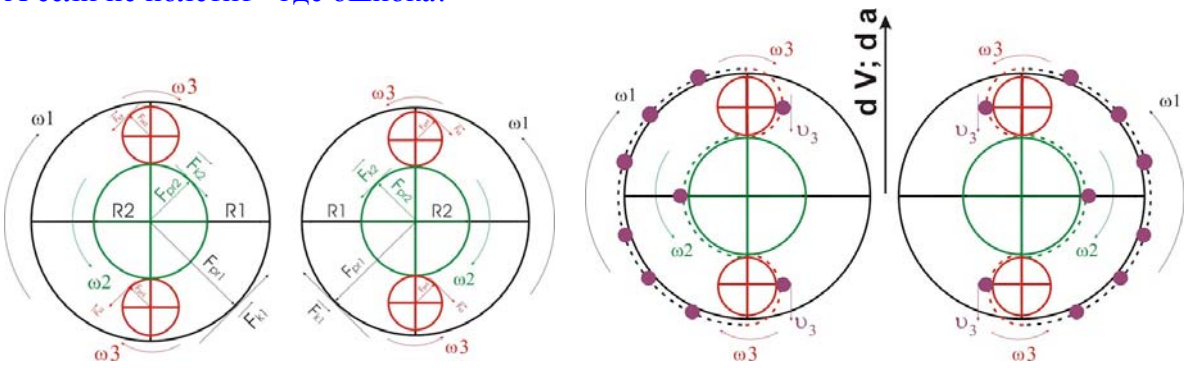
Здравствуйте.
Я выложил модернизированный вариант перемещающейся в пространстве замкнутой системы
Интересно Ваше мнение: полетит - не полетит?
А если не полетит - где ошибка?



Вас так интересует мое мнение?
Нет.
Не полетит.
Это мнение не только мое.
И это вообще не мнение.
Это – физика.

Начинали Вы так.
«Я не электронщик, но основы физики знаю.»
Не правильно.
Вступление должно было быть таким:
«Я не электронщик, **и** основы физики **не** знаю.»

Вы хотите, чтобы я занимался поиском Ваших ошибок?
Я не буду этого делать.
Вы сами их найдете и осознаете.
И краснеть за свою глупую наивность будете сами.

Когда я первый раз прочитал ваш топик «Летающая доска», я хотел написать:
«Ну вот! Скоро топикстартер найдет такую вещь, как «силы инерции», и с помощью этих «сил» начнет творить чудеса.»
Не написал.
Но так и произошло.

Поймите!
Сумма всех сил в замкнутой системе равна нулю.
Всегда!
Не используется внутренние силы при расчете динамики замкнутой механической системы.
А «силы инерции» - это вообще **фикция**.
Математические фантомы.
«Силы инерции» отличаются от «обычных» сил тем, что они **не совершают работу**.

Для решения своей задачи, просто возьмите и подсчитайте суммарный импульс всех подвижных элементов, в проекции на ось предполагаемого движения.

Посмотрите, сколько у Вас положительных и отрицательных **mv**.
Чему равна их сумма.
Можете считать дискретные(отдельные) подвижные элементы.
Можете перейти к интегральному расчету.

И забудьте слово «СИЛЫ»!!!!
Сила – это изменение импульса, и все!!!!

Я не в состоянии рассказать Вам курс теоретической механики.
Вы обязаны сами разобраться в той теме, в которой пытаетесь что-то «изобрести».

По поводу изобретений.
Я не знаю, какое у Вас образование.
Но Вам желательно знать, что такое **патентоведение**.
Что такое МПК.
Знать те места, где собирается все новое.

ФИПС:
http://www1.fips.ru/wps/wcm/connect/content_ru/ru/inform_resources/inform_retrieval_system/

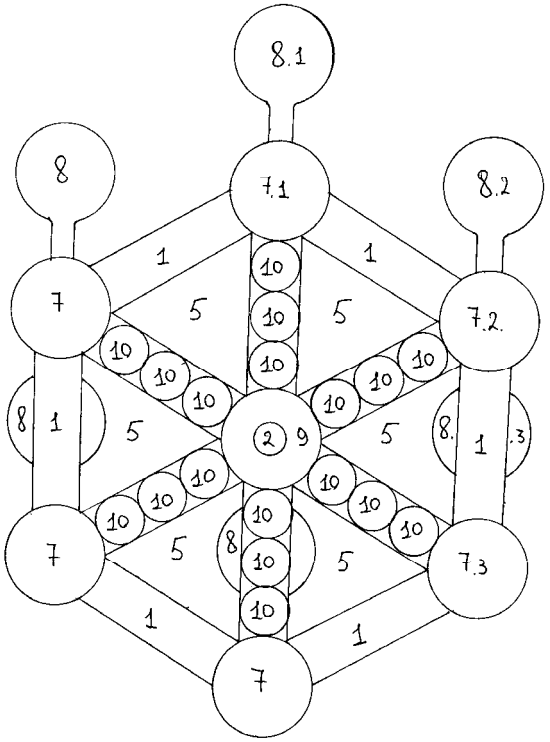
Патентное ведомство США:
http://appft1.uspto.gov/ (с 1724 года!!!!!!)

