Centripetal Propeller - Orbital Propeller - Infinity Propeller - Propulsion

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Swedish filing reference: Stefan Tubman 700811-9278 PRV# 1800145-3

Brief :

This document is a patent application and covers an overview of Orbital Propeller which is an 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. Orbital 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 an electromagnetic enhanced 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 motorized propulsion device. This document should be reviewed by an applied mechanic or engineer for build assessment.

Prototype example §

In the photo picture of mono model above you will find that this idea is to build an acceleration propulsion rotor pair similar in construct to the lab model in the picture above. The drive for this exhibit is two meters in diameter weighing forty kilos with twenty spokes per disk element. The result is an acceleration device with a rotation disk weighted at outer edge with shuttle mass a kilogram each having a magnetic polar positive property at end of the spokes for repelling by magnetic force from below.

Kilogram shuttle mass (magnetic)

1kg   1kg
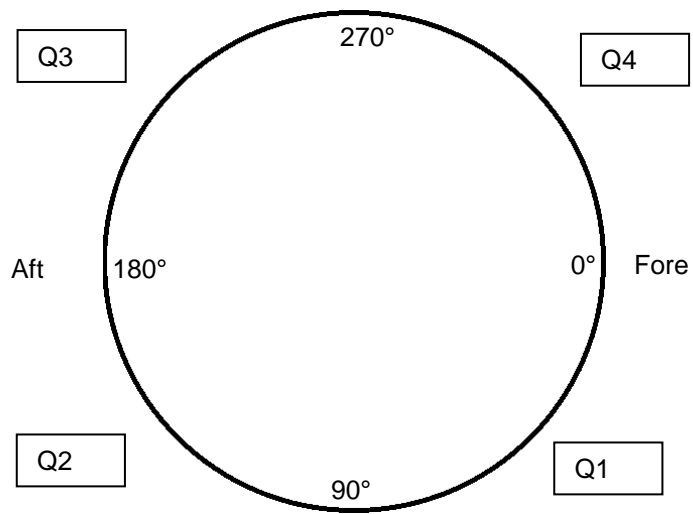
N (+)   N (+)
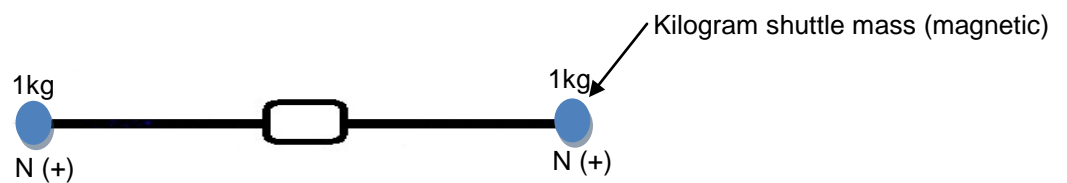
Propulsion disk chassis:

A dual direction counter rotating Orbital Propeller is stressed by placing a repelling force magnetic field below and above dual propulsion rotors covering a quarter hemisphere of the device deflecting it apart in a quarter hemisphere to induce acceleration by momentum transition to the vehicle chassis frame in orientation; here it is quarter 180° to 270° for the upper propulsion rotor. Aft and Fore refer to rear and front of the chassis frame shown here in vertical cross section for reference in orientation of vehicle direction.
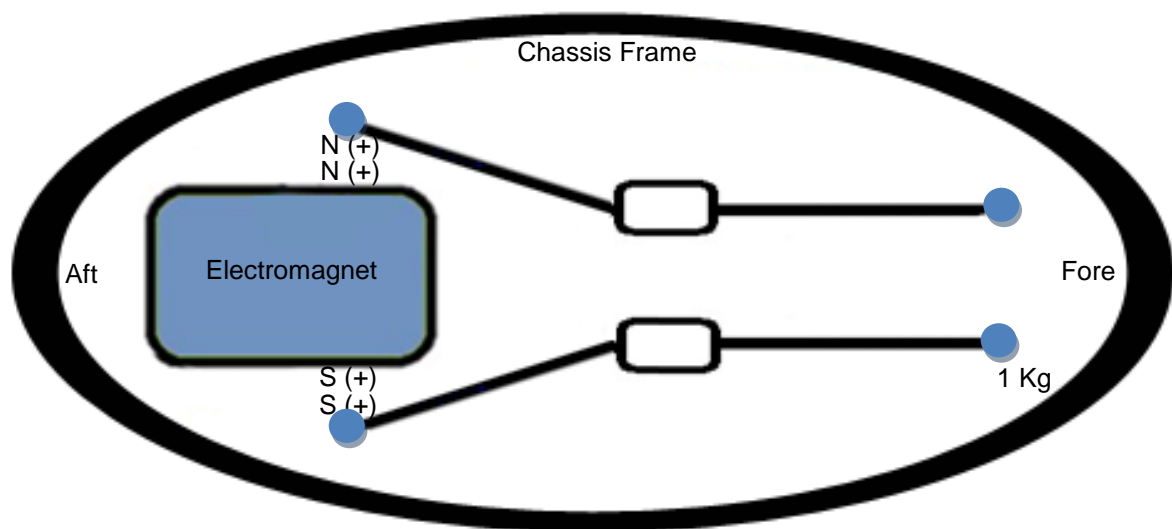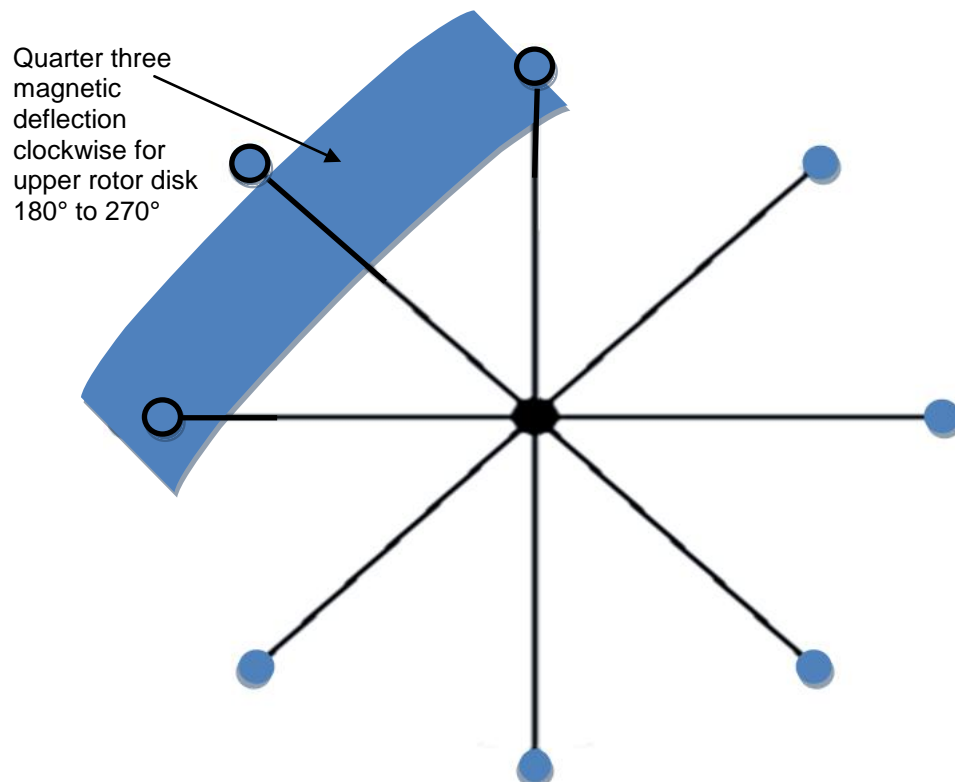

