

Re: tj is still insane

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- *From:* GravityPhysics@xxxxxxxxxx (tj Frazir)
 - *Date:* Thu, 10 Nov 2005 09:30:02 -0500
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It slams water into the bottom of the tank by forcing the flap open at the end of the pipe.

The pipe is 2 inch 6 feet long then bends up 80 deg and is 18 inches long so the top 10 inches is above the water line .

All 3 cylinders will just fill to this 10 inch waterline . the fill flap will open when the top valve is open and water will just flow into the pipe in threw the fill flap at the end of the T a foot before the water goes into the tank.

A 1/2 inch pipe goes strait up out of the fill flap trap and a stroke forces water up that too but it has a small box 3x3x1 inch with an air compresor read valve head on it . It compresses air into a 12 x 2 inch pipe . the other end of that pipe goes to the intake valve ..when water is going into the cylinder the water falls back down the small pipe and sucks air into it from the air comresor head ,,next stroke will compress it.

stick 0.2 sec o2 then 1.2 sec intake air then hit the injector and spark at the same time.

I ran it up to 150 psi intake head that fires 400 lbs and slams it into the tank running at 250 pounds and bouncing it up 100 pounds a shot.

each engine is just a set of run times.

wait 4 sec after it fired then fire it again abcd.

each engine waits 4 seconds from the time the last on fires ..a gage on the tank drops to a set point and starts it .

Thats one fuck of a water heater ;;;

250 pounds continue thrust.

on 1/19 th the gas a 10 hp piston engine used.

Tank bannger ..

Now the jet ski can blast it strait out the pipe as thrust and fill a 10 inch can 20 inches long with a 4 inch 12 si nozzle.

Once the big can is full the jet runs strokes out the pipe ends ,, 200-400 lbs 1 inch nozzle.

or it can open the big can up for 2 sec for 2500 pounds thrust .

now the jet ski will have 3 cylinders sticking out a 10 inch can that are 2 inch x 6 foot coiled to save space. 1 jet 1 inch on each side of a 4 inch out the transome.

I allready filed the patts ,,87 of them but uncle sam said it would distroy the oil bizz and the auto makers and cause a depression.

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87 pats in legeg limbo ..
I just got a new trade law.
I filed pats in 51 countries.
I can prove I filed in usa in 1995 .
It wount matter „Im biulding too many sliding vane rotor lpe 8 .
10 million engines then I blast the market and flood it.
it beets what ever you drive 10 to 1 .
you can afford a big car then .
small cars lost the market.
the twin lpe 3 rotor is 2 lpe 277 hp.
the displacement changes on demand.
The tank is flat and spit in half with a plate that the rotor sits
inside the tank making it 2 air tanks on on each 1/2 of the rotor.
The cylinders slam the tanks at the bottom and one side filles the
other side.
it sends water back and forth from side to side wile water pistons go
up and down.
the air tanks are just big enough to fit the rotor in and have just
enough air to run the rotor 1.3 seconds .
running 3 x 30 inch pipes one on each side.
up to 2 x 2 inch vane out the rotor .
Thats a fuck of a running engine.
the water hits 450 deg and drives the engine and the fuel jst maintains
the heat wile the steam slams the pistons down when o2 hits the steam .
Best set of heads on the planet sit on my ship.
evrything I invent in international waters.

IF you dont think my first ship sucks fuel,,it burnt 5 tons a day on a
1800 hp.
I just toulk pipes 20 foot long and toulk the injectors out of the boat
achore.
welded up pipes and valves and used the entire stroke as thrust evry
time without converting it.
tore the old 1800 hp down and busted the bkock up with a hammer and got
it all overboard and deep sixed it.
I welded my ass off a week and made o2 .
Hot oil diesel with o2 .
1000 psi from 150 psi compresion on o2 and diesel out a 4 inch hole
from a 20 foot pipe .
the stroke just blast out the hole 10 feet or till its gone and the
water then keeps going.
The down stroke knocks the water out the back of the boat and the
stroke is all thrust.
then gravity fills the pipe back up ..wile another pipe fires..... I
stood the entire pipe rack up .
a pc picks the engine it mix and the nozzle open angle. I put 4 inch and
8 inch out the back and 2 inch around the front as bowe thrusters.
I turned the back at the sides as sterring manipulators ..
all I knew was I was going to send the best o2 boosted stroke 100 %
into thrust .
144 gallon diesel and 2 o2 bottles a day and did 20 fucking knots

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loaded.

Then when I got the next ship I got the best hull and worst engine
..toul the engine room out and biult the 48 inch x 5 inch and 24 x 2
inch rotors ..boath sliding vane liquid pistons and liquid piston ic
water rocket main engines

22 years ago . did 39 knots so dirt cheap and the class up was insane
,,it runs better and does it better yet the uscg could not understand
the engine room but classed it.

They could not class as a steam or a ic ,,

it lacks the parts to class as a engine on any of thier list . they
classed it as rocket engines .

water rocket internal combustion .

the long stroke slammer .

1 second stroke any length slammed into a tank .

What you nead a crank for ?????

• *Follow-Ups:*

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◇ *From: T Wake*

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