

The inertial motor

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This is a close look at the action principles of a supportless inertial engine, which may be used as the power support for many different machines, including the spaceships. This device contains a gyroscope, an electric motor with an unbalance with a possibility of the free line - limbic movements, and a control system.

By now, the inventors created quite many different things and technologies that belong to the alternative energetics (to learn more about it we recommend you to look in the previous issues of "New Energy Technologies" magazine: <http://www.faraday.ru>).

The inertion engine (or "inertor") is related to the same area of technical science, and it advances, in our opinion, by its total capabilities, all devices of similar use invented before it. In a way it had been unexpected for us to comprehend the fact that inertor can be used in the same time not only as a power supply for different devices, but also as a source of energy of unlimited volume. Before explaining its action principles, let us clear out the essence of the determination "power" in Newtonian theory.

In his time, one of the well-recognized thinkers of 20th century physician Freeman has said: "...The true meaning of the Newtonian theory is following: it is supposed that power has independent qualities in addition to $F = ma$ (the second law of Newton) law, but real independent qualities of power were not described fully yet nether by Newton, nor by somebody else..." (Feynman's physics lectures, issue 1, pg. 209-210, "Mir", 1965).

For example, we do not even think about physical essence of a phenomenon, when we say: "If act with a force on a body, then it speeds up straightly proportional to this force and reversely proportional to body's mass."

In reality, the case of a force appearance is the body's acceleration, and the consequence - the reaction of its mass to the speed change in a way of inertion, applied to another body (to the one that transmits this acceleration). At the same time, with this force of inertion another active equal in numbers force appears, that is described by the second law of Newton. In other words, if there was not any mass's counteraction in nature as of the reaction to its acceleration, then the acting force would be absent. Therefore, the inertion power (as a phenomenon) has an independent characteristic of the body mass and space, being the external force for any mechanical cooperation at the same time.

The law of preservation of emanation of the material body's system is the consequence of the second and the third laws of Newton, which is a generalization of the experimental facts. The bodies act in pairs, and the forces of their interactions (including the inertion forces) are in pairs equal, aimed in opposite directions and therefore cannot be moved aside of the general center of system's mass. During the cyclic interactions of the bodies (line-limbic or rotating), all actual forces change their ways also in pairs and in cycles, and that means they still can not change the position of the center of system's masses.

We can say now, that any author, which asserts that he invented a supportless motor, in which the pulling force is created by centrifugal force, - is mistaken. If even a support-less effect in his gadget even does not exist, it is not only due to the absence of the centrifugal force. It is principally impossible to create one way pull with its help. Nevertheless, body's inertia can be used for moving in supportless space.

There is some kind of a body motion – free line-limbic process (for example, like physical limbo

has), that is possibly organized in a way, so the tangential acceleration in the given direction of the limbo will not change the direction during the all period of oscillation.

Process like that was accomplished in the inertor.

Gyroscope is used in inertor for transformation of the rotation body's motion (the unbalance) to straighten the line motion. We think it is important to remind the reader about the free gyroscope qualities:

1. Gyroscope has an inertial field (and it is the same with the field of its own gyroscope's rotation).
2. If a moment MP is applied to the inertial field, then the gyroscope turns on 90 degrees its vector on the way of its own rotating.
3. Gyroscope resists the horizontally splinted turn of its inertial field with the force, which is proportional to MP moment's value. (With it, the higher the speed of inertial field's turning, the higher the counteracting moment).
4. The acting MP and the counteracting moment of MP gyroscope are equal in numbers and always opposite to each other.
5. Influenced by constant horizontal moment MP, the gyroscope's inertial field rotation (precesses) with the constant speed (around MP moment's vector, turned on 90 degrees). That means that the field together with the gyroscope turns without an acceleration!