The electromagnet (magnetic) component deflects the shuttle mass with lift and release of the flexible spokes at 270° to 180° on the Aft side. On release the shuttle mass flattens out over quarter 180° to 90° where the upper propulsion rotor shuttle mass is spinning anticlockwise for this exhibit. The lower propulsion disk is a mirror reverse where shuttle mass spins counter rotating to the upper disk clockwise in exhibit and is deflected magnetically from 90° to 180°.
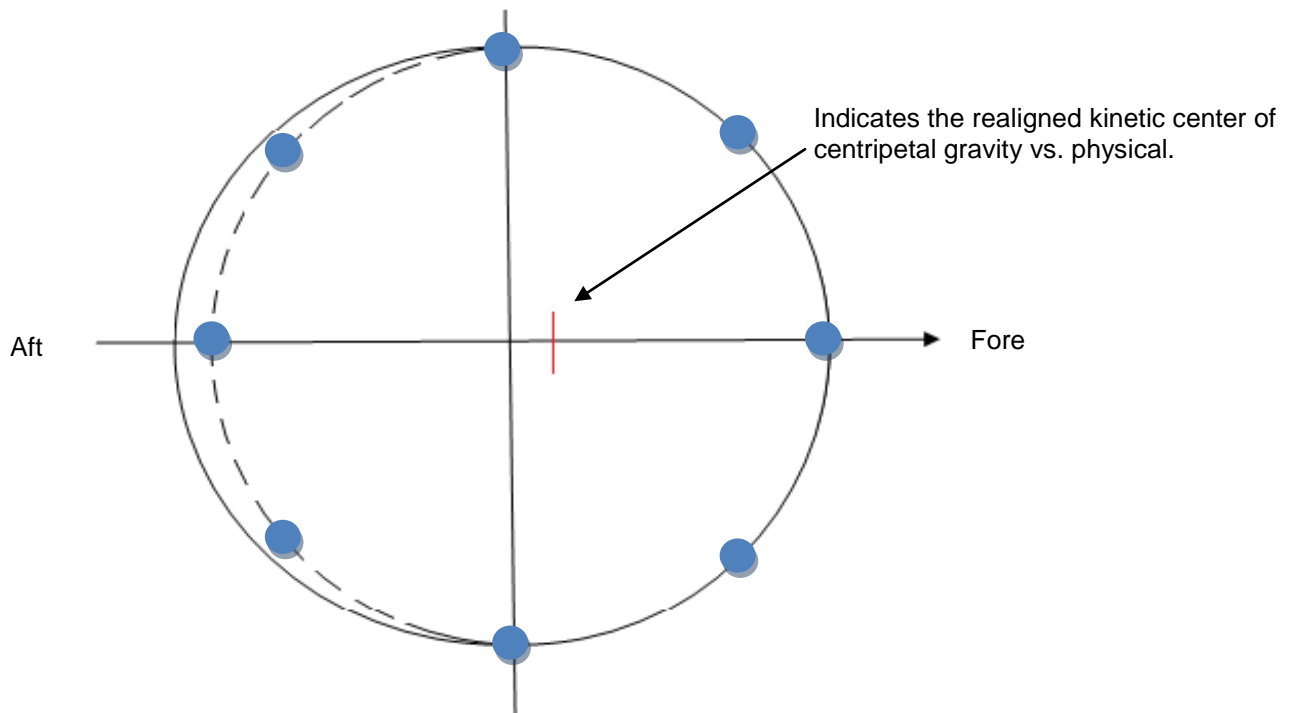
**Horizontal view shuttle mass quarterly reference:**

Q3

Q4

270°

Aft   180°   0°   Fore

Q2

Q1

90°

Overview of upper shuttle rotor :

Quarter three magnetic deflection clockwise for upper rotor disk 180° to 270°

Overview of planar volumetric occupancy by shuttle mass of free space:

Indicates the realigned kinetic center of centripetal gravity vs. physical.

