Centripetal Propeller - Propulsion - Orbital Propeller

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Swedish filing reference: Stefan Tubman 700811-9278 PRV 1600141-4

Brief :

This document is a patent application by and covers a overview of Orbital Propeller which is a overview of a previously unknown and undocumented functional acceleration manipulation device which is a new concept. After reading this document you will basically understand mechanism of how to build a functional modeled propulsion device and have a understanding of functionality. Centripetal Propeller is entirely an innovation invention. This device is a rational functional aerospace propulsion chassis concept which introduces a new innovation in methodology unexpressed prior to this application to the Swedish patent authority body PRV. This innovation is not a gift or token purchase; nor collaboration from any collective with which I have collaborated; data was subsequently collected and interpreted. The resulting device is a electromagnetic acceleration manipulation device and is a new innovation. I present here manipulation which covers its capability in manipulation of acceleration as well as elaborated proposal of use as a propulsion device. This document should be reviewed by a qualified applied physicist and engineer for interpolation assessment.

Acceleration shield

Prototype example §

In the photo picture of mono model above you will find that this idea is to build a acceleration propulsion gyro inducer like the one in the picture. This should be perhaps 2 meters in diameter weighing 40 Kilos The result is an acceleration device with a rotation disk weighted at outer edge and having a magnetic positive property for repelling..
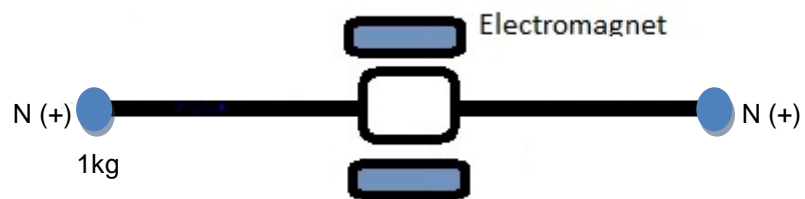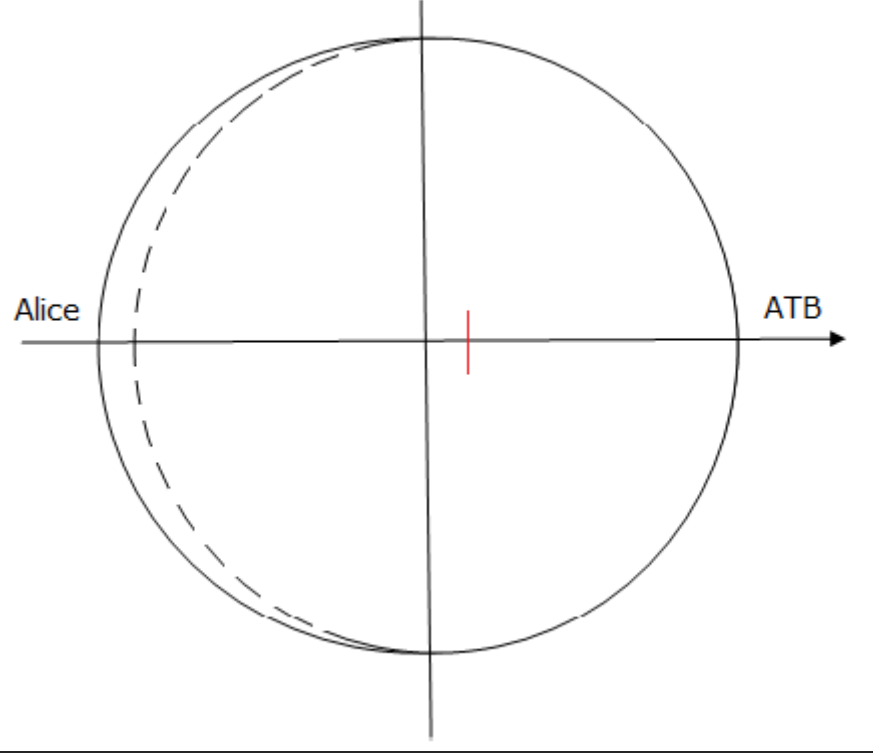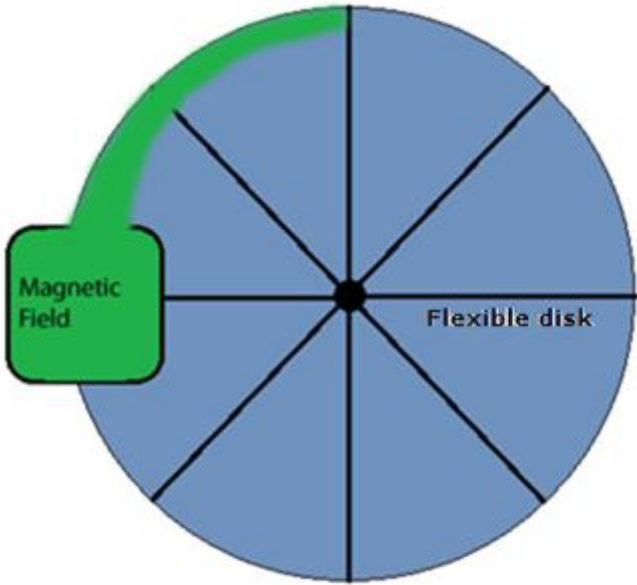
Propulsion disk:

A dual direction Magnetic disjunction drive is stressed by placing a great force repelling magnetic field below and above covering a quarter hemisphere of the device deflecting it apart in that hemisphere to facilitate acceleration by momentum transition to the vehicle in orientation.
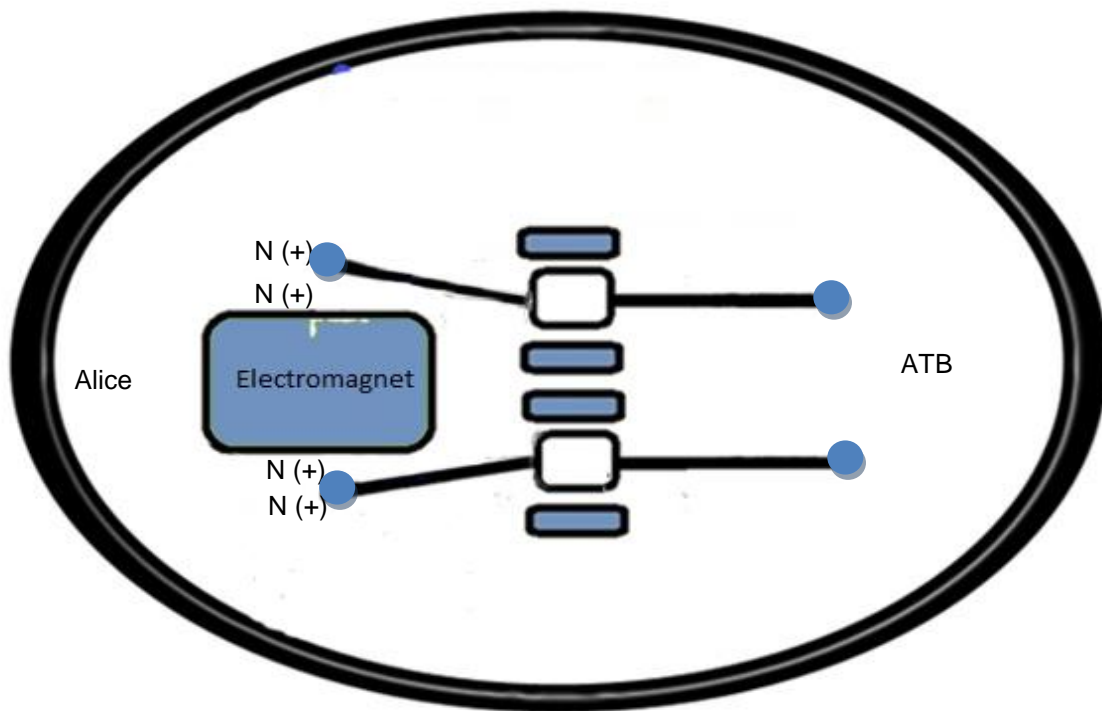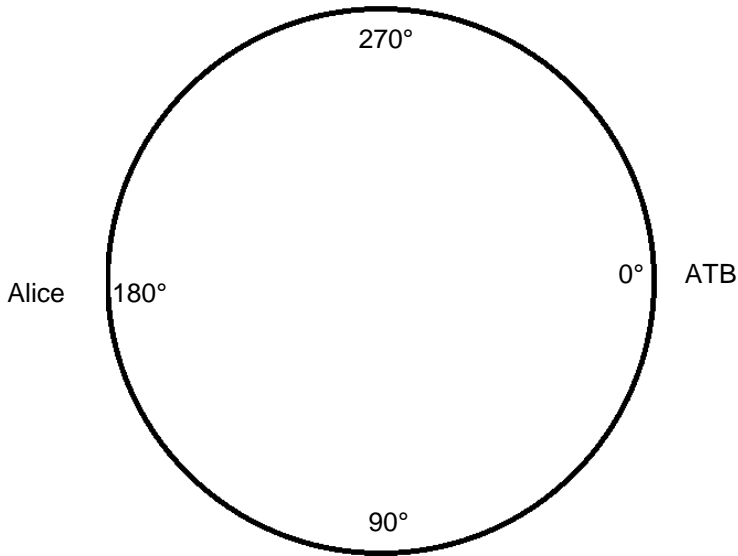