On picture 1 showed a scheme, explaining the principle of inertor's action (the inertor showed on it in a vertical cut). On pictures 3 and 4 a variation of motor's composition showed. The gadget has a drive, which is an electric motor, containing the stator 3 and the empty rotor 6. Inside of the stator 3 the gyroscope 1 is positioned. M – its vector of the kinetic moment. The unbalance 7 is attached to the rotor 6. The motor is connected with the spindle 19 to the transport 16's body with the possibility of a free rotation around it. The stator 3 and the rotor 6 can freely spin as relatively to each other as together on the common spindle 9. The sensor 20 is positioned on body 12, and it designed to control the angle position of the unbalance 7. Points a, b and c relates to the trajectory of the unbalance 7 mass center's rotation around the axis Y. r – the radius of the unbalance 7 mass center's rotation. In addition to it, the device of the reverse motor control and some

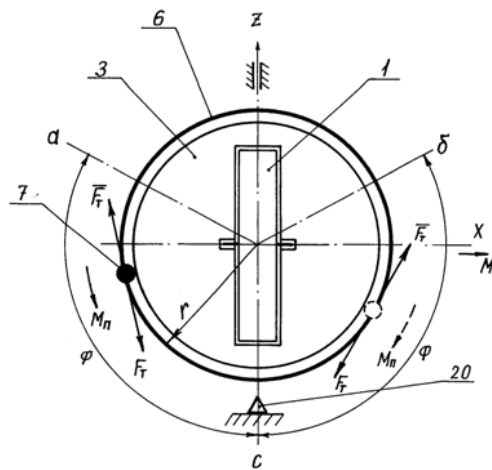


Fig.1

more additional elements, which are not showed on picture 1 were added to the drive's composition. On a work schedule the inertor's drive supplies free line - limbic movement of the unbalance 7 around axis Y with the angle amplitude of ϕ .

Let's look closer at this process. In the static condition the center of the unbalance 7's mass positioned in the point a, and gyroscope 1 is rotated to the necessary value of the kinetic moment $M = J \cdot \omega$, where J is the gyroscope's inertial moment, ω – its own circle frequency of gyroscope's rotation. The drive turns on, and the energy goes to the electric motor. At this, the rotor 6 and the unbalance 7 start to accelerate under the influence of the starting moment MP. At the same time, the starting moment MP according to the third law of Newton is applied to the stator 3 (in the opposite way considering the rotor 6 direction), and to the gyroscope 1. The last one does not let the stator 3 to spin around the axis Y and only turns the whole drive on spindle 19 around the axis Z. The acceleration of the unbalance 7 continues to the point c. Follow the sensor's 20 command the motor switches in reverse and the MP moment of the dive changes its direction on the opposite. Under its influence the rotor 6 and the unbalance 7 slow down their rotation speed till the complete stop at the point δ , and then another cycle of their acceleration starts, but in a reverse direction to the point c, during which all of the drive also changes direction of its turn around axis Z. In the point c at the sensor's 20 command the switch of motor's reverse

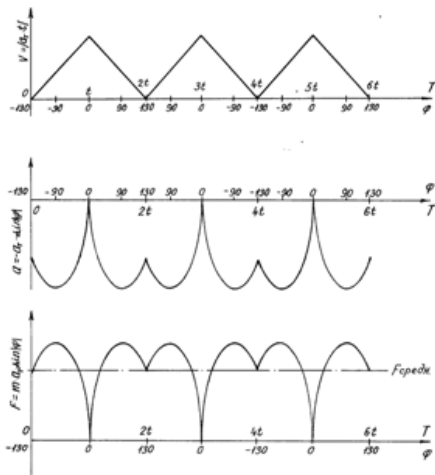


Fig.2

takes place again, and drive's MP moment again changes its direction. Under the influence of the starting moment MP, the rotor 6 and the unbalance 7 start to slow down the rotation speed, till the complete stop in the point a. The first oscillation period finishes and the next one that is identical to the above mentioned one starts.

On Fig. 2 showed how from the angle ϕ and the time T to change tangential speed V of the unbalance, projection a on tangential acceleration axis and the value of drive force F of the inertor (the projection of tangential force of the inertia FT 's unbalance on axis Z). Therefore, the unbalance oscillation period consists of the four subcycles of equal continuity t , with what in every odd subcycle (starting with the first onem the starting one) is acceleration and in every even subcycle is deceleration. During every subcycle, every oscillation period and the time of the drive's work in general, the projection of the tangential inertial force FT on axis Z does not change its direction (its direction always the same with the direction on the axis Z). This means that the whole drive together with the vehicle's body will be moving in space with acceleration in direction of the axis Z . Let us notice, that the existence of inertial power forces itself talks in defense of the gravitational expansion of the universe hypothesis. So long we can say that the work on the moving of the inertor in space is done by space itself or even by the universal gravitation. This means, for instance, that the time and the distance of its flight in space are not dependent upon the size of its board stock of energy. In inertor the reversing schedule may be conducted, inclusively

