

WR.021509 Chicago Airport UFO Sighting

Kim, there was a very informative "HISTORY CHANNEL" presentation of a "UFO" sighting a few days ago!

There has been a number of reports of "UFO" punching 8,000 foot holes in the clouds.

The last time this happened a circular disc rose very rapidly up through a cloud base and left a perfect "HOLE". This incident occurred over a busy airport and was officially denied by the control tower.

I will not get into the physics involved except to say the calculated energy was over a 100 Megawatts!

That was the energy required to instantly evaporate the water droplets inside the cloud the "UFO" rose up through.

We have labored for years under the belief that these machines are powered from natural convection currents.

Kim, we have internal and external power sources that can explain these "CLOUD HOLES". One requires the application of advanced Nuclear or Chemical energy. The other only a repetitive dynamo effect from our convection feedback mechanism at the base of the "UFO" hull.

What is the importance of this as far as we are concerned as researchers of this phenomenon?

Kim, "WHY DOES A SAILBOAT REQUIRE A LARGE SAIL"???

Yes, you know the answer to that question.

Kim, "IF" and that is a very big if...If a "UFO" had access to a "ROCKET ENGINE", Why my friend make it "DISC" shaped???

We know from the development of rockets over the last 50 years that they work best as a "TUBULAR" pointed shape with very low cross section drag!

Why Kim, build a machine to fly through the air in a "DISC SHAPE", when all that is really required with a source of thrust (Chemical or Nuclear) is a long slender tube with a pointed nose cone at the top and rocket nozzle at the base with guide fins???

Now do you see where I am going with this letter?

Even if you have an advanced "ANTI-MATTER" drive, why place it on a "DISC" shaped object, when a rocket shaped "UFO" would have so much less drag?

The answer becomes painfully obvious. We were right my friend. A "UFO" uses natural energy sources the same way a "SAIL BOAT" does!

A boat that uses an "INTERNAL" power source (Gasoline or diesel engine) can be built with a narrow hull and have low forward drag.

A Sail Boat however requires a "MAST,BOOM AND SAIL" structure above it's deck and a "WIDE" hull to allow it to "LEAN" as the wind strikes it's sails.

Kim, a Sail Boat must do this in order to utilize a "NATURAL" energy source.

A power boat can be built with a very narrow hull, optimized for low drag and efficient use of it's "INTERNAL" power source.

I will repeat this point for clarity. Kim, an "**INTERNALLY POWERED**" device that travels through the air, is far better shaped like a missile.

However Kim if a "UFO" has to use a natural energy source like the wind, then it must have a hull specially designed to interact with the external flows around it.....

Therefore Kim, a "UFO" must be shaped as a flat "DISC" and not a slender missile shape as are found on all modern rockets.

Yes, the Space Shuttle has "WINGS", it is an exception to the rule and lands like a glider, almost all other rockets of modern design have a slender missile shaped structure so as to present the least drag cross section to forward motion.

The "UFO" is disc shaped for the same reason a Sail Boat has large sails above the deck. The "UFO" uses it's disc shape to catch the updraft moving past it in the sky.

I think you see my point by now, so I have no reason to elaborate further.

This brings us back to the subject of this letter. How does a "UFO" make a perfect 8,000 foot hole in a cloud?

Simple my friend, it is constantly pulsing its plenum as an updraft rushes past it's exhaust ports. This power producing exhaust pulse would instantly vaporize any water droplets in it's vicinity. It would be like lifting a 100 Megawatt "HOT PLATE" through a cloud! It has to make a large circular hole.

The "UFO" hull is heated from eddy currents as the implosion compressor oscillates beneath it. Even a brief contact with water droplets in a cloud by a "UFO" hull heated in this manner; would completely evaporate the cloud, in a perfect hole from the bottom all the way to the top of the cloud.

Kim, all that is left for us to do is prove our method of power generation.

I know I have promised you tests of my devices for a very long time now.

We have several prototypes. One uses the parallel plate implosion compressor (similar to your Internet release). The other uses the "ENTIRE" plenum and a magnetic membrane connected exhaust valve at the center.