Европатент:
http://ep.espacenet.com/advancedSearch?locale=en_EP

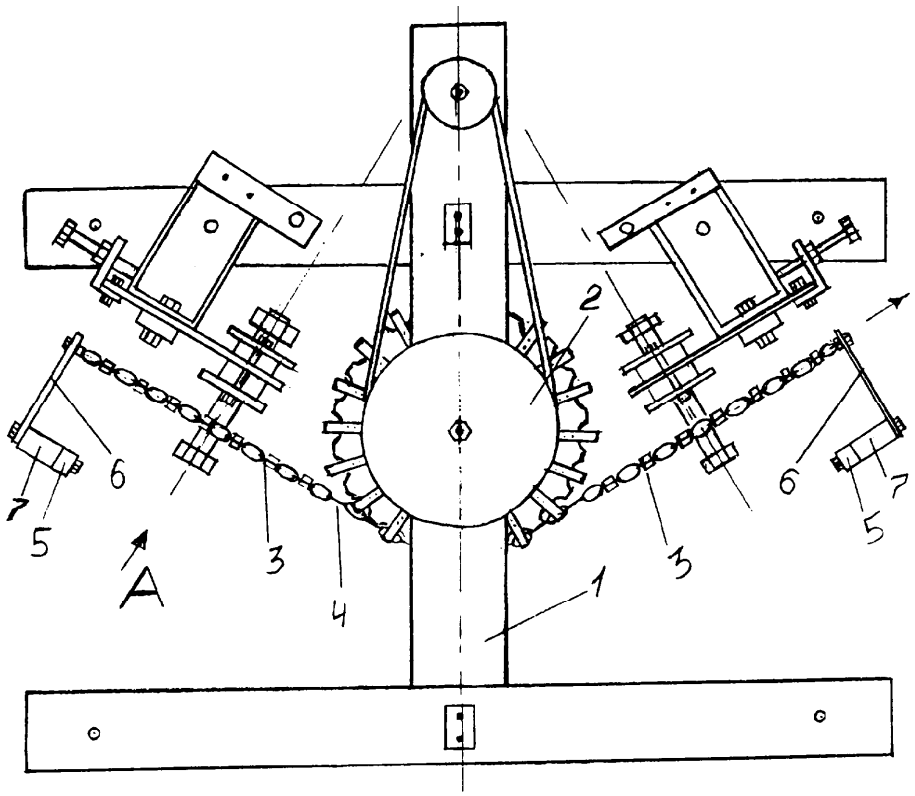
Сходите по эти адресам.
Номер МПК, в котором собирается кусткамера из подобных Вашему «изобретений»:
F03G3/00
Погуляйте по этому разделу.
Ни одно из заявленных устройств не выполняет заявленных изобретателями обещаний.