The magnet (magnetic) component deflects the rotor component with lift and release of the spokes Alice ensuring minimal spin resist. Possibly this hinder can be minimized by placing the spokes closer to one another to form a more or less flexible disk.
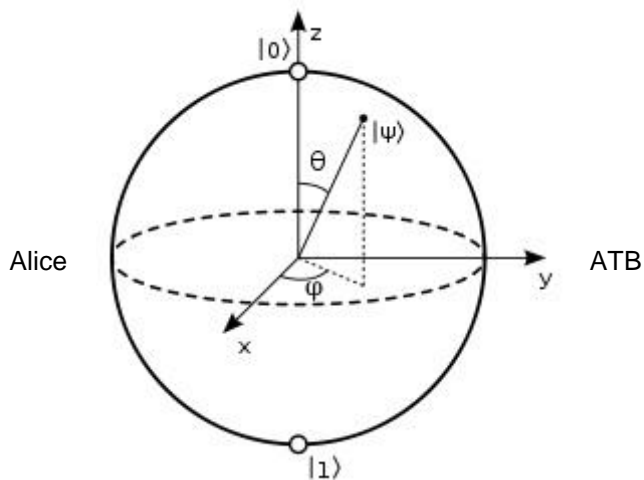
Magnetic Field

Flexible disk

Alice

ATB

## Orbital operating disk logic reference frame:

This acceleration propulsion concept Orbital disjunction above can be reasoned with the following argumentation:


Rotation has the potential to accelerate and given torque / coreolis / centripetal and Lorentz force properties the tensile structure of structural composition will use energy to compete for and maximize space available to it at zero degrees (y). When spun into a curved space rotation at a high state of torque acceleration the disks will occupy and attempt to own the path of least resistance affording maximum space this is to say that it will occupy with great force the available space at zero degrees of spin (y) along the equatorial of the axis of the spoke disk component. We can then say that with induction application of a opposition force the electro magnets will cause a distension zone in

