

## Space, Propulsion &amp; Energy Sciences International Forum-2012

**GYRO / INERTIAL PROPULSION & GYRO PARTICLES FORCES SYSTEMS**

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**FORWARD**

This paper describes over 20 demonstration motion force specimens. These would be systems for traveling gyro-dynamic, torque-based generating force motion that apparently replicates the atomic mechanics of the electron energy torus; and other mass transfer phenomenon which also demonstrate a possible mechanical motion explanation for inertia. First, the paper will discuss the problems in discovery of how  $\tilde{E}_{inertia}$  (and gravity) may have its basis in the inherent immediate reaction from gyro  $\tilde{E}_{wave}$  (atomic / molecular) planar disturbances -- (any multiples of angular rotation of the mass spin plane). This generated torque force field could be a summation / synthesis of  $\tilde{E}_{gyroscopic}$  reactions. These reactions appear to be based on the plane of stability (or force) associated with a mass arc travel. Axial rotation of the plane of rotation sets up a torque system linked to precession.  $\tilde{E}_{Natural}$  precession always starts with an orbital  $\tilde{E}_{bumping}$  which manifests as a cyclic settlement into handling torsion loadings on the original (angular displacement) beam. The  $\tilde{E}_{bumping}$  has been observed in gyroscopic initial precession reaction; and has been seen as an obstruction to the smooth major arc displacement energy transfer into precessional motion / torque. Appropriately powered precession is necessary for vortex energy and propulsion; and can obscure the  $\tilde{E}_{bumping}$ . During the time that the origin torque is passing through the (up to  $\frac{1}{2}$  turn) pre-alignment period, there is an opposition to acceleration of the system (mass) that is a definitively ratioed correlation displayed by the devices arc rates. This and the  $\tilde{E}_{bump}$  (which actually may be a cyclic basis for a continuous power / motion)  $\gamma$  can be the re-incryption of the DNA spiral and can also be sub-atomic in its application bases.

When many gyro particles are in a structure and, of course, at random positions, the sum of the precessional motion becomes  $\tilde{E}_{inertia}$ . When the period is powered at a rate faster than the natural gyro resistance (e.g. to a gravity handling stability) relativity then various torque based power and spiral motion becomes available. The various resulting power systems include oscillating or waving propulsion -- needing dynamic dampening means. All these powerings have a time-mass energy relativity that is an associated torque amalgam of gyro like realignments that are replicated in inertial and on through: magnetic-electric-radio-lighty  $\tilde{E}_{ether}$  energy -- that have a unified speed ratio plan to define the various components of power and mass construction.

Secondly, this paper will attempt to suggest the more incisive bringing forth into the physics curriculum the basic mass operations spin-angular deflection rates-radii-ratios interpolations / extrapolations that might be brought into descriptive mathematical relevance for these force /

motion translations / progression / propulsion and power usage.

**NOTE:** If a mass (system) is moved such that no gyroscopic (rotations of electron spin plane) action occurs then no inertial resistance occurs -- this pathway may be nearly impossible to find in the chaotic randomness or because of intra-structural communication between electron spin planes. The electrons that are specifically involved in a spin plane have been naturally realigned, and thereafter move as gyro neutered. The alignment of a casual positioned wheel spin occurs following laws of gyro dynamic geometrics and generally these stay intact despite even with very acute angling to the beam of major arc travel -- this being relative to opposed rotating particles increasing or decreasing the radius along or parallel to the major arc travel. This needs further and meticulous analysis as to cause and effect variables.

### **SPECIAL NOTES:**

1. In September 1997 we realized that the initial alignments of multiple gyros (4 and 6) motoring themselves chaotically cause a resistance anomaly in that the initial resistance response to a powered displacement of the gyro plane(s) may be a mechanical demonstration of inertia  $\mu$  at least the energy back feed will cause wheel spin acceleration or tumbling / bumping in the precessional identity imprint translation -- also, there is a self-induced oscillation / tuning that causes rotation (continuous tumbling) of the gyro spin plane.
2. In March 1998 we found that combining one or more spinning wheel(s) positioned as satellite(s):
  - a) Mounted in a fixed in-plane major arc; (with wheel[s] at any angle except in a plane that is parallel to the major arc plane); and,
  - b) powering precession; and,
  - c) fixing the wheel axis to a system that can rotate about a normal shaft that is perpendicular to the major arm and will force the major arc travel relative to an unconnected but fixed focal point.
 Then the result is reactionless mass motion (that is not necessarily cyclical net zero motion).

Also by providing gyro (or gyros) in a geometrically controlled mounting so that the wheel masses may pass through the radial line of the major arc displacement during the two gyro points (wheel plane motion parallel to the major arc plane). The pass through will reverse the major arc back torque so that a reactionless rotational continuity of motion motorizing force will occur -- other powered oscillating rotational motion arrangements are demonstrated.

**Gyroscopic Propulsion Basic Construction Concepts** (not all the constructions done are demonstrated)

1. Powered precession (for helix or major arc motion/power transmission) for making positive oscillating (high torque) power (not only negative stability effect resistance).
2. Mass (propelled) controlled / guided by: a rigid major arc plane that is established by:
  - a) A physical beam; and,

- b) A curved track (rail), or hillside
  - c) An outside arcing mechanism (on-ground or in fluid); -- as in J-B cart (or boat);
  - d) An inertialized system (– not accomplished satisfactorily yet).
3. A timed powered precession for resultant motion / torque in major arc plane:
- a) That is wavy;
  - b) That can be linear (with additional free precessional rotation);
  - c) That can be either continuous rotation or oscillating.
  - d) Continued (pulsed) motion by translated wheel planes(s) through the major arc radial line during the zero gyro periods (wheel plane parallel (or in) the major arc plane.
  - e) Propelled mass is in the close vicinity of the wheel(s) that basically have a long distance from the major arc torsion focal point; and a short (to zero) precessional arc radius.
  - f) The wheel spin and powered precession rate are coordinated for maximized rate of motion or power.
  - g) The inertialization of the arm is accepted into the gyroscopic torque phenomenon so that the mass travel distance/period is maximized  $\mu$  in precession or much slower rotation torque is maximized along the major arc (perpendicular to the spin plane) arm; and speed is maximized in the precessional arc direction of rotation.

**Gyroscopic Precession and Arc Mass Motion – Why an Angularly Displaced Spinning Wheel Translates Weakly Very Nearly 90° (when free) or Helically (when forced) -- a non-Newtonian, Reactionless Mass Displacement Action**  $\mu$  or the reverse, high torque with lower angular (rotation) speed when the precessional arc is accelerated past its sympathetic system speed.