In the case of the simple Implosion compressor design, a "CRANK SHAFT" drives a flywheel as the parallel plate compressor goes from Convex to Concave shape.

If our original theory holds true, then the flow of air past the rim ports produces a negative pressure between the upper and lower membrane. This forces the membrane against the upper compressor plate, doing this stops all air entering the center of the pyro-magnetic compressor

and the intake pipe or induction turbine begins to "RAM". This once again returns the magnetic membrane to it's convex shape!

Kim I have no disagreement with this. I have researched this problem for over 35 years now and will not "SETTLE" on any one convection powered aircraft engine for fear I could have chosen the wrong design.

A wise man must "ALWAYS" have an alternative design if the original design fails to operate as predicted.

Kim, if we are right on the original theory you have discussed at length at conferences. Then all that is required is to place a "FLYWHEEL" based parallel plate implosion compressor test model into a vertical flow wind tunnel and start it compressing. If our theory is correct it should "REMAIN IN OPERATION" as long as a vertical updraft moves past it!

That is a simple analogy to the proven rotating parachute in common use today. A rotating parachute produces twice the drag of standard parachute of the same surface area. An Implosion compressor no larger then a few feet across can develop thrust comparable to a small rocket engine, but the principle is the same as on the rotating parachute. Airflow past the device activates the compressor or spins the parachute.

The faster our Implosion compressor falls through the updraft, the more powerful it's compressor becomes.

You know this already, so I will not discuss it further in this letter.

What I will discuss is a potential new design. I now believe it is possible to place a moving plate "INSIDE" the plenum shell and keep the external hull "RIGID".

It is the same idea as the parallel plate compressor, but does not require a "FLEXIBLE MEMBRANE".

I have already done experiments with this design years ago, so I know it works.

Kim, the last design we have discussed uses a single valve attached to the magnetic membrane. This valve closes the rim ports as the membrane becomes concave and pressurizes the "ENTIRE" plenum.

The pressure build up in this special case is from eddy induced hull currents and the intake's induction turbine ramming, as the central exhaust valve closes. Since "NO" parallel plate is in use, we can not develop pressure from squeezing two parallel plates together.

Kim, I also have a design that uses a single "INTAKE" valve that opens only when the hull membrane is concave. This compresses a powerful spring that then springs the membrane away from a magnetic pole as fresh intake air enters through the valve. We can also open and close the blades of the intake turbine directly. You see the variations are endless!

Kim, what is our "BIGGEST" problem when it comes to completing these tests?

We are having extreme difficulty in procuring the magnetic membrane.

The magnetic membrane must be capable of several inches of deflection or none of these designs will function properly in our wind tunnel tests.

The magnetic membrane must be capable of flexing millions of cycles without cracking or breaking!

The membrane can "NOT" be stiff in nature. If the magnetic membrane is too hard to "BEND" from a convex to a concave shape, the compressor will "STALL".

Yes Kim "MEMORY METALS" may solve the problem for us. The memory metal magnetic membrane would then shift between convex and concave shape depending on it's temperature!

Kim, that is why I have been so fascinated all of these years about reports from the Roswell crash that show a silver "UFO" metal with memory properties!

The only question left if ever such a piece of metal was found at the crash sight and not confiscated by our military, is the silver "MEMORY METAL" from the Roswell "UFO" also magnetic?????

Kim, if you take any steel plate even a few thousandth's of an inch and mount it on a circular frame, it's maximum deflection is very limited.

I learned long ago in the construction of an implosion motor magnetic membrane, that several "BENDS" must be strategically placed in the magnetic membrane or it will not deflect from a convex to a concave shape.

Eventually the bends in the steel membrane develop stress cracks after several thousand oscillations. Recall Kim, the membrane can be triangular, square or rectangle shape, as well as round.

I found it very interesting how many "PATTERNS" have been seen on the bottom of "UFO" by eyewitness accounts.

Yes Kim, I believe these bends in the hull beneath the observed "UFO" are from the strain points where the hull is crimped so that it's magnetic membrane can flex from a convex to a concave shape.

Kim, can we build a convection powered aircraft without bending the hull?