opposition to the 180° degree spin of the axis of the disks causing it to consummate that state of acceleration to spin at off axis of equatorial positively or negatively so that the Alice side of the disk is angularly spun off axis away from equatorial where it would afford path of least resistance and where it occupies and consummates occupancy of greatest geometric space in that by owning this path it spins with the greatest afforded space by the energy it has by torque state of acceleration. Detracting from this by opposition with great magnetic force either side of the zero or 180° degrees of axis spin the device affords less space along a restricted path of spin so it can be inferred and asserted that the Alice side of spin occupies less space by angular force acting against path of least resistance when deflected and compared to the ATB side 0° of the device which is allowed to take the path of greatest geometric volume unhindered in unison with the Alice side. Potentially the ATB side of the device occupies greater space geometrically with greater collective force and is in fact spinning unimpeded with greater force of acceleration than the Alice side. It can be by logic said that the ATB side of the rim is metrically rotating faster over distance than the Alice side so that the state of acceleration torque at the ATB side of this rim is greater than the Alice side such that the direction of drive of this device will be in the direction of the ATB side of the device (to the right) allowing transference from null rotation momentum to disjunctured acceleration.
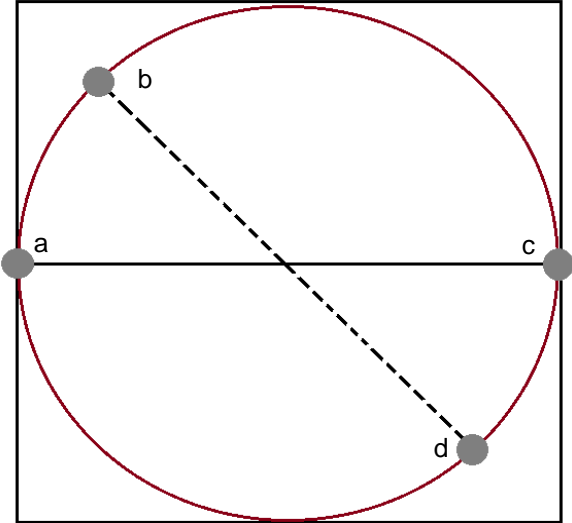
In this figure above we see an illustration overview of rotation of the device where we can note rotation from a..b at the left of the device and rotation from c..d on the right side of the rotation for a coupled spoke respective fulcrum in it's middle. It takes the same time for arc rotation rpm consuming an equal degree of rotation for both the left and right side components of the device irrespective of deflection.
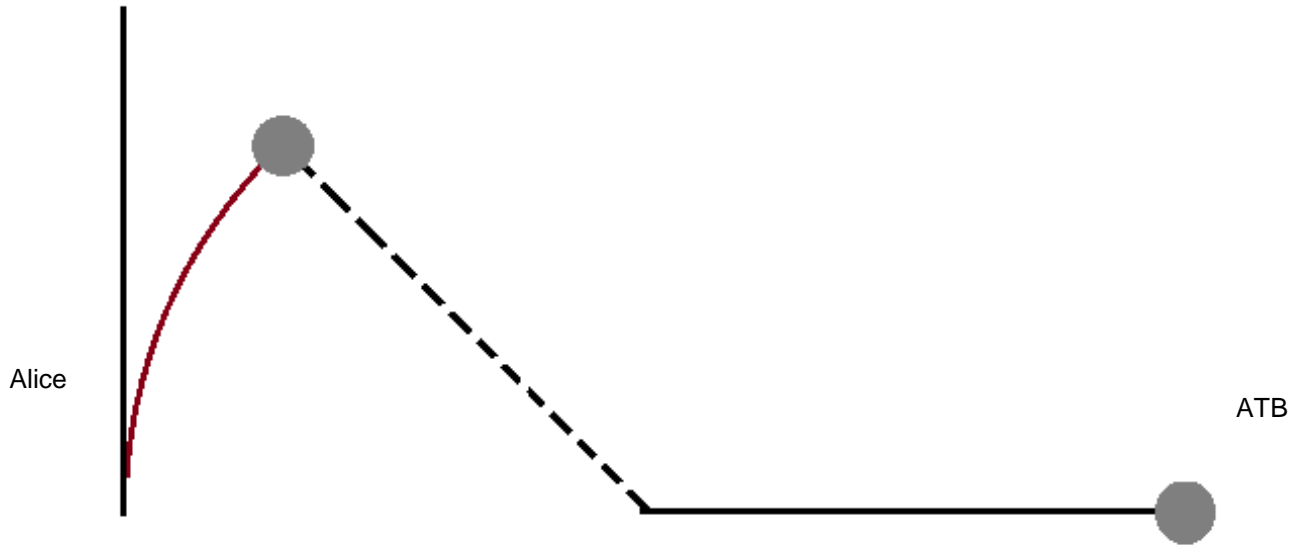
In this figure above we see a cross section illustration of rotation from a side view of the device (a and c) where we can compare the solid line (c) illustration as start rotating through to the dashed line as with a..b on the left side and c..d on the right side. We can make note that at a deflected angle of 45 degrees the distance travelled by the left side is less that the distance travelled had it been at a straight line undeflected as with the right side (ATB). The centripital force produced by the device on the left side of the device is less than the right because the radius distance of the weight (one kilo) on the left side is reduced.
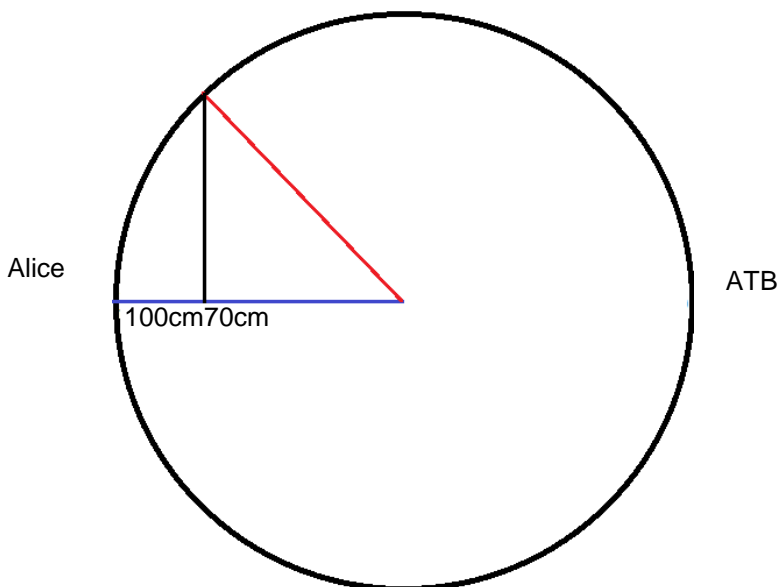
We can see in this illustration of a two meter drive above that upon deflection the radius for calculating centripetal acceleration having rotated from a..b (Alice) becomes a radius of 70cm versus 100cm using a two meter drive template.