Маленький ряд чЮдес:
Российские чудотворцы

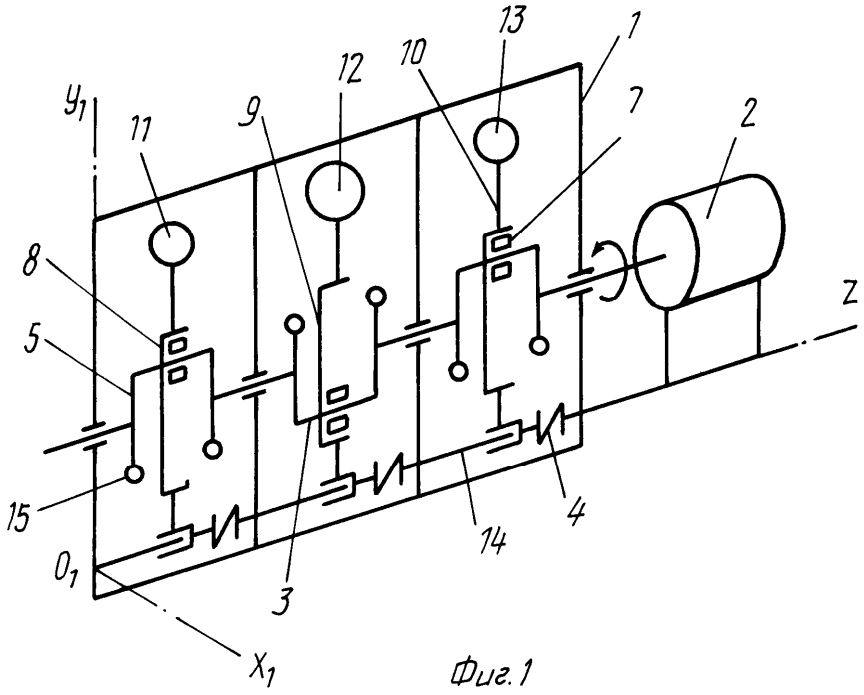
З.№ 20937



З.№ 61810

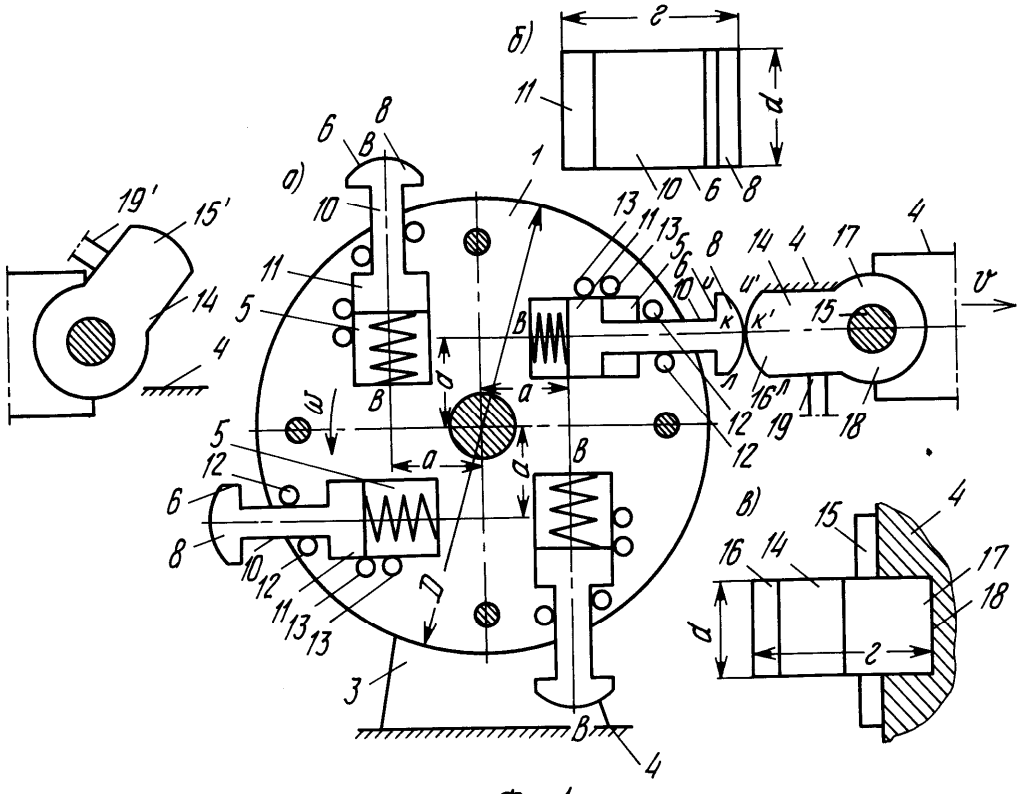


3.№ 2026504



