrate this membrane in any way next to the permanent magnet and current will be generated in the magnet wire.

Another experiment is to take a "FRUIT CAKE TIN" and drill a small hole in the center of the can lid.

A cardboard "DISCPLACER" piston is mounted on a steel wire and placed inside the "FRUIT CAKE TIN".

With the cake tin placed on a hot electric stove, the wire is first pushed in and then pulled out through the small hole in the center of the can lid. This raises and drops the cardboard displacer piston inside the fruit cake tin.

The cake tin will first "SQUASH" as the internal air is shifted to the cold top of the tin, when the displacer piston is at the bottom and "EXPAND" when the air is at the hot bottom of the tin, when the displacer piston is lifted to the top by the heavy wire coming out of the can lid hole

This effect is "DRAMATIC" and shows how a magnetized UFO hull expands and squashes in flight against its magnetic diaphragm.

In the Gulf Breeze, Florida UFO case, the photographer referred to this glowing yellow plate beneath the UFO as a "POWER PLATE".

If we do place this information on a web sight., It will be important to decide if we are going to refer to this device as a "UFO MOTOR" or stay with a strict conventional windmill power generator designation.

We will lose a lot of serious scientific wind energy interest, the moment we refer to this as a "UFO MOTOR".

Mainstream science does not recognize the UFO as legitimate science. It does however like to examine new methods of harnessing "CONVECTION WIND". If we refer to it strictly as a new form of wind generator, we will reach a much wider scientific forum.

GOOD LUCK ON YOUR RESEARCH EFFORT!