Should one then have a two meter drive with radius of one meter where the angular to linear velocity formula is : $v = r \times \omega$ results in a linear velocity of **7.3304m/s** for 70cm deflected at 100 rpm. This is a difference from the other side's counterbalance of the same weight at 100cm unhindered resulting in a velocity of **10.472m/s** a difference of **3,1416m/s.**[1]

$f = mv^2 / r$ is the formula for centripetal acceleration and results in **76.7639488** centripetal force for the 70cm (Alice) side counterbalanced by **109.66278399** of centripetal force (ATB) side spinning at 100rpm. This is a propulsive difference resulting **32.8988** of thrust produced by the device's component of two counter balanced spokes.[2] spanning two meters having a radius of one meter and a one kilo weight at the end of each spoke

Recursive argument:

A one kilogram weight at the end of a disc spoke on the Alice side of the disc when deflected at a vertical 45 degree angle from equatorial travels a shorter orbital distance in it's hemisphere than a opposing matching weight on the ATB side of the disks; this results in disjunction where the centripetal force produced by the weight at the deflected Alice side is less than it's counter weight on the ATB side of the device. The Alice side of the device is slower than the ATB side in sum total producing acceleration of the rim in the direction of the ATB side of the device. This lesser distance as stated is respective of the X / Y axis depicted in the diagram which results in and is proportional of the centripetal force produced along this plane determining the net resulting force to produce acceleration.

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[1] http://www.endmemo.com/physics/rpmlinear.php
[2] http://calculator.tutorvista.com/physics/533/centripetal-force-calculator.html

Requirement:

There is no proven technology existing for acceleration magnetic disjuncture propulsion. This is a unique breakthrough of process and methodology as well as state of acceleration component potential for logistical propulsion complementary. This employ also implies a stretch property to the E. Podkletnov predictive models and an M. Alcubierre predictive propulsion can be overlaid to fit it's design. The technologies employed exist where the practice, usage and conception did not; I claim ownership as proponent and originator of this concept step towards propulsion methodology having researched solutions. This type of acceleration device does not exist and I am the originator of this concept which is in part theoretical and unproven. This anomaly is available and justified in what can be called an anomaly of the laws of motion.

Stefan Tubman