Kim recall that as the magnetic membrane becomes "CONCAVE", a substantial amount of vertical air flow is deflected away from the rim exhaust ports.

This allows the intake pipe or turbine to effectively ram and re-inflate our compressor membrane!

Once the magnetic membrane becomes convex, the wind rushing past the rim ports is greatly increased and induces an implosive vacuum between the parallel plate compressor.

Kim, if you "REMOVE" the magnetic membrane from the device, you no longer have a method of changing airflow around the hull or varying the hull temperature. This renders pyromagnetism inoperative!

Kim, all you have to do in a wind tunnel is place port holes around a disc and a small turbine on top will spin at high Rpm's from the induced rim port suction! I have done this experiment a thousand times by now with many different shapes from a flat disc all the way to a cylinder shape, with no loss in intake turbine Rpm. I know it works. It is fundamental!

But what's next? The only thing that will happen as the turbine spins up, is that the hull will "COOL" from depressurization by the exhaust port suction.

Kim then what do we do? Do we close a central butterfly valve connected to the exhaust ports? Thus allowing the intake turbine to ram so it will heat the plenum from pressurized air???

Kim that is an experiment I have done as well. It does not have a magnetic gap or any form of parallel plate compressor. The "UFO" model is always in a rigid "CONVEX" shape and presents little reaction to the external updraft flow.

My argument is, by removing the flexible magnetic membrane from the base of the "UFO" model, you have effectively rendered it inert!

Kim, the Airforce is doing advanced studies on in flight "CAMBER" changing wings at this time. It is not in anyway impossible to flex a piece of metal from a convex to a concave shape!

If it is a "FUNDAMENTAL" requirement of our aircraft engine, then it must not be removed from our design concept simply because it is difficult to do.

My conclusion to this letter is straight forward. Kim "ALL" my designs work in a wind tunnel environment. They are fundamentally valid. The question remains which one is the most efficient at maintaining it's power function in all flight conditions.

Look Kim, we can get a Lithium ion battery and a high efficiency motor to operate a parallel plate compressor with rim ports. This model would fly do to pulses of compressed air from the rim ports. The ports would have a slight downward deflection and lift the model into the air until the battery was exhausted.

Yes Kim, I realize that is an "INTERNALLY" powered model design.

I only submit it works right now, today, with no further modification and even using a "RUBBER MEMBRANE" for the compressor plate!!!

So Kim if that is possible. Then all we have to prove is that with a magnetic membrane our compressor will function "WITHOUT" a battery after take off. That is why I need further vertical wind tunnel studies. I also need access to a machine shop and a metallurgy lab so I can develop the proper allow for the magnetic membrane.

I think you can see the endless dilemma I face up here. My relatives promised me a large steel building over 35 years ago so I could construct my vertical flow wind tunnel and they have yet to make good on their promise....

I am living at a "SURVIVAL" level with bad plumbing, faulty wiring and a close proximity to a busy road! My well is leaking badly and must be repaired before the pump burns out.

The small house I am forced to live in has a collapsing floor and can not support heavy equipment. The maximum ceiling height is only 7.5 feet and prevents me from building a vertical wind tunnel.

The best I can do at this time is place small window fans on milk crates to test my convection powered models and "THAT" is not acceptable any longer, after 35 years of studying these devices I need something better than an old window fan on a milk crates!

Kim I realize how bad our economy is. My only point, if wind energy researcher's like us are never given the proper equipment to finish our convection motor tests, then our "ECONOMY" will stay bad!

The only way to get America rolling again is for private industry to innovate new ideas and products. How can we do that always working with inferior equipment.

I have waited too long for a solid concrete floor and a steel lab building. If just "ONCE" my relatives would keep their word, I would finish these experiments in days! I have thought it all out!

We can finish this! I only lack the most minimal support and lab space. We should be making our own holes in the sky by now.

Kim, this convection energy research could get America back on it's feet again. But only if we have help.

If we are right, then we have solved one of the most fundamental Aviation problems of this Century, possibly even the Millennium! It is sad that so few people have faith in me. I am very grateful how much you have shown me over the year.

Your research friend Mr.Bailey

P.S. I will send you some new diagrams of my latest experiments