

Till Patent Och Marknadsdomstolen

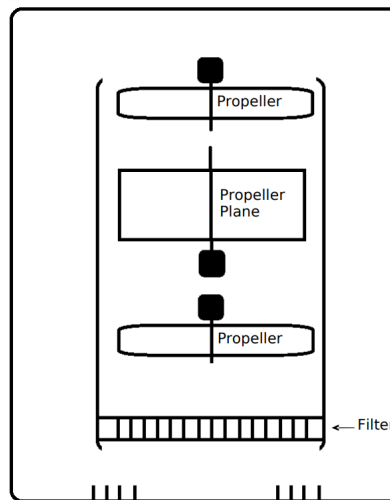
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Appeal :

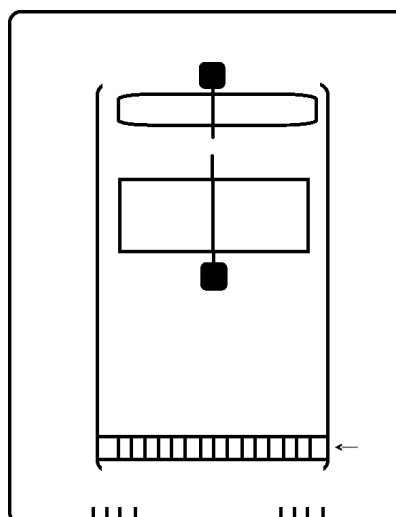
Why do I feel the decision is erroneous :

On the 10 - 05 - 2023 an update to 2000238 - 3 was submitted to PRV via electronic submission requesting to include a variant entitled MMP a single illustration submitted and rejected. The examiner writes “ Patentansökan har alltså ändrats så att patent söks på något som inte framgick ur ansökans grundhandlingar.“ The illustration MMP is a variant of the previously filed PHD which I thought would be helpful as additional material showing an alternate configuration functioning by the same mechanism of propulsion concept as what was previously filed which I will attempt to clarify here in this document. It is always possible to be clearer on any topic which perhaps I should have done elsewhere.

MMP which was submitted 10 - 05 - 2023 is the following figure illustration :



The previously filed PHD figure illustration is as follows :



Examiner Johan Åhman writes “ hur en framåtriktad kraft uppstår genom att två motroterande propellrar skapar en rörelse i fluid “ which expresses that I have not been successful in conveying to him how this non Newtonian motion propeller functions and shall try to do so here and in an updated “Patentkrav”.

There are in fact no propellers configured in opposition, both propellers shown in MMP being identically configured to produce a downwards force propelling the unit frame upwards. When considering for Newtonian arguments this upwards force produced by the propellers is countered by an equal and opposite reaction force where the propelled medium a gas not fluid impacts the floor of the unit’s chassis; a closed system.

In both PHD and MMP we have a rotation plane where the medium is rotated not by a propeller rather what can be described as a paddle or rotor. A rotation plane best illustrated with a spiral galaxy as viewed astronomically in free space (not to be dramatic) which is a surface referencing point of rotation as center of gravity at all axials and is a singularity. A rotation mass in free space referencing at rest for center of gravity as perpendicular to a vehicle not in opposition. A rotation mass referencing it’s axial center of gravity expresses energy with momentum at the traveling bodies velocity at rest and we can manipulate the the energy momentum pushing against a rotation mass (surface) and arresting it for return and propulsion.

To illustrate the properties of a rotation plane let us describe a scenario. Let us say that you have a 30 cm long functional scale model of MMP or interchangeable PHD and you are in an aircraft. Let us then say that you are traveling in said aircraft at 600km an hour holding your functional model pointing it in direction of travel. We then remove all propellers from the functional model with only the plane of rotation rotor remaining and it’s gaseous medium. We then have a rotor spinning at a velocity creating a plane of rotation with the unit’s gas medium; if you were to pull back the model you are holding you will find that the plane of rotation will reference 600kmh of the aircraft in which you are traveling as static and impact the front wall of it’s chassis pulling away from it’s rotor freely. Similarly were you to push the model forward the plane of rotation will reference again the 600kmh and direction of travel of the aircraft as static and impact the back wall of your model unit. A plane of rotation behaves with gyroscopic property referencing its axis of rotation as static and it’s center of gravity at instance. From this scenario we illustrate a plane of rotation having a property of a surface; that which impacts front and rear walls.

Both MMP and PHD function propulsively having the very same mechanism and were we to examine PHD the mechanism of propulsion is the resistance offered by pushing against it’s associated plane of rotation which is static to a free space a singularity / not associated with a unit’s chassis wall or unit frame. Hence interaction with a plane of rotation in this scheme is non Newtonian as it is free from the unit’s chassis or frame walls and a static surface (energy surface) referencing an axial center of gravity and direction of travel. For MMP an additional propeller identical in configuration is introduced to that depicted in PHD only now below the plane of rotation and pulling on it’s associated rotation plane surface in synergy with and complimenting it’s above counterpart propeller in unison. The examiner states further “ propellrar skapar ett rörelse i fluid “ as providing a propulsive force when it is the propellers themselves that exhibit propulsive force pushing or pulling it’s frame against an associated resistant rotation plane surface for a force not associated with impacting a unit’s chassis frame which Newtonian models do not consider for.

A vortex or rotation plane is a floating point gyroscopic surface with static axial references to velocity and center of gravity for a system an open or closed system and can present as a singularity independent of a greater overall closed system. I hope that this dialog explains the principles and mechanisms by which one induces a propulsive force as with Vortex propeller PRV: 2000238 -2.

Further to these illustrations a descriptive title is introduced “ PHD “ abbreviated pivotal hypotenuse drive making reference to a pivotal rotation where gaseous medium rotates at an axial location referencing the axes fulcrum it’s vector direction of travel and velocity at rest universally in this case 600kmh having gyroscopic reference which resists push pull in any direction with gyroscopic force. The pivotal rotation specifics, velocity, of vector rotation and distance from fulcrum axis of rotation. We then contrast a hypotenuse with pivotal measure which is a linear measure of the rotation medium having mass velocity and vector property vis a vis fulcrum of rotation where it is propelled downwards. We measure that a resulting hypotenuse is of greater length than our previous pivotal reference distance measure. When forcing medium mass for a greater distance respective axial fulcrum; the operation medium will resist exhibiting greater force as we force for a greater measure from fulcrum axis of rotation a greater distance from axis of rotation where there is increased rotation measures for distance from fulcrum velocities and vector values. The hypotenuse is a greater distance than pivotal measure for vector value difference which result in exhibit of gyroscopic force from rotation medium highlighted by a PHD descriptive. Discrepancy measured given time elapse and propelling medium downward in a closed system. PHD references a dynamic for which a force is produced acting on which highlights a propulsive anchor surface which is not a chassis frame wall rather a free space force. The propeller acts against a force rather than system unit frame’s wall. The examiner Johan Åhman notably observes that this is observation previously not in my documentation monologue.

What change in the decision would I like to see.

I would like the inclusion submission of MMP and titles to stand and be included for 2000238 - 2 , as in keeping with PHD, if I have been successful in explaining the mechanism by which a propulsive force is produced being the same for both PHD and MMP. If I have not been successful in presenting the mechanism of propulsion here please explain posing any questions you may have and I offer motion to withdraw the submission of MMP rolling back to when the application was in good standing having been reviewed. Subsequently an updated refiling of 2000238 -2 is to be filed with elaborated observation unless these can be included with my current filing.

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Göteborg May 27 2023