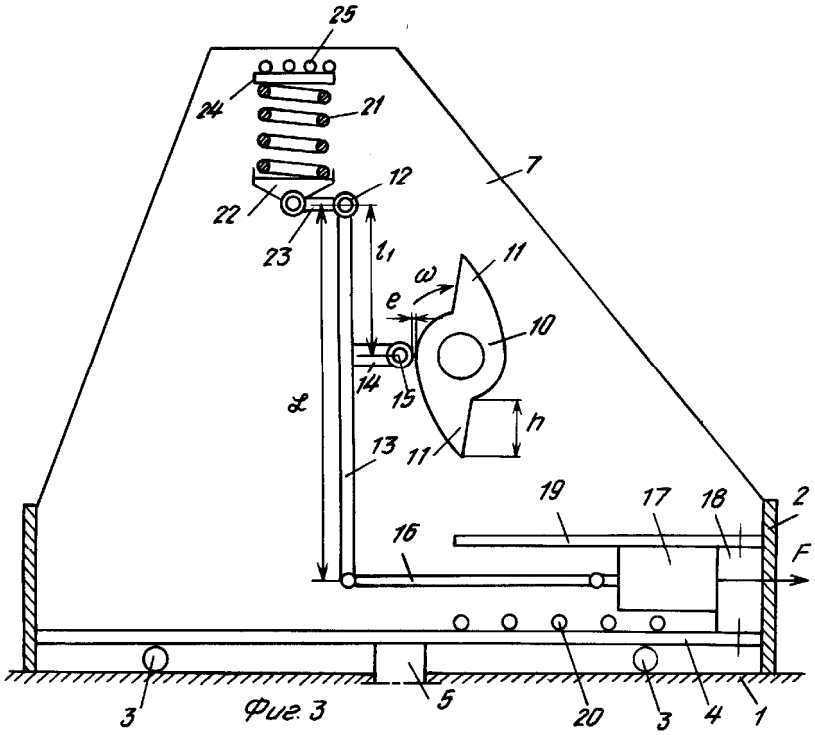
Фиг. 1

3.№ 2046999



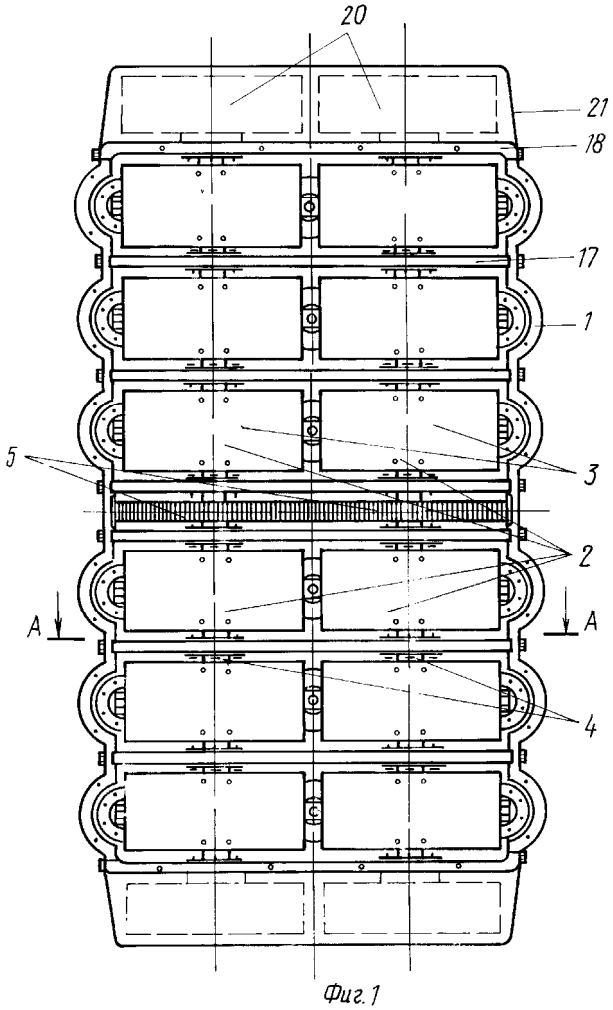
Фиг. 1

3.№ 2050467



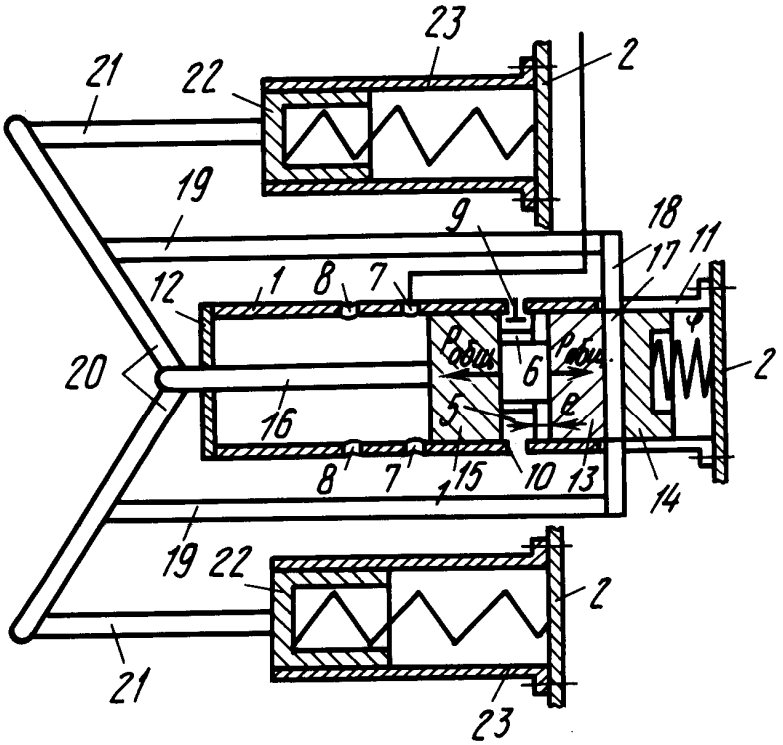
Фиг. 3

3.№ 2063547



