

Electric Energy Generated from Heat Dispersed in Atmosphere FUELLESS MONOTHERMIC ENGINE

Invention by Yuriy Volodko

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NET Review

Yuriy Volodko made experiments on laminar flow of pressure air to the atmosphere, at that the propulsion force and power consumption in different nozzles were measured. The experiments were made with the nozzle, which had about 50-100mm gap, and at relatively low speed, which did not exceed 130 m/sec. The author succeeded in finding out the fact that the available mechanical energy of the elapsing current stream appears at little compressing indexes (up to 1.5-1.6). This energy is twice or more times more than the mechanical energy, which is necessary to press air. Later on this result was repeated many times. The experimental data were received at 45 flat-slotted nozzles of different size, which include more than 2000 experimental points, and at the nozzles of other forms.

In these experiments the mechanical energy excess can be obtained only from the ambient space, i.e. from the atmosphere air. However, in the air there is no energy in the form of the mechanical one. It is represented as dispersed heat energy. A so-called "grab" of the heat energy, which is dispersed in the atmosphere, occurs. Thus, the laminar current stream of pressure air is a direct transformer of internal heat energy of the atmosphere air into the mechanical energy. The only one level of air temperature, which is independent of operation of the transformer, is necessary for such conversion.

Basing on the mentioned data the calculation of a **fuelless monothermic engine** has been made. This fuelless monothermic engine is a hypothetic energetic device, which has been designed to obtain mechanical (and electric) energy without any fuel consumption. The process occurs due to 50°C cooling of the atmosphere air. This air has come through the device. It is a known fact that such cooling occurs at outflow of the pressure air to the atmosphere (at moderate compressing indexes). The only way for this hypothetic energetic device to influence upon the environment is the output of the cooled air. A minute thermodynamic analysis of the fuelless monothermic engine was made. The engine should be a device, which contains an axial (or centrifugal) turbo-supercharger and a slotted turbo-expander (i.e. a pneumomotor), which have a common axis. Moreover, an electric engine-generator with a mechanical reducer should be placed on the same axis. These devices can set in initial motion the rotors of the supercharger and the expander. They also generate electric power after ending of the spinup. The calculations demonstrate that such a device of overall size of 1300x757x750mm (by the supercharger and the expander) allows obtain 800 kWt output at an axle

(except for the power consumed to move the rotor of the turbo-supercharger).

If the power consumption of one standard nine-storey eight-entranced house is approximately calculated (i.e. power consumption for heating, providing with hot water, lightening, elevators, household appliance etc.) then one might come to the conclusion that two or three these devices located side by side would be enough not to install electricity, gas and hot water from the outside. However, it would have to build up sewerage system to discharge the cooled air. Though, a part of this air may be used for a built-in system of household refrigerators and for air conditioning of apartments. Probably, it would be necessary to discharge the cooled air to wide, open for sun parts of land or water surface, where the cooled air would be heated due to the solar radiation. At the same time since every consumer is able to have their own source of energy then it would be almost unnecessary to build power lines.



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