There are two basic velocities (vectors) in temporal time:

- 1) Spin  $\mu$  Arc motion combinations that are a gyro system (of at least two free [but physically or operationally] attached) initiated by spin plane displacement that contains internal potentials, and is made up of torus particles that are each bonded/linked or otherwise biased to a focal point; e.g. a double gimbaled spinning wheel, of atoms; and planet systems
- 2) Essentially relatively straight non-gyro (-possibly associated with other systems) motion of a spinning mass system where the system is free to move non-gyroscopically parallel and/or in its spin plane with no spin plane angular displacement, but moving in a spatial datum (of reference); and is of essence arcuate  $\mu$  by being in a stable arc motion or possibly by being subject to the torus speed differential (energy) ratio of the spinning particles that are now radially segmented because of the caused arc relative motion to a datum.
- 3) Both 1 and 2 have orbits change (e.g. electron activity radii changes) that pervade in the atomic and molecular mechanics and chemistry of matter

Items 1, 2 and 3 of course are combinable for very complex arc motion geometrics that ultimately compose temporal / dynamic time, mass  $\mu$  motion power systems. Since that one wheel segment is faster and the other segment is at a slower (retrograde) velocity, the speed of light pulse travel (to an ether datum -- c) may then occur when the retrograde segmental stalling of  $\frac{1}{2}$  its toroidal particles are at zero (in a symptom of) relative speed to the (big bang) datum; and the opposite particles then move at some multiple of the total system (2x) speed. One situation then being the torus is still spinning but there would be a holding of the segments so that the particles stay still as to a centroid (or in the case of atoms the electron would not rotate directionally relative to the protons and possibly all the outer photons would be released). This sets up the phase change from mass matter to energy matter (e.g. time through mass; back to time) at this velocity the photons (and other energies that shed (or are contained), result in no vectoral (mass) force. ( $E = m = I = V = ma = \text{gyro precession} = hg = G$ ) while below this speed the atom (or molecule) is a combination of mass and motion (containing photons  $\mu$  the energy of light is accepted and retained in the electron  $\mu$  photon combination); and is subject to the arc associated energy geometrics (gyroscopic spiral action). Above this speed there is a relative segmental reversal of spin -- for an energy phase change. The assumption is that the system components (particles of the torus) would be stable, regarding any 2 opposing particles, and they would have a bias to remain at their stabilized linked velocities as to either items 1 or 2 (non-gyro) motion.

Note that light doesn't travel as light it is a pulsing (frequency) as dark energy in a dark hosting (ether) medium energy translation to a receiving phenomenon. Photons are a spiral wave like intermeshing (helix timed) particularized intrusion due to timing that modifies the torsional aura spin / oscillation receptors -- causing gyroscopic energy receipts  $\mu$  with identity re-incriptions.

### **Three Levels of Gyro Arc & Energy**

- 1) Gyro mechanics  $\mu$  usable power/motion (Torsional) : [Needs also Helix Motion / Power Parameters]

Reactionless

Self Ratioing @gear motor in various structures.

- ~ Whole assembly forced precession  $\mu$  rotating with lift torqueing. Satellite crank arm pump  $\mu$  Oscillating beam
- ~ Linear Straight (Guided) Motion  $\mu$  cyclic & non-cyclic (but pulsating);
- ~ Linear and Wavy Motion Structures/Systems  $\mu$  powered precession  $\mu$  very efficient

- 2) Inertia Mechanics Demonstrated:

Inertia/Induced Motoring -- Tumble/Spin  $\mu$  oscillation spin

By: a) Self-induction in a structure/system  $\mu$  very efficient

- b) Outside frequency control by structural communications (called oscillations)  
Nature  $\mu$  Weather  $\mu$  Gravity  $\mu$  earth / solar spin

As in all atomic/molecular structures as derived from dynamic ether torsion systems

### 3) Gyro Geometrics -- Spin Traverse -- Orbits Universe Forming Time-Energy Basics:

a)  $E = mc^2$  says Mass & Motion are energy but: Not all  $E$ ; is mass in motion (Possible distribution into mass/motion also from time energy) Photon, collisions, etc.

b) Uncaused Cause (Plan)

Light (+)  $\mu$  Matter  $\mu$  Motion  $\mu$  Motion & Matter  $\mu$  with radio-electric-magnetic-inertial disbursements all defined with and (unified) to a speed limit ( $C_c$ ) -- and in nearly equal ranges of  
a Cause-Effects amalgam -- In an energy continuum  $\mu$  dynamic mass.

Note: There can only be Conservation of Total of All Energies Incorporated in Temporal Time -- otherwise constants, quotients, coefficients and other mathematical ploys must be used.

Einstein: Time shrinks and objects elongate and the matter phase extinguishes as the in-motion subject reaches light speed. This relativity academic mathematics was/is a diversion from the mechanics bases of matter motion. orbit(s) translations and gyro mechanics.

### **Purpose**

The purpose of this report is to journalize a science dialog of observations of gyroscopic (and non gyro) actions in various system configurations; with specifically applied forces and the resulting (re)action(s). The scope of the report covers the demonstration apparatus used, with some mechanical projections. Also, some intuited usages are proposed  $\mu$  particularly in the induced cyclic possibilities that would include inertialized enhancements for linear travel of a system that breaks through gravitational unity. Further, the scope is extended into both time-mass trans properties possibilities, and the basis (orbit(s) identity/force theory) of mass formation -- Also the mechanics of inertia may be gyroscopically demonstrated.

### **Background**

A GYRO IS basically an oscillated spin plane of a singular rotation of a spin plane in singular or multiple structures.

- A many faceted, spatially-stabilized torque (orbital) geometrics phenomenon.
- An energy device that has a torsion load-bearing while torque ratio seeking; with spatially-anchored stability reference.
- A double-torque plane system with many multiples of wheel weight power available as distributable from the powered major arc (wheel spin plant) to the free (arc) plane and helix of precession.

- A two plane torque system that will sense the loadings, and distribute commensurate torque variable/self-adjusting ratio (?gear?).
- A near to linear motion device when the precession arc of the wheel is powered and the major arc involved mass has momentum; and in which the torque action is pivotally ratioed and controlled (guided) so that the major arc plane is essentially flat, (a would be spiral).
- When in a cluster mounted assembly (with free single-plane centered gimbaling), a motorization of one or more gyros occurs from precessional self-developed frequency communication of other gyros in the structure. The motoring may be wheel tumbling or spinning. Both actions express relative motions that contain inertial like stability; but tumbling oscillations get satisfied while wheel spin acceleration doesn't get to a climax.
- A time-torque metering system.
- A strong tendency toward zero time wheel mass transfer action  $\mu$  especially short radiused precession alignment reaction.
- A synchronized triple arc pulsing linear (guided) motion arrangement  $\mu$  anti gravity.

#### NOTES:

1. One arc can be powered and the other loaded, but mechanically linking the two motions will (virtually) cancel the wheel spin plane gyroscopic energy (unless the proper angular rates of major arc to precessional arc are self-discovered).
2. Structurally mounting and closely axially connecting two counter rotating gyros (virtually) cancels the gyro precessional energies  $\mu$  at least they are confined to within the structure.
3. There can be an extended (fast) precession reaction to very little angular major arc plane action when RPM: precession ratios are peaked  $\mu$  this is also cyclable and would be the propulsion/anti-gravity possibility that can track (be guided mechanically and otherwise) into nearly linear travel when a long (possibly induced) major arm radius is employed. The major arc plane angular (helical) displacement would be powered and of course can have multiple wheel assemblies on the same device. There appears to be inertially contrived single wheel cycling available -- or two balanced wheels, in the same plane and same rotation, made to reverse torque in timed switching of wheel planes from under to over major arc radius arm parallelism, during the gyro neutral positions (2).
4. Conversely to note 3, forced precession power increases can increasingly, with higher major arc loading, extend the torque reaction time (period) feed back to the major wheel plane displacement rate -- in other words, varying the time and weight (load carrying) and 4<sup>th</sup> dimension (time relative) motion.
5. Allowing powered precession (with unequal major and precessional arc radii) a full 360° turning reverses the major arc torsion every 180° (unless the wheel plane passes through a normal plane to the major arc plane) -- the easiest time for this is when the axial/radial line of the precessional arc is 90° to the plane of the major arc. (Note: Try this when the wheel plane motion is parallel to major arc radial.)

