

Re: The Fluid Crankshaft Internal Combustion Engine.

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- *From:* "Spaceman" <spaceman@xxxxxxxxxxxxxxxxxxxxxxxxxxxxx>
 - *Date:* Tue, 17 Jun 2008 11:04:46 -0400
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rbell.nsuid@xxxxxxxxx wrote:

On Jun 16, 2:56 pm, "Spaceman" <space...@xxxxxxxxxxxxxxxxxxxxxxxxxxxxx> wrote:

rbell.ns...@xxxxxxxxx wrote:

On Jun 16, 12:44 pm, "Spaceman" <space...@xxxxxxxxxxxxxxxxxxxxxxxxxxxxx> wrote:

rbell.ns...@xxxxxxxxx wrote:

The first issue is that this is offered as a solution for an unidentified problem. There is mention of the output shaft having different frequency than the piston oscillation, but no explanation is given for this being needed.

Oh, I am sorry,
Let me give a description of the biggest loss of energy output of a regular 4 cyl engine.

It is merely a feature, not a 'loss', and it has been amply addressed with the addition of a flywheel.

The flywheel does not change the 4:1 ratio that it works off of at all.
that is 4 bangs to 1 revolution.

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It is a feature for "torque"
torque need not be close to that high to turn a generator.

The flywheel averages out the torque, so that the angular speed of the crankshaft is constant. For electricity production, it is a bad example to pick on t