by changing the direction of the current through the included in the resonance frame of the electronic generator's electric motor's winding. The coefficient of the practical use (CPU) of a device like that is high. Imagine that our spaceship has an engine like this one. Lets take its CPU = 0.7. Then during the whole flight the board source of energy must only compensate the losses of power equal 30%. Considering all that, to get to Jupiter a board stock of energy that equals to the burning of 190kg of kerosene is needed!

Here is some more advises for those who want to build an inertor by themselves. When the asynchronized electric motor with a power of a few kWt starts, then its rotor accelerates to the nominal rotation frequency (50kHz) approximately in 0.5 second. The inertor's efficiency is higher when the radius of the unbalance oscillation is smaller and its mass is bigger, that is why for $r = 1-3$ mm the value of the tangential acceleration will be about 2 meters per second in square, and the driving force – about 20 N with an unbalance with a mass of 10 kg. It is not possible to raise the rotor's acceleration essentially in the asynchronous motor (and that is its principle deficiency), it does not let to raise the inertor's drive dramatically. Much better starting qualities the permanent current engine has. In each case it is necessary to lower the rotor's own inertial moment in every way, to make it empty inside and at the same time with the biggest diameter that is possible. In order for the motor to supply the free line-limbic process of movement of the unbalance unpredictably long and not to overheat at the same time, the following condition must be fulfilled: when the starting (or the stopping moment is raising, its maximum value must not exceed the nominal (passport) electric motor's moment. The further way to raise the

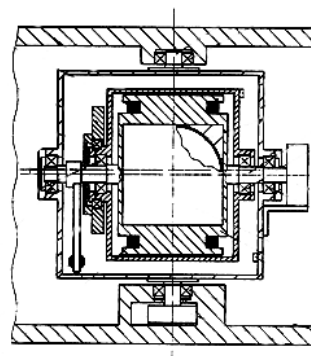


Fig.3

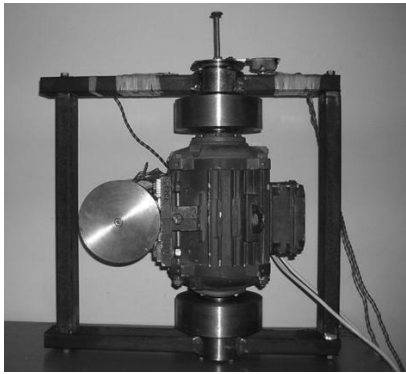


Fig.4

inertor's efficiency lays in direction of using of the molecular and even nuclear fluctuations of the substance. In the above mentioned numeric example if we keep the same mass dimensional parameters of the inertor and its power, and lower only the radius of the unbalancing mass fluctuations, for example, to a value close to 10 m (we assure the reader that this is far from the limit...), then the motor's drive power raises dramatically (in ten times!). There is a foundation to propose that inertor's action principles are in real an universal natural mechanism, in part in transformation of the space's (vacuum) energy to bodies' kinetic energy. From this point of view can be explained from where an addition of energy in super single gaseous vortex and liquid heat generators appearing (look at [2], for example). As we see, the inertor is incomparably superior to the any engine or motor in efficiency. It allows performing, for example, flights to any point of our planet in split minutes and with the complete absence of discomfort in a way of high gravitation and weightlessness. Any man would want to have such a vehicle in his own use. We assume that already throughout this century it will be used as the main drive for all vehicles and energy machines.

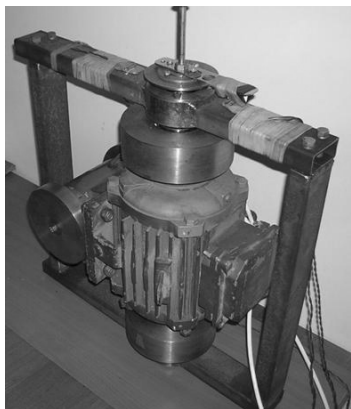


Fig.5

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