6. One of the two angular wheel displacement planes must be essentially free to precessionally react to the displacement of the other.
7. Nearly linear motion can occur when the precessional torsion system has powered a zero moment arm from the wheel plane to the total precessional mass inertial centroid axis, on a very long and single plane major arc radius.
8. Generally, the major arc is the most loaded or powered (slower) and the precessional arc is the least loaded or powered (faster); or vortex (helical) motion is included in the precessional arc motion.
9. Powering precession (back feeding energy) to the major arc has no dumping (motoring) and may be very efficient -- certainly more efficient than the opposite power flow (re: more power to major arc rotational than to minor arc rotation). Powering major arc vs. powering minor arc is: causing high precessional speed at low power vs. low major arc rotational speed with very high torque.
10. Small (seemingly no) major arc motion can produce extended minor precessional arc travel and the power (low torque) multiple is very highly (speed) ratioed (wheel spin speed to major arc rotational speed).
11. A gravity altering vortex (helical gyroscopic mass spin mode) can occur when the whirling mass is fluid  $\mu$  or partialized. The whirlpool (nature's anti and augmented gravity weather-making device) is a rising or falling helix that may get its lift from an effective gyro fulcrum displacement, now known as coreolis force. This systemized multiple arc motion is in reality many multiple associations of gyroscopic interplay. This of course is the complex arc-energy relationship that occurs in nature and in all probability is the basic building principle of energy as expressed in the time-motion-matter anomaly called gravity.
12. The back spin such as might be induced into the #11's low and high pressure weather systems -- that are gyro systems with the major arc focus far out on the line of the earth's axis (Note 1: That the northern southern direction is the line of wheel spin passage that maintains motion towards the earth's center combined with precessional guidance by the earth's surface and friction for precessional power and atmospheric depth for helix directional (air mass) freedom. Note 2: That the weather low pressure spin is in the same rotational and system travel as water in the sink -- Also with the same wheel passage principle through the major arc radius (effecting different systems) in different hemispherics have the same (downward) motion but with a reverse in angular rotation (visa versa for the high pressure systems -- and water spouts???)
13. Planetary tilts and equinox passages could be induced spin power with orbital conditions for zero (or anti) gravity.
14. The plane of the wheel(s) positioning has a range seemingly from .00° to 1° to 89,9999999° .9° where it will have consistent behavior -- in other words the passage can happen in a very small angular period, but will then keep the same torque characteristic for very nearly a full 180°.
15. Wheel spin can be induced (increased) by powering precession and capping the resulting spiral/helix.

**What Gravity Is Anecdote** (Newton said or implied some of this):

What if every electron in every atom in every mass on earth had a major arc deflection radius focused essentially below a tangential line from its position on the earth keeping it in an orbit system that is falling relative to a rotating radial from the earth's center, with powered precession possibly inducted by the change of the spin axis of the earth's rotation in a held plane while held orbiting the earth's center by the earth's surface; with a system (vehicular) path biased towards the center of the earth (note this biased gravity is really the seeking of a lower orbit as there really can be no direct travel by a falling body towards the earth's center -- due simply to a body falling from a higher orbit (bigger circumference) to a lower orbit (smaller circumference), while maintaining a constant tangential speed).

A pulsed net lifting motion can be replicated by timing and tuning three integrated arc systems that also employ inertialized transiting (--see pulsed gravity machine).

The above is a tangential line major arc deflection focus (as in replications ranging from electrons to planets to galaxies) would displace that system (vehicle) away from a gravitational system -- probably to associate with another spin gyro system (this could make opposite spinning electrons in a counter system -- but that would be antimatter to origin system -- bad, very bad).

#### A GYRO IS NOT:

- A free going linear propulsion device without specific torque inertially fulcrumed arc-plane geometrics -- the wheel cannot be gimbaled in planes (in a straight line) that includes the center of mass of the wheel, when guided precessional motion is intended; though its spatially stable torque properties still happen in this mounting configuration.
- A field communication device -- but multiple gyros mounted on one structure will display oscillating definitive sympathetic precessional spin harmonies.
- Capable of energy translation when there is no precessional (arc) travel, i.e., fixing the axis of the wheel into only one arc-travel plane will eliminate the gyroscopic torsion phenomenon.
- A free energy device; nor will it amplify input energy other than in an induced gear motor like ratioed input-output. (but wheel spin rate can be increased see # 15 above).
- A free (space) unguided lifting device -- one end of the torque arm transmits the lifted weight through to a supporting (or inertialized) major arc base -- but the torque arm can be focused to a distant point and it is possible to reverse the torque during the 180° wheel plane to major arc transition(s) -- producing pulsing but directionally planned accurate travel of a vehicle -- or to a cranking mechanism.

#### **POWER/ACTIONS LISTING**

1. Self-reactant variable torque -- with and without projected (nonstructural) fulcrum points:
  - a. Major Arc force with:
    1. Fixed arm (that entirely precesses).
    2. Broken arm (major arc stays planar or is a free pendulum -- with gyro satellites).

- b. Precessional powered arc motion with free variably loaded major arm travel:
    - 1.  $<180^\circ$  rotation and single torsion direction of major arc.
    - 2.  $360^\circ$  (Broken major arm) and two (opposite) direction each  $180^\circ$  of precessional (short arm) rotation.
    - 3. #2 with timed wheel centroid passage through major arc radius.
  - c. Ratioed torque (with varying geometry manipulations, and many multiples  $\mu$  gear motor like) of major arc force into minor arc precessional torque. (NOTE: a  $1\frac{3}{4}$  HP input to a 20 lb. wheel can snap a  $\frac{5}{8}$ " diameter wheel shaft  $\mu$  in an instant after responding to a major arc torque loading.
2. Continuous Torquing Lift  $\mu$  in major arc plane with the wheel at the fulcrum point, and  $360^\circ$  precession  $\mu$  free travel  $\mu$  the lift can be increased and decreased by powering the precession -- note that the time of angular displacement is changed to accommodate the increased anti-gravity (lift).
  3. Linear travel  $\mu$  in precessional axis direction.
    - a. With manipulated precession.
    - b. With inertially effected precession.
  4. Pump/crank motor  $\mu$  In major arc plane with gyro(s) in satellite configuration:
    - a. With powered  $360^\circ$  precession.
    - b. Manipulated (oscillating) precession.
  5. Centrifugal/centripetal mass energy changes (cancellations  $\mu$  or potential energy accumulations?):
    - a. Fixed major arc:
      - 1. Free precession has centrifugal force removed (relayed or delayed?).
      - 2. Powered precession seems to delay centrifugal force, and transfer it to radial after reaching  $90^\circ$  wheel rotation dead gyro position.
    - b. Broken major arc:
      - 1.  $360^\circ$  precession with torsionally modified centrifugal force during dynamic period, but an inertial surge angularly along the major arc radial during dead (parallel action) period.
      - 2.  $180^\circ$  arc segments precession reversal of major arc direction under precession power.