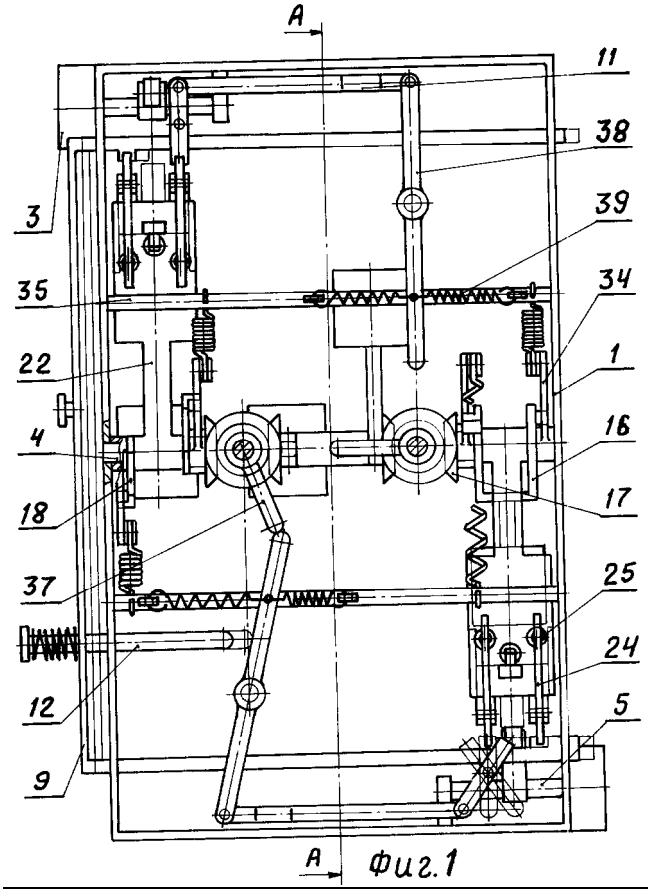
Фиг. 1

№ 2093694



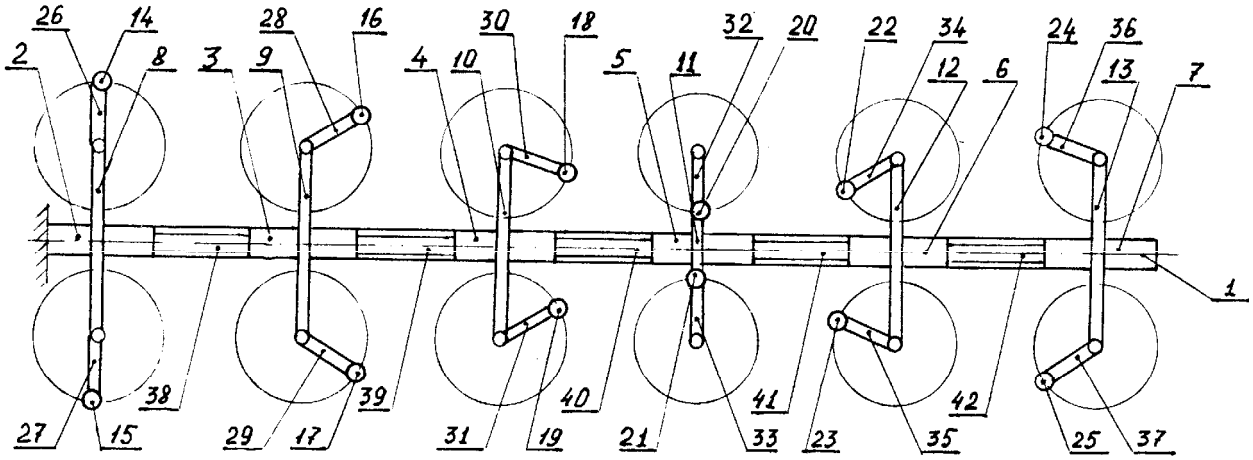
Фиг.1

№2096657



Фиг.1

№ 2110432-3



Фиг. 1

Из американских чЮдес:

United States Patent [19]