Aft

Fore

## Orbital operating disk reference frame:

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

Aft

Fore
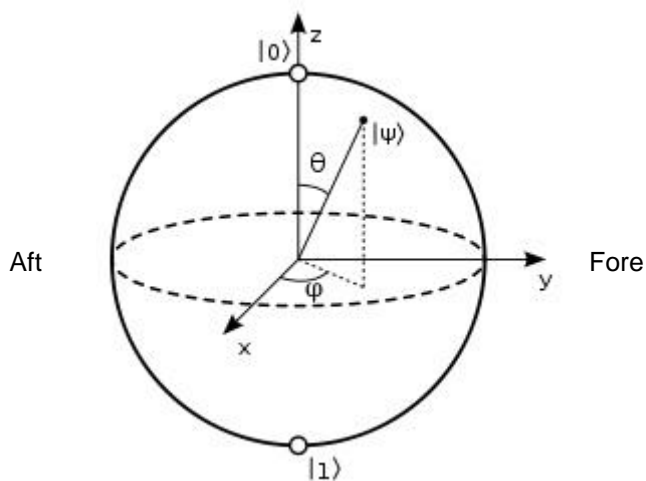
Rotation has the potential of acceleration and given torque / coreolis / centripetal and Lorentz force properties the tensile structure of structural composition will use energy to compete for and maximize space available to it at zero degrees (y). When spun into a

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 an opposition force the electro magnets perpendicular will cause a distention 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 Aft 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 of 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 Aft side of spin occupies less space with angular force acting against path of least resistance when deflected when compared to the Fore side 0° of the device which is allowed to take the path of greatest geometric volume unhindered in unison at fulcrum with the Aft side. Potentially the Fore side of the device occupies greater space geometrically with greater collective force and is in fact spinning unimpeded with greater planar force of acceleration than the Aft side. It can be logically said that the Fore side of the rim is metrically rotating faster over dominant plane than the relative orbital plane of the Aft side so that the state of acceleration torque at the Fore side of this rim is greater than the Aft side such that the direction of drive of this device will be in the direction of the Fore side of the device (to the right) allowing transference from null rotation momentum to magnetically disjuncture acceleration in this exhibit.

Counter balanced rotation:
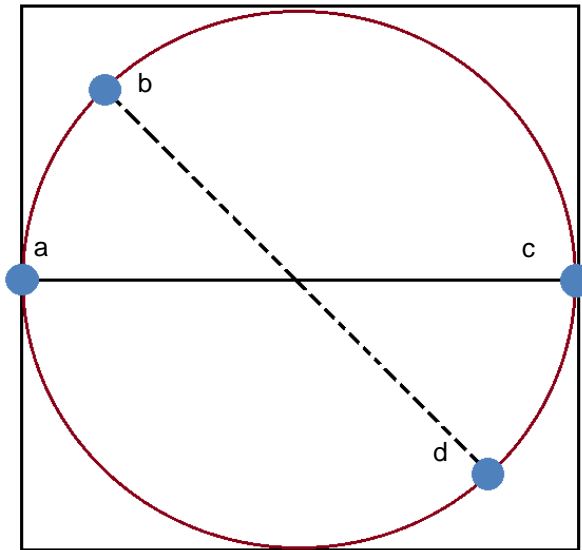
In the figure above we see a cross section illustration of rotation from a side view of the device (a and c) where we can compare the solid line (a.c) illustration as start rotating through to the dashed line as with a..b on the left side and c..d on the right side. We can make note that at a deflected angle of 45 degrees the relative distance travelled by the Aft side at a deflected orbital plane is less than the distance travelled had it been at a straight line undeflected as with the right side (Fore). The centripetal force produced by the device on the deflected 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.

In the figure above we see an illustration overview of rotation of the device where we can note rotation counter balanced 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 of fulcrum in it's middle. It takes the same time for arc rotation consuming an equal degree of rotation for both the left and right side components of the device irrespective of deflection.