6. A self-induced spin plane energy communication through its structure from one or more gyros to another; altering the precessional action from oscillation to rotation.
7. An immediate (possible zero time-mass-motion) positioning to a gyro force canceling ( $90^\circ$  axes planes) when free precession is allowed -- this is an opposing force back feed to the origin force for what may be a mechanical demonstration of inertia.
8. An immediate (possible zero time-mass-motion canceling?) cessation of precession when the major arc axis is unloaded.
9. Except for an initial (settling cycles) resistance precession is a reactionless (or may be time factored) torque activity.
10. A reversible polarizing (parallel axes direction finding) of a gimbaled wheel group of gyros that are mounted on radial spokes and rotated -- moving through inertial into magnetics ( -- a transiting phase from power, through inertia, to magnetics).
11. One gyro oscillated crank arm driven shaft devices to produce rotating shaft power (one is the Tesla rod crank method).
12. One new (unfinished) self-sustaining unipolar 5 gyros pyramid positioned, Tesla taught, electric power dynamo system.
13. One, Tesla taught, self-sustaining crank arm driven shaft drive device.
14. Pendulum motion facilitated motoring with speed control by variable pendulum time.
15. Orbiting bumps (encryptions) resulting from spin changes.
16. Collisions of powered precession spirals that transfer encryption identities.
17. Modification of spin rates with weight or force locations changes.
18. Various spiral (helix or vortex) pathways from powered precession.
19. Induced wheel spin by capping spiral (powered precession).
20. Free swinging assembly surges that exceed the original pendulum period.

Notes:

- 1) There are obviously many speed ratio rules to be ascertained.

- 2) Virtually all actions are gravity or outside force affected in some manner (a freely rotating/precessing wheel will adjust its rate of turn to the load, as to orbit the load in a neutralized gravity plane).
- 3) A gyro force system may be one of the basics of mass-motion energy.
- 4) A gyro network (random assembly) may be demonstrating the mechanics of inertia (through magnetism; electricity etc.). The gyro is not so much space reactionless as it is a torsional mass (inertia) provision ( -- as part of a reactionless torque system) and substituting motion energy for time/mass energy ( -- wants to be all (sublight) motion  $\mu$  zero time arcs system translations). It is a (reactionless  $90^\circ$  tangential centroid track transfer) satisfaction of randomly positioned multiple arc motion change energies in their precessional reaction. It doesn't matter about the wheel plane alignment to impose resistance that occurs initially as far as the overall work or precession is concerned. Inertia (and gravity) may be the chaos of mass gyro particles force planes displacement energies: 1) alignment (bump) of spinning mass reaction to arc plane displacement) 2) precession as angular molecular/atomic force (d) precession is a mass realignment period to an arc change (force) which is either a timeless wannabe or a distance control wannabe  $\mu$  all arcs displacement has available side effects of energy: inertial motion, force (from torque), motoring of the wheel plane and the wheel itself  $\mu$  **with very important physics motion-power relationships that warrant incisive investigation and descriptions.**

#### **NON-ACTIONS LISTING:**

- 1) No gyroscopic activity (dead weight) when precession is prevented  $\mu$  or has its wheel plane motion in its same single (major arc) plane.
- 2) No precession from a major arc displacement after minor arc motion reaches  $90^\circ$  (wheel motion parallel) to the major arc axis motion plane.
- 3) No activity when equal rates counter-rotating gyros are on the major arc axis  $\mu$  even if the major arc is essentially free in space.
- 4) No activity when major arc and minor arc are mechanically directly linked.

#### **Demonstration Hardware Synopsis:**

16 manual/powered machines (also including 6 toy gyros and 1 bicycle wheel), where all 3 RPMs are variable and reversible, air motor driven gyros with variable speed major wheel turn, and air and electrical motors or manual or free precession actions. The wheels vary in mass from 1.6 to 19.6 lbs. The final two machines have multiple and single wheels in guidance for linear precessional propulsion, both in horizontal and vertical (anti-gravity) directions. Multiple gyros in a structure to demonstrate gyro interplay.

#### **DEMONSTRATIONS:**

##### **A. 4 – Spoke'**

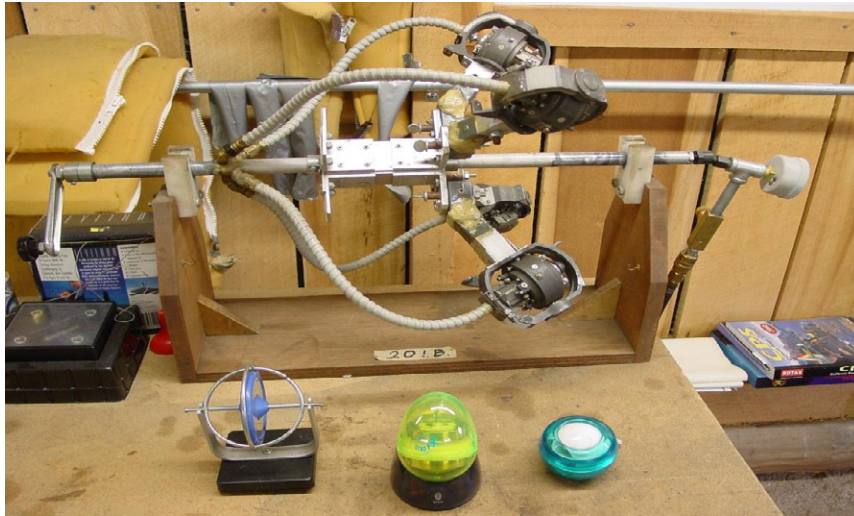


FIG. 1

1. **Description:** 4 spokes with single-gimbal gyros on the outer end (Satellites) of each spoke & manual turn of assembly. Spokes are adjustable and pivotable; gyros can be held in various positions. (Free to translate on major axis; gyros mounted with gimbal axes 30° to spoke radii.)
2. **Purpose:** an attempt to obtain linear action from rotation of the assembly.
3. **Actions:**
  - a. Uninduced but stable incessant rotation of one gyro, whose axis is nearly parallel in an easterly direction (a noon if you will), and which seems to be caused by inertial (or alignment energy) frequency of the other 3 gyros self-induced disharmonious oscillation; this disharmony is not perfectly stable (irregular), and may be due to the possibility that they gyros are RPM mismatched;
  - b. Also observable is a minuscule rotation/counter-rotation of the whole assembly;
  - c. The range of oscillation of the opposite gyro appears to be corrective to maintain the full rotation of the opposing gyros power input changes.
  - d. We can manipulate the frequency and a much more rapid motorization of some/one/all of the gyros can be induced.
  - e. The above contains noticeable resistance while the system is initially accelerated & also the precessional dumping that is an immediate response to any gyro rotation plane change appears to join in a power frequency oscillation that is transmitted to the other gyros in the system.
  - f. There is no linear motion of the assembly which was the original intent.