Thornson

[11] **Patent Number: 4,631,971**

[45] **Date of Patent: Dec. 30, 1986**

[54] **APPARATUS FOR DEVELOPING A PROPULSION FORCE**

[75] Inventor: **Brandson R. Thornson**, Winnipeg, Canada

[73] Assignee: **Fortune Ventures Inc.**, Winnipeg, Canada

[21] Appl. No.: **614,051**

[22] Filed: **May 25, 1984**

[30] **Foreign Application Priority Data**

Jun. 2, 1983 [GB] United Kingdom 8315114

[51] **Int. Cl.**[4] **F16H 33/02**

[52] **U.S. Cl.** ..... **74/84 R**; 74/84 S; 180/7.1; 244/62

[58] **Field of Search** ..... 74/84 R, 84 S; 180/7.1; 244/62, 172

[56] **References Cited**

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3,530,617 9/1970 Halvorson et al. ..... 74/84 S

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1547762 8/1976 United Kingdom ..... 74/84 S

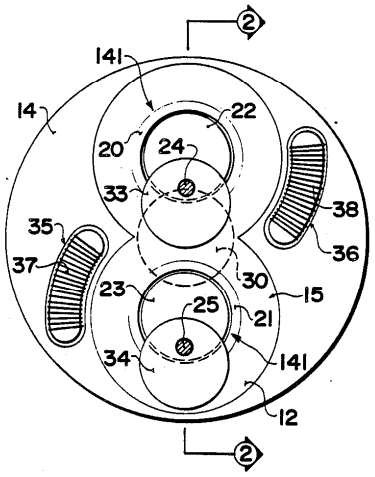
Primary Examiner—Allan D. Herrmann

Attorney, Agent, or Firm—Stanley G. Ade; Adrian D. Battison

[57] **ABSTRACT**

A propulsion device comprises two symmetrical wheels mounted in the same plane for rotation about parallel axes at right angles to the plane and driven synchronously in opposite directions. Each wheel carries a pair of gearwheels which rotate around the axis of the wheel with the wheel and support eccentrically a pair of planet masses. The masses are arranged such that their distance from the axis of rotation of the wheel increases and decreases under control of the gearwheels. At a position immediately prior to the maximum distance of the planet from the axis, an electromagnetic device restrains outward movement of the planet mass so that when released the planet mass provides whip-like action inducing a resultant force in a direction at right angles to the plane containing the axes of the wheels.