Deflection horizontal view of upper disk through quarter two:
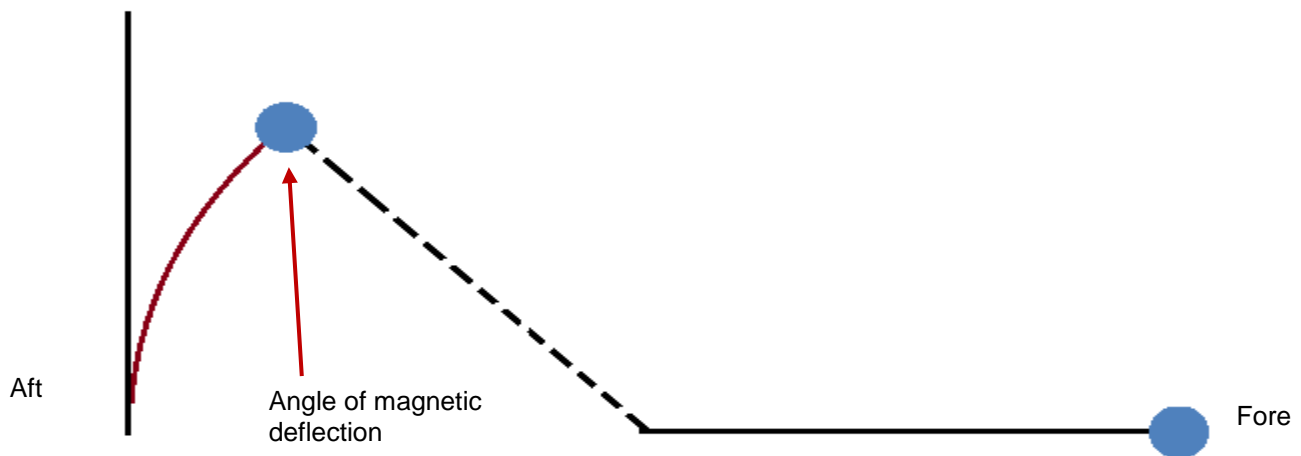
In this figure we see our angle of deflection to be on start the inseam of the shuttle mass from fulcrum perpendicular 90° directly below for the upper disk so that the force exerted is redistributed for the shuttle mass exerting a downwards force at 90° of spin.

Magnetic release horizontal view of upper disk through quarter three:

Angle of magnetic release with release magnet above the shuttle mass.
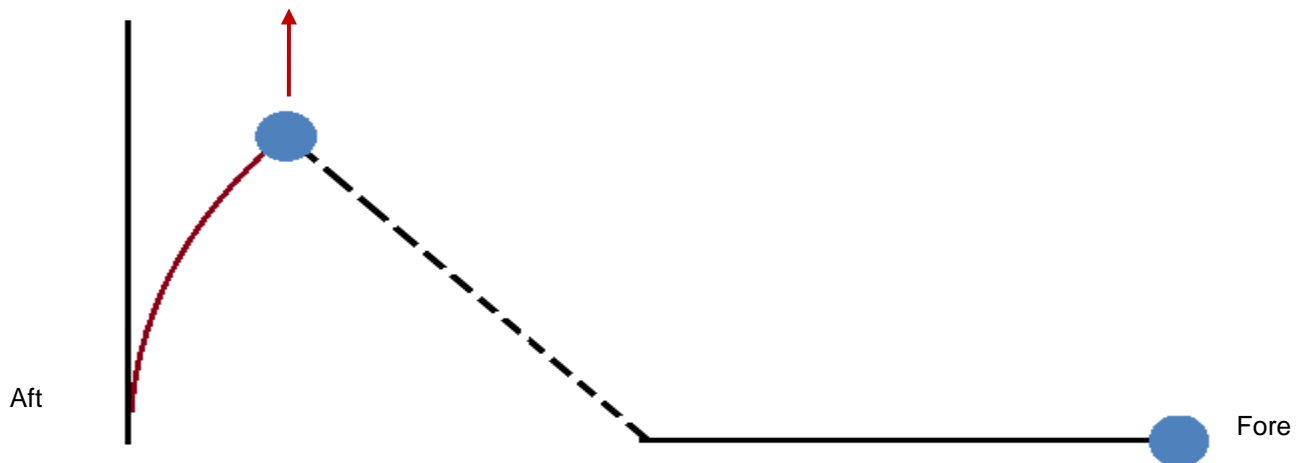
In this figure we see our angle of release to be from above the shuttle mass so that the force exerted is redistributed for the shuttle mass exerting a downwards force at 90° of spin. This highlights a dynamic property of magnetic release and deflection from below and from above. The equator divide imparts attribute in the initial quarter panel for which to push up from below the equator is a deceleration where force imparted to the frame is increasing for a rate push. A pull from above the equator mount point is an acceleration for which force imparted to the frame and shuttle is decreasing for a given rate of pull.