Note: This arrangement has the possibility for induced wheel spin acceleration as the plane of precession is controlled as to rotation of the wheel (dumpling) plane can also rotate in a flat plane that can be wobbled in a helical swirl pattern.

## B. 6 – Satellite'

1. **Description:** 6-satellite single gimbal gyros on air motor powered major wheel hug; pendulum held assembly for either horizontal or vertical major wheel turning plane (pendulum) hung freely on a vertical cable that is motorized to raise and lower the assembly.

3 modes:

- a) 6 satellites spin (natural and induced gimbaling);
- b) Major wheel spin, and satellites spin;
- c) Major wheel spin without satellites spin.

2. **Purpose:** to observe the multiple accurate travels that would possibly simulate atomic, molecular, solar, galactic arc-plane interchange possibilities on the satellites; and the assembly.

3. **Actions:** (satellites gyros spinning but major wheel not rotating):

- a. Communication between machine elements that causes various motor-like rotations of the satellites (gyros wheel plane rotation) in some form of sequence (the ones that want to become motors seem to be in the same easterly axis as in the case of A);
- b. When the whole assembly initiates spin in one direction, all the gyros face (polarize so that the gyro wheel plane is in the same plane of rotation as this assembly  $\mu$  or if a rotation of the plane of the assembly occur, then they settle at the helix angle of the track of the satellites), the same way immediately and all at once. Likewise, when the whole assembly is spun in the opposite direction the gyros behave the same way, except that they face the exact opposite direction (parallel axes of major and minor wheels);
- c. Self-induced or manual oscillations of the entire assembly will motorize self-selected satellites in a selected direction of rotation depending on the half initialization cycle;
- d. When we add putting the whole moving assembly into an (third) arc motion (in an arc via a cable attached to the ceiling), chaotic displacement of the system occurs  $\mu$  except that a high powered swing occurs that extends beyond the initial pendulum arc distance seemingly when that swing might be aligned with the earths direction of spin.

4. **Interpretations:**

(a) when an additional arc motion is imposed on the fully active assembly an apparent induction of tangential motion occurs that rotates the wheel plane of the planetary gyros  $\mu$  this appears to be an origin of planetary (& electron) rotation around a focal point that is established spatially. In other words, planetary orbiting motion is induced by the earths precessional spin and the system displacement (solar system forces motion) around the sun is being affected by another associated arc motion. This tilt also relates to another third reaction  $\mu$  the whole system is in a 2<sup>nd</sup> helix track. Also there is a motor frequency involved  $\mu$  possibly being indicated by the changing 21° (now) tilt axis. Note that the wheel planes (of: the sun and planets, and their operations) are very nearly in the same plane. (b) Once the precessional spin alignments, begin which is highly resistive period of oscillation, then instead of settling down in a fully stabilized amalgam various oscillations and motorings occur, and a shifting from motoring to oscillating continues to occur in a self-induced manner  $\mu$  possibly from other arc planes displacement from outer planet: solar, galactic  $\gamma$  etc. arcs/displacements  $\mu$  along with internal molecular atomic  $\gamma$  etc. arc plane displacements. (c) Try to keep in mind that there could be a virtually endless compounding of spokes on wheels that are a systems that are spokes on

wheels that are spokes in wheels  $\dot{\gamma}$  ad infinatum. This leads to: inertia, magnets, electric  $\dot{\gamma}$  etc. Phenomena: First, there is the irregular (bumping) out of sync initial reaction that imposes resistance to the major arc plane energy (from  $\dot{\alpha}$  input) that will be instantaneous gyro particles' alignments transitioning to a steady load carrying precessional continuation of the major arc plane displacement. Second, there can be a  $\dot{\alpha}$  motoring continuously rotating in response to erratic (but systematic) major arc plane displacement, (or) third, there will be a reversing of the precessional alignment if the  $\dot{\alpha}$  erratic frequency of major arc displacement that can be so timed for motoring (or oscillation) as it seen in the  $\dot{\alpha}$  pump action mechanism. All these are to be very likely the basic mechanics of inertia. All these inertia reactions have a time mass energy relativity that is an associated torque amalgam or realignments. (When these realignments become parallel axis, then the system becomes magnetic.) When the magnetic system re-associates into a rotating plane of prealigned parallel systems, then possibly, the field (energy plane) will become an energy field (in a structure) that will self-communicate as  $\dot{\alpha}$  electricity. This is another way of interpreting the shift from oscillation to continuous rotation of a communication from one acceleration processing to another  $\dot{\alpha}$  structurally connected processing. This seems to occur similarly in electrons, atoms, molecules and mass (associates) and on through the spectrum  $\dot{\gamma}$  radio; radiation; (?light  $\dot{\gamma}$  time:). The above is also meant to say (somehow) that strong limitless speed motion (vehicle) is available.

Note: the question: (based on the opinion that gyroscopic (molecular/atomic) alignments to displacement of the mass arc plane is very fast action to a datum -- is that  $\dot{\alpha}$  (speed of light) a zero mass (or time) occurrence that then is end time of  $\dot{\alpha}$  of inertial (gravity) power/resistance -- mass. Einstein's  $E = mc^2$  does not provide for all time-ether energy acceptances, but it does say that energy is a mass motion situation -- but total energy is not just mass and motion, it has also containment in time. The equation might totalize energy to include a time energy disposition factor (Einstein's constant) that somehow can accommodate dynamic time, mass and motion. Planck's  $\dot{\alpha}$  is more relative to a gyro (helix) vector energy that has roots (conduit) from a total ether. Einstein's fixed motion  $\dot{\alpha}$  may be a velocity that marks an energy phase change from mass energy into (and through) the time  $\mu$  light spectrum. ( $\dot{\alpha}$  itself cannot be relative to the mass motion of the earth -- not even to the solar orbit, for our system speed and all these are irrelevantly small. The time (in seconds per meter  $t/d$ ) of matter ending is the reference to electron, toroidal speed to a space-time datum possibly when the in-going portion is  $\dot{\alpha}$  to the point in space/time (and the outgoing electron portion peaks at double, causing a break up (or at least photon release) of the atomic torus of (mass) electrons? -- Releasing their energy (back) into (light) energy  $\dot{\gamma}$  and beyond. See  $\dot{\alpha}$  Mass From Time / Spin Phenomenon diagram.

$E = F \times d$  (but if no  $d$  than  $F \times t_i$ )

Power =  $\frac{F \times t_i}{t_e} = F$

When if  $t$  is actually differentiated into a time energy less mass and a time  $t_e$  energy less motion -- or time inducements of energy less mass and motion.

### C. 'Gyro-Dolly'

1. **Description:** two 1.6-lb. air motor driven gyros, multi-positionable, opposed mounted, spring loaded on swivel mounts and attached to a rotation (air motor driven) bar  $\mu$  the entire apparatus is placed on a ball-wheel platform that is free to move in any direction. Average gyro speed here is 5000 RPM on  $\frac{1}{2}$  HP air motors. Spring attachments are variable in the place of

precession.