14 Claims, 15 Drawing Figures



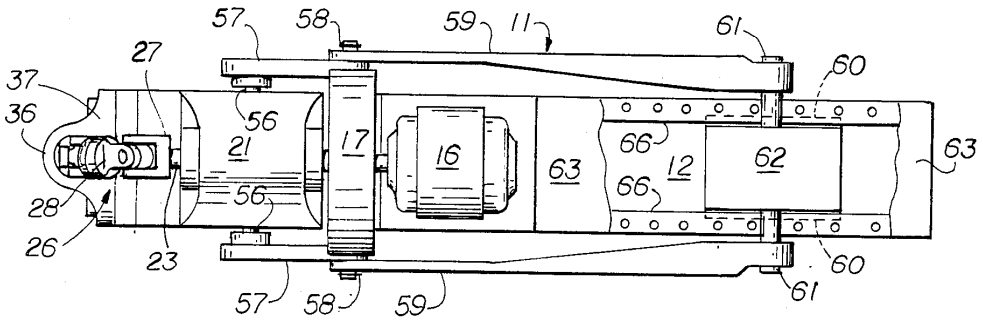


Fig. 2

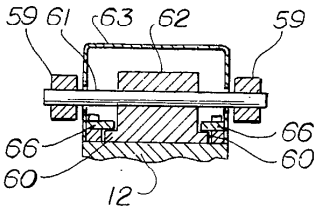


Fig. 3

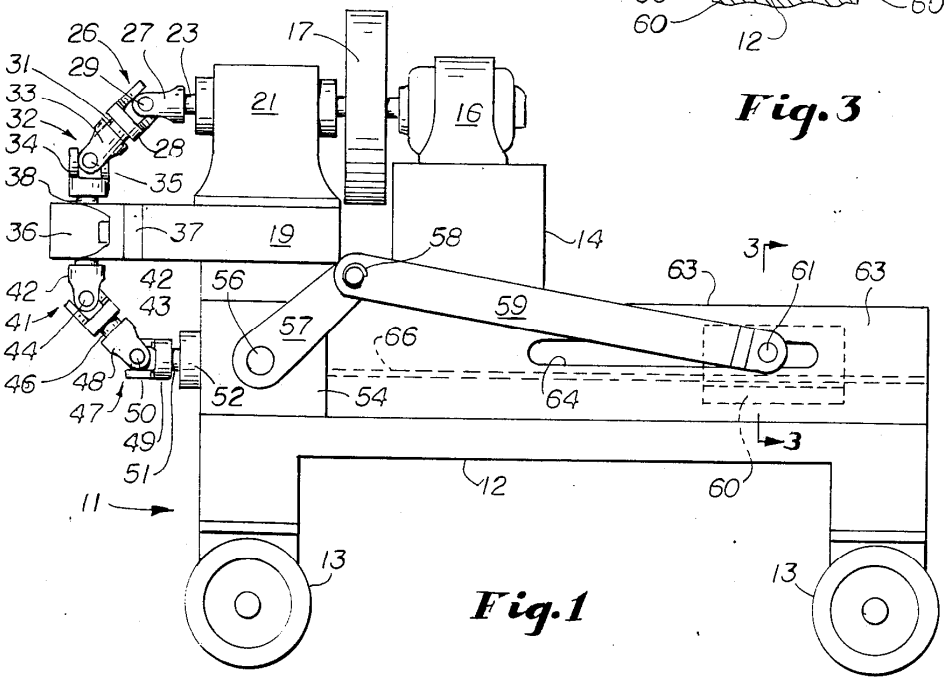


Fig. 1

United States Patent [19]

Kethley

[11] **Patent Number: 4,784,006**

[45] **Date of Patent: Nov. 15, 1988**

[54] **GYROSCOPIC PROPULSION DEVICE**

[76] Inventor: **Lancelot I. Kethley**, 900 NE. Minnehaha St., B4, Vancouver, Wash. 98665

[21] Appl. No.: **84,973**

[22] Filed: **Aug. 12, 1987**

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 814,409, Dec. 30, 1985, abandoned.

[51] **Int. Cl.**[4] **F16H 27/04**

[52] **U.S. Cl.** ..... **74/84 R**; 180/7.1

[58] **Field of Search** ..... 74/572, 84 R, 84 S; 280/217, 1; 244/172, 61; 440/3, 113; 180/7.1

[56] **References Cited**

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4,579,011	4/1986	Dobos	74/84 R

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3512677	10/1986	Fed. Rep. of Germany	244/172
933483	4/1948	France	74/84 S
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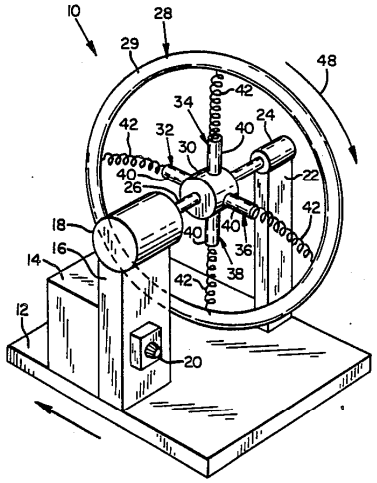
1377261	9/1964	France	74/84 S
86404	12/1965	France	74/84 S
2293608	6/1976	France .	
573912	3/1958	Italy	74/84 S
580085	7/1958	Italy	244/172

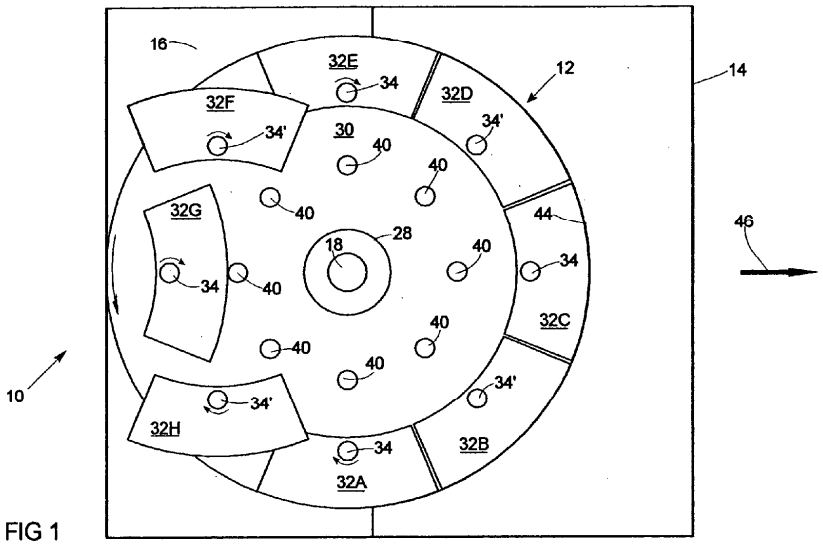
Primary Examiner—Deborah L. Kyle
Assistant Examiner—Michael J. Carone
Attorney, Agent, or Firm—Kenneth S. Klarquist

[57] **ABSTRACT**

A gyroscopic propulsion device includes a rotatable body in which the center of mass of the rotating body is offset away from a first axis to a second axis. The body rotating around the eccentric second axis of the rotating body generates a propulsion force which moves a vehicle to which the device is attached. In preferred embodiments, the body includes a rotating flywheel or a planar system of spokes along which weights oscillate on springs.