Configuration of vantage from below and above the shuttle mass allows for setting of device deflection with variable property 1/0, 0/1, 1/1, 0/0 to present use of both mount points placing the load of deflection / release at any point perpendicular on vertical axis to spin plane at equator and including alternation of load point. Repell / deflect is deceleration / acceleration whereas lift / attract becomes accelerate / decelerate tools with which to manipulate angular momentum. Where 0 = deflection and 1 = lift attraction we find that we can sequence either 0/1 conversely 1/0 for the upper disk shuttle which are opposing sequences with differing dynamics. Thus configured a perpendicular rotor disk deflection to an orbital plane deflection the rotor rotates at a planar relative slower respective center of gravity and dominant plane of device rotation.

Post deflection end quarter three

The quarter post deflection provides thrust as with the deflected quarter and requires a controlled release from the deflected shuttle mass position. This can be accomplished for example with use of a magnetic release, shown in illustration below, as with the deflected quarter. In this case a magnetic release so that acceleration potential is buffered through the entire quarter as per overview of volumetric occupancy for optimal device results for the upper rotor disk. The lower device rotor disk is thus anticlockwise (on overview) reverse mirror sequential of the upper disk to counter torque and provide pinion directional reference for shuttle mass respective chassis with directional quality and quarterly transitions of sine inflection (fore and aft).

Spin release from below shuttle mass quarter three in clockwise rotation.

Spin lift from above shuttle mass quarter two clockwise rotation.
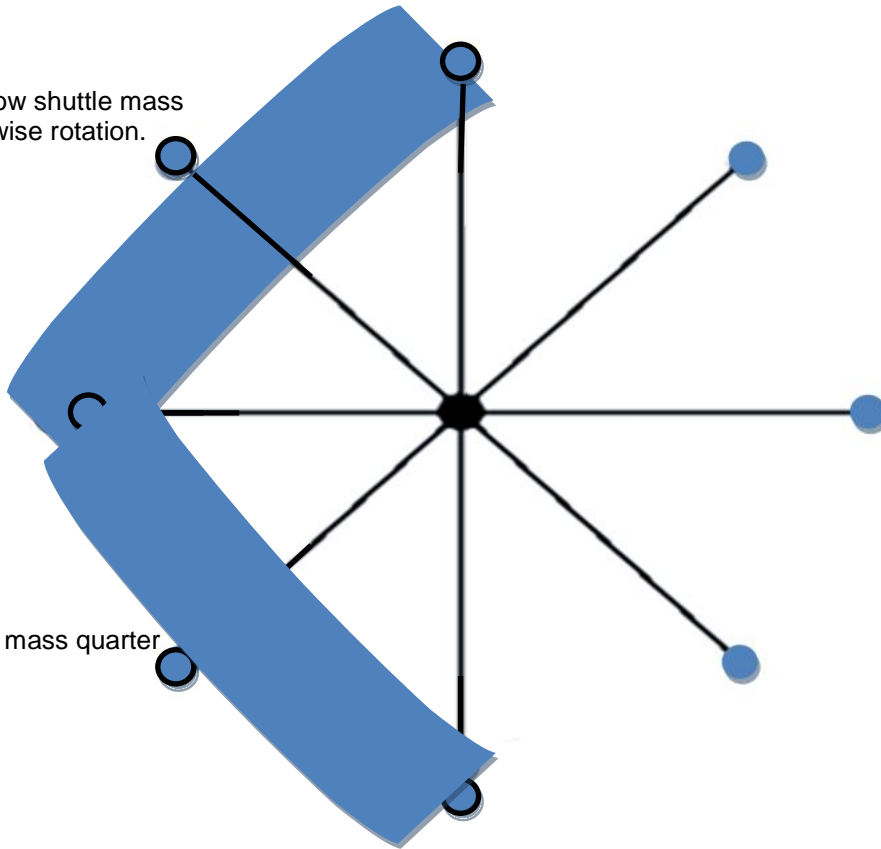
Momentum bias generation :