2. **Purpose:** to observe horizontal motion on a smooth surface.

3. **Actions:**

- a. Barely recognizable (very poor!) linear motion on the floor;
- b. Oscillating action in a curved direction.

4. **Interpretations:** this is what is known as a bust. No further investigation of this device is intended at the present time.

#### D.-A. 'Gyro-Pump'

1. **Description:** One or two 1.6 lb. gyros driven by ½ HP air motors (assembly) on a fixed-mount base. Manually and free precession operated rocker arm (optionally spring loaded). Two rotatable platform mounted gyros and two rocker configurations (single or double plane rocker action).

a. Single gyro with 6ŠR. (precession) turn axis perpendicular to rocker arm (at outer end) and (a) free turning, and manual turn (oscillating), linked (forced) precession oscillation to rocker arm action and (d) powered precession - 360° rotation.

b. Single and double gyros (2<sup>nd</sup> similar ½ HP, 6000 RPM air motor powered, 1.6 lb. gyro mounted at opposite end of the 3<sup>rd</sup> rocker arm). Modes: (a) both free precession; (b) one gyro with powered precession 2<sup>nd</sup> free; (c) one with powered precession and one precession linked to major arc action μ spring set loading optionally applied.

c. All of the above on a 2-plane swivel mounting of major arc arm.

2. **Purpose:** To observe single and multiple wheel's action on a basically fully free swiveling systems with manual and mechanical inputs into the major arc and precessional arc rates.

3. **Actions:**

a. (free turning) Very many and variable responses to powering major/minor arc including increased weightlifting capacity when precession is accelerated;

b. (linkage) none μ the linkage, even though it was highly variable did not find (or allow) the desired result (major arc torque control);

c. (power) very positive action, i.e. the first 180° of precession would force the arm one way, and the second 180° of continued rotation would power the major arm in the opposite direction.

d. full 360° cycle would be two-way pump action capable of lifting many multiples of wheel weight. A very short precessional arm would still provide vigorous action -- even when the wheel mass was directly over the powered precessional pivot.

e. Two gyros mounted on powered precession appeared to double the power if incompatible spin/location harmony.

Note:

1) This is a reactionless (that is no equal and opposite torque is transmitted to or from the structure).

- 2) Powered precession introduces a fourth perimeter/dimension for wheel spin, major arc inputted; precessional arc and major arc output with powered precession.
- 3) When the precession is powered and the major arc planes held then spin energy can be induced back into the wheels.

4. **Interpretations:** this device looks to be a useful mechanical power device as the pumping action could accommodate increased loadings automatically, This set up can act as an open beam crank engine for vehicle wheel drive power. (A smaller more compact crank rod driven model has been developed in 2011.)

#### D.-B. **Double Pivoted Coreolis** (see below)

1. **Description:** Same mounting wheels and motor, and pivot beam but with a double gyro assembly on a powered pivoted yoke on one end of the major arc beam, that permits the two single plane gyros to pass through the major arc radial line (parallel to the physical beam) when in powered precession.

#### 2. **Purpose:**

- a. To obtain continuous arc motion by oscillating the gyros as they pass through the no gyro (wheels parallel to the plane of the major are plane) positions (twice in each full 360° precessional turn; and



Fig. 2

- b. To find if this geometrics can be imposed directly into a vehicle for substantially linear travel.

#### 3. **Actions:**

- a. There is a vigorous pumping if there is no passage of the plane of the gyros through the radial line of the major arc and
- b. The reversal (pumping) will not occur if the passage is accomplished -- so the major arc motion will become continuously unidirectional motorization.

#### 4. **Interpretations:**

- a. It appears that this pulsing continuous action can be applied to a vehicle (such as J.-B);

- b. The plane passage requires only overcoming the small inertial resistance of the pivoting mass -- only during the no gyro positions;
- c. The flat (perpendicular to the major arc plane) wheel position as opposed to the vertical wheel make no action difference;
- d. There may only need be a minute angular change of alignment with the major arc radial to effect the torque reversal (from powered precession);
- e. The so called coreolis force change from the northern hemisphere to the southern hemisphere appears to have the same geometric gyro characteristics as seen in spiraling water going down a drain -- or even more interesting is the reversed weather spirals of lows and highs that move down and up in the northern vs. southern hemisphere. The planes of the spin are passing through the spin axis of the earth while the weather is being forced precessionally by surface friction with the earth. The weather has depth (of atmosphere) which is the major arc motion of the system I don't know why the radial line is pointed along the earth's radial line but the tilt of the earth may figure into the spiral of the earth sun rotational plane helixing axially with galactic system.

#### E. 'Moon-Wheel'

1. **Description:** a 20-lb wheel on a 1¾ HP air motor configured on single or double (rocker) arms. 60" long rocker with linear free horizontal slide (90° to rocker action) optional. Also, a manually precessable (rotating) rocker (major arc) end mount alternative with adjustable precess radius  $\mu$  assembly mounted on fixed base.

- a. Mode 1
  - i. Single swivel plane rocker and fixed gyro,
  - ii.  $\tilde{\omega}$  with linear slide (optional).
- b. Mode 2
  - i. Single swivel plane rocker with broken precess pivot arm (12" from end of rocker arm),
  - ii.  $\tilde{\omega}$  with linear slide (optional).
- c. Mode 3
  - i. Double swivel plane rocker and fixed gyro,
  - ii.  $\tilde{\omega}$  with linear slide (optional).
- d. Mode 4
  - i. Double swivel plane rocker and broken precess pivot arm,
  - ii.  $\tilde{\omega}$  with linear slide (optional).
- e. Mode 5
  - i. Single swivel plane rocker with gyro mounted on 360° swivel,
  - ii.  $\tilde{\omega}$  with linear slide (optional).
- f. Mode 6
  - i. Double swivel plane rocker with gyro mounted on 360° swivel,
  - ii.  $\tilde{\omega}$  with linear slide (optional).

Modes 5 & 6 are rigged to lift extra weight with forced precession applied.

2. **Purpose:** same as D with heavier wheel and thus more forces involved and a linear travel possibility; also to observe the mass transfer of the wheel effect.

3. **Actions:**

- a. Very strong torque (over 400 ft.-lbs.) resulted in snapping a 5/8" shaft;
- b. Centrifugally, the wheel apparently moves through a sector with a modification or at least a transfer of the centrifugal force action to the next sector 90° (wheel parallel to the major arc plane where a lateral centripetal surge along the major arc plane occurred.
- c. A linear action occurred when another swivel plant (lateral) was added to the major and precessional minor arc swivels;
- d. Manually powered single of broken major arm precession could cause many multiples of wheel weight major arc torque lifting;
- e. Various fulcrum positions demonstrated specific time rate weight lifting ratios that need further experiments to determine;
- f. When the precession fixing attempt was made, very small motion still occurred and again produced over 400 ft.-lbs. of precessional torque;
- g. Breaking the major arc at the tip for 360° precessional rotation allows for much more machine work versatility;
- h. Motorization of the precession alone can be made to happen by pumping the major arc as required;
- i. When spinning the non-rotating wheel assembly, the centrifugal normal display does not occur when the wheel is spinning.

F. 'GyroLift-Rig'

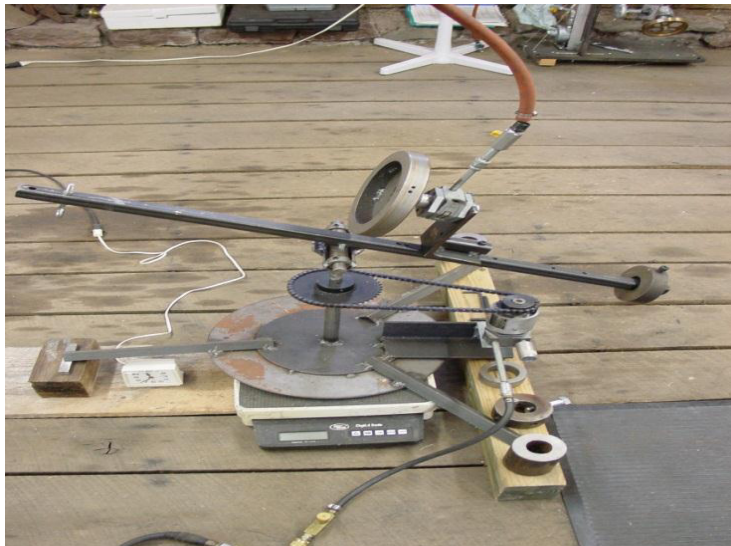


Fig. 3

1. **Description:** a 7-lb. wheel on  $\frac{1}{2}$  HP air motor fixed to free major arc vertical plane (on a horizontal pivot) with wheel mass set directly in the center of the precession arc,  $\frac{1}{3}$  HP air gear motor driven the precessional arc about a vertical axis  $\mu$  adjustable counterbalancing/weighting  $\mu$  with a mounting option for observing centrifugal/centripetal forces (not shown).

2. **Purpose:** to show the variable torque arm emanating from a zero travel (but pivoting) precessional action; also the lifting capability is faithfully controlled by the precessional spin rate.

3. **Action:** a 7-lb. wheel in slower range powered precession with major arc freedom exerted over 50 ft.-lbs. of torque back into the major arc/arm for lifting/counterbalancing or other work applications.

Note that when free precession was allowed and the weight on the arm was moved and set at a smaller radius, the precession rate slowed  $\mu$  but the time of active rotation was the same.

#### G. 'Double-Wheel'

1. **Description:** a double wheel, counter directionally spinning gyro set  $\mu$  1.6 lb. on each  $\frac{1}{2}$  HP air motor, gyro alternative (possible mass neutralization allowing a free mass transfer configuration), hung freely on a cable with a scale in the cable and the period of pendulum swing distance set to equal the weight of the two non-spinning wheels.

2. **Purpose:** to find free (reduced in-spin centrifugal etc., force) mass transfer of double spinning counter rotating gyros.

#### 3. Actions:

- a. No measurable reduction in centrifugal force.
- b. The gyro phenomenon appeared to be canceled  $\mu$  into structure stress.
- c. One wheel developed three (out of four) spoke breaks  $\mu$  apparently due to internal structural stress.

#### Notes:

1. When the two gyro wheels were counter-rotating but hanging independently and still there was a measurable motion influence between the two wheels, but this was due to aerodynamics.

2. When the wheels were spun in the same direction there was random swinging, but with a pulsing swing that exceeded the original pendulum period.

#### H. 'Flywheel'

1. **Description:** a 1-3/4 HP <2500 RPM 16 lb. single gyro hung from a cable pulley pendulum.

2. **Purpose:** to determine a coreolis change in the gravity of the spinning wheel that is pointed in the direction of rotation of the earth so that the top half is rotating with; and the bottom half

from the spin of the earth.

3. **Action:** Indecipherable measurement.

#### I. Guided 'Propulsion' (see below)

1. **Description:** one (or two) 1.6 lb. wheel on ½ HP air motor, spinning in the same direction, fixed to free swinging vertical plane major arc (that is manually rotated) with a horizontal, precessional arc pivot that is free to travel (linearly) along a horizontal axis  $\mu$  with the mass center of the wheel located on a very short moment arm with a much longer (inertially loaded) opposite arm. The precession action about a pivot that is on the major arc bar is in an arc but the assembly must spirally follow the linear shaft  $\mu$  various inertial/counter force placements are possible.

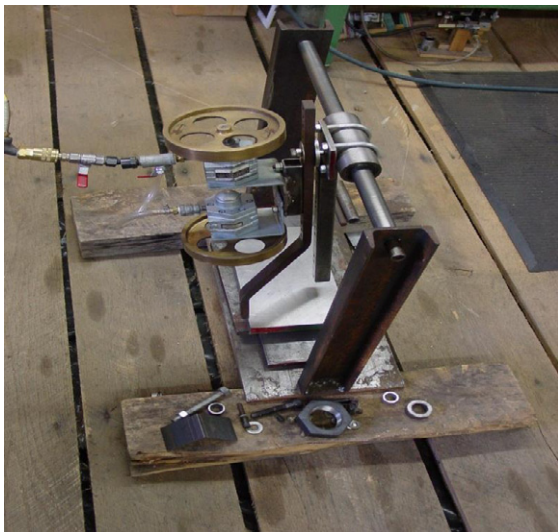


Fig 4 a

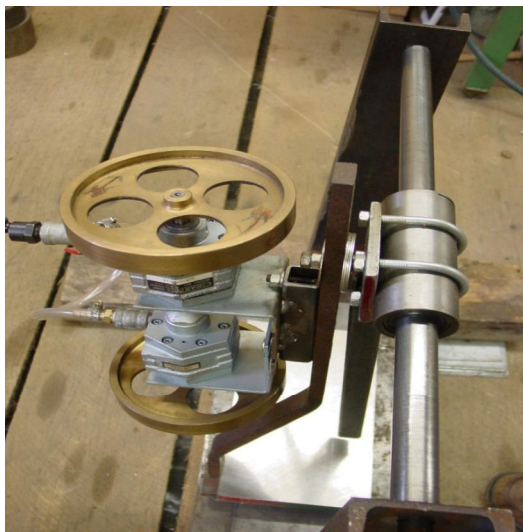


Fig. 4b

2. **Purpose:** to show/find that a gyro can be made to travel linearly with powered major arc rotation and free-swinging but inertialized precessional arc swing system  $\mu$  the assembly then will have forced linear motion along a guided or controlled path.

3. **Actions:** a sideways traveling major arc, whose action also moves with the precessional spiral plane direction of rotation; forming a helical complex between major arc and precessional arc that results in linear travel of the assembly in a composite of both pathways  $\mu$  but only during the period of the precessional arc.

#### Notes:

- a. This of course is the helix found in the swirl origins of planet/mass (particles) formation that ends up (refracted) into the satellite planetary motion, and the planets ultimate spin in the direction and helix of its origin's swirl  $\mu$  like the moon around the earth planets.
- b. The acceleration of this system appears extreme and it is a moving space traction

(reactionless) phenomenon.