Aft

Fore

100cm 70cm
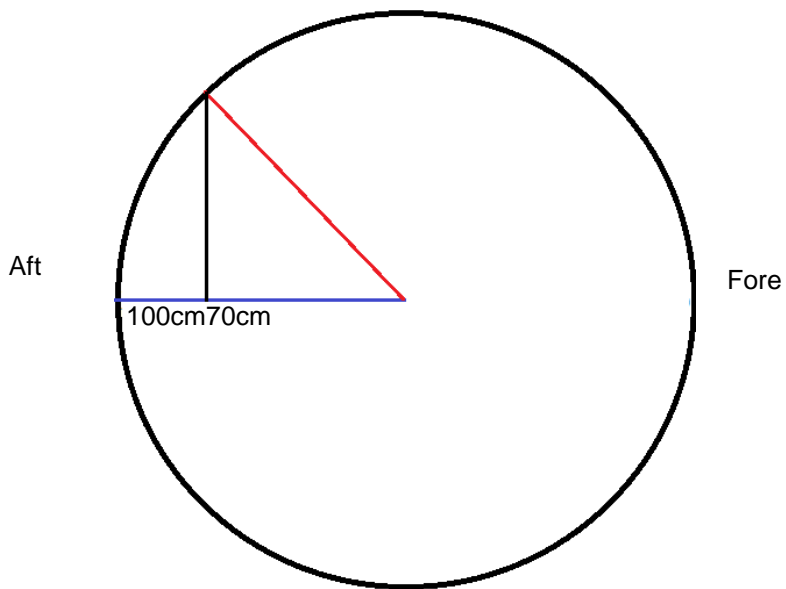
We can see in this illustration of a two meter drive above that upon deflection the radius for calculating centripetal acceleration having rotated from a..b (Aft) becomes a radius of 70cm versus 100cm using a two meter drive template by classical Newtonian equation of force calculation.

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 (Aft) side counterbalanced by **109.66278399** of centripetal force (Fore) side spinning at 100rpm. This is a propulsive difference resulting **32.8988** of thrust produced by the device's component of two counter opposing spokes.[2] spanning two meters having a radius of one meter and a one kilo weight at the end of each spoke

<u>Recursive argument:</u>

A one kilogram weight at the end of a rotor disc spoke on the Aft side of the disc when deflected at a vertical 45 degree angle from equatorial travels a shorter relative orbital distance at a lower speed in it's hemisphere than a opposing matching weight on the Fore side of the disks occupying less volumetric space in dominant planar; this results in disjunction where the centripetal force produced by the weight at the deflected Aft side is less than it's counter weight on the Fore side of the device and is distended. The Aft side of the device rotates at a slower speed than the Fore side in sum total producing acceleration of the rim in the direction of the Fore 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.

Note: In our exhibit here we use a two meter device employing 40 kilograms of shuttle mass and use magnetics to deflect the shuttle mass.

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

Requirement:

This is a unique breakthrough of process and methodology as well as state of acceleration component potential for aerospace logistic propulsion complementary. 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 and developed this solution. This type of acceleration device does not exist and I am the originator of this concept which is in part theoretical and unproven. This device is available and justified in what can be called a demonstration of anomaly in the laws of classical motion.

Stefan H. Tubman