## J. Horizontal & Vertical Propulsion

J.-A. **Gyro Assembly** (Motor Wheel, Arms, Piping etc.) Travel horizontal on a wheeled vehicle; and horizontal and vertical on a journalled shaft.

### 1. Description:

- a) a high goodness 12-lb. wheel on a 1-3/4 HP air motor mounted as a linear wavy travel large assembly  $\mu$  see photo below.
- b) small vehicle travel similar to - see photo below.
- c) smaller free castoring establishes precessional arc  $\mu$  see photo below.

2. **Purpose:** to find horizontal motion and over unity anti-gravity (vertical motion) power.

3. **Actions:** a horizontal torque induced, travel, similar to I occurred. Approximately 3/4 pulse of spatial traction torus lift (of 50-lb. assembly). This precessional lift was induced by the interplayed helix-like motion that was manually powered to the long precession arm  $\mu$  although an attempt was made to avoid a ground based lever arm weight carry transfer we believe some torque transfer occurred.

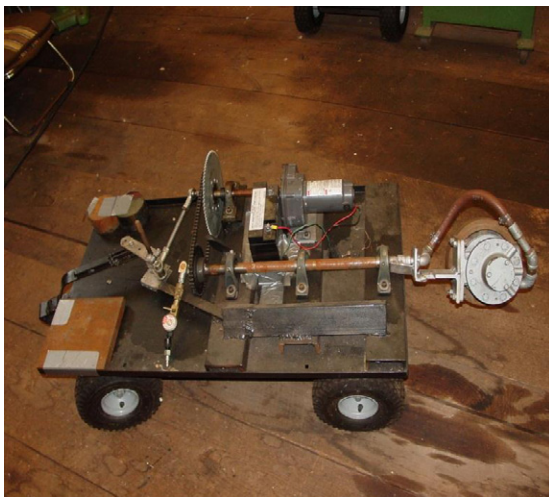


Fig 5 a

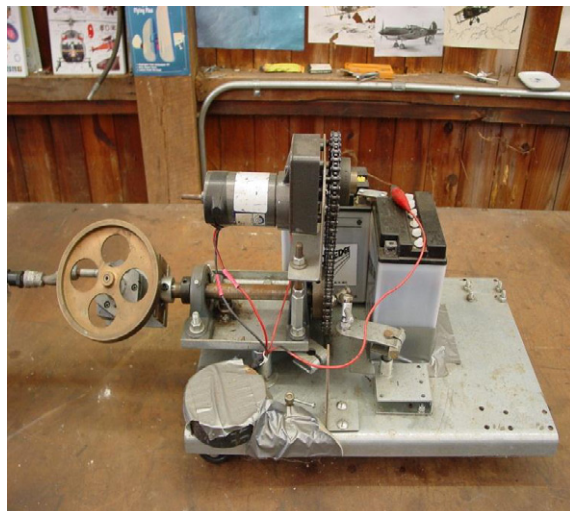


Fig. 5b



Fig. 5c

**Notes:**

- a. The inertial resistance imposed in  $\vec{\omega}$  and  $\vec{\omega}$  was done manually and took considerable action of the arm.
- b. During the experiment, the wheel ripped itself loose from the six  $\frac{1}{4}$ " diameter well-impregnated welds.

**J.-B. Vehicular Travel** (see below)

1. **Description:** Same as J-A except precessional spin was prevented (first by clamping and second by remounting the end of a journal mounted shaft) and the vehicle itself was the precessional travel by turning (steering or castoring) the wheels to provide the arc  $\mu$  finally timing the wheel steering with the major arc cycles to obtain very rapid and much less wavy vehicular motion.
2. **Progress:** To obtain vehicular travel.
3. **Action:** Pulsating and wavy travel obtained.

**Note:** This type propulsion utilizes both gyro torque and a torque motion medium  $\mu$  in this case wheel guidance  $\mu$  other possibilities are J.-C boat fish tailing  $\vec{\mu}$  or J.-D sail fish tailing  $\vec{\mu}$

When the major arc plane is held rigid (in its system), and the minor arc (precession) is free to back-feed into  $\vec{\omega}$  wheel spin ( $\mu$  a choosing of the gyro travel geometry) also a distant major arc focal (fulcrum) point is established either by a real or induced arm/beam then vehicular travel is obtained e.g. also; a roller coaster (J.-E); or a rocket launcher (J.-F); or a railway  $\vec{y}$  etc.

**K. 'Bouncing Gyro'**

1. **Description:** a  $\frac{1}{2}$  HP 6000 RPM 1.6 lb. single gyro hung from a long soft spring.
2. **Purpose:** to measure a motion field (pre-magnetic/electric) inertial communication from other gyros held and moved nearby.

3. **Action:** none perceived.

**Gyro Laws Needed (Angular Arc Speed-Loading Profiles – Torque Variations – Spiral Forms [Convergence vs. Divergence]-Time Integrations-Ratios Single and Multiple Oscillation Parameters):**

~ SPEED RATIOS:

- 1) Free Accommodation Wheel RPM/mass; major arc angular; minor arc angular ratios.
- 2) Force Of Precession; major arc angular; minor arc angular and major arc lifting torques bases.
- 3) Oscillation Rates  $\mu$  of wave travel.
- 4) Bump-Encryption / meanings.
- 5) Moon like helix system.

~ LOADING / POWER DISTRIBUTION RATIOS: Mass and spin rate parameters effects as to major and minor arcs torqueing relationships.

Major arc load; minor arc power; or major arc power; minor arc load. (Major arc high torque low angular speed to wheel plane. Minor arc is powered precession in line with wheel plane direction to back-feed into major arc power. Torque is ratioed wheel spin rate to angular displacement of an arm that is driven axially from the wheel. Torqueing the major arm will cause low precession power at high speed.

~ TIME DISTRIBUTION RATIOS: Wheel RPM; major arc angular; minor arc angular and helix translation. Spiral motions with moon-orbitings.

- ~ Oscillating Rates
- ~ Torque multiplication bases
- ~ Time Relativities

**4<sup>th</sup>; 5<sup>th</sup>, 6<sup>th</sup> and possibly 7<sup>th</sup> Dimension Conceptuals.**

**4<sup>th</sup> Dimension** is J.- B.

**5<sup>th</sup> Dimension** is crank arm Tesla  $\mu$  McCabe drive either by bent rod or direct wheel drive by connecting rod driven by gyros(s) satellite-arm, powered precession oscillation.

Torqueing by forced precession, travel by placing vehicle in major arc mass and back powering (motoring) either wheel spin and/or rotation/tumbling  $\mu$  note there seems to be inertial type resistance in the tumbling mode reaction with or without back feeding wheel spin acceleration.

**6<sup>th</sup> Dimension** is pyramid Tesla system unipolar electric power 4 base point gyros tune to a fifth wheel spin located at a specific angle / Dimension along an apex line.

**7<sup>th</sup> Dimension** is the integration of 3 synchronized arc motions with inertial carry through for an anti-gravity rendering.



**Fig 6**

Two new cranking drive propulsions are being developed.

(PS - in this document we did not delve into orbiting of energy as imposed to differentiated mass formations into varying materials characteristics.