12 Claims, 2 Drawing Sheets




16
32E
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32C
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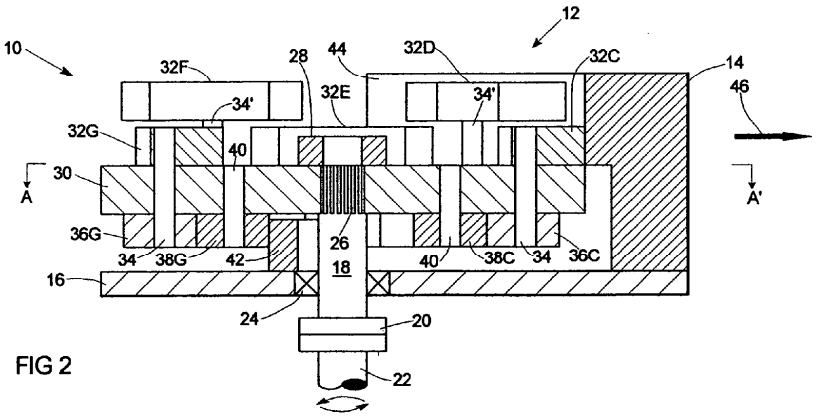
32H
32B
32A

FIG 1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36G
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18
34
38G
42
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38C
36C
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20
22

FIG 2

US 20080000324A1

(19) **United States**

(12) **Patent Application Publication** (10) **Pub. No.: US 2008/0000324 A1**

Biro (43) **Pub. Date: Jan. 3, 2008**

(54) **CONSTRUCTION AND USE OF ASYMMETRICAL CENTRIFUGAL FORCE GENERATING DEVICES**

(76) Inventor: **Jan Charles Biro**, San Francisco, CA (US)

Correspondence Address:
Jan Charles Biro
Apt. 1205, 88 Howard
San Francisco, CA 94105

(21) Appl. No.: **11/820,101**

(22) Filed: **Jun. 18, 2007**

Related U.S. Application Data

(60) Provisional application No. 60/818,205, filed on Jul. 3, 2006.

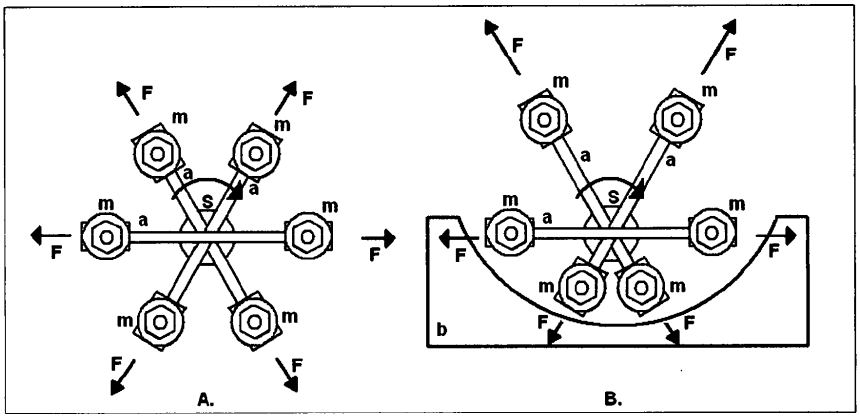
Publication Classification

(51) **Int. Cl.**
F03G 3/00 (2006.01)

(52) **U.S. Cl.** ..... **74/84 R**

(57) **ABSTRACT**

I have designed and constructed three mechanical devices, each to generate asymmetrical centrifugal forces. Devices **1** and **2** generates asymmetrical centrifugal forces by varying the rotation radius of a mass, while device **3** generates asymmetrical centrifugal force by restricting the location of the rotating mass to one preferential part of the rotating path. These and similar devices are suggested for moving (transport) objects in any designed, predetermined direction of the 3D space in any penetrable medium like gas, fluid, vacuum, et cetera (ground, marine, air, spacecraft propulsion).



US 20080127775A1

(19) United States

(12) Patent Application Publication

(10) Pub. No.: US 2008/0127775 A1

(43) Pub. Date: Jun. 5, 2008

Stoner

(54) INERTIATRONS AND METHODS AND DEVICES USING SAME

(76) Inventor: **Paul D. Stoner**, Powell, OH (US)

Correspondence Address:
FAY SHARPE LLP
1100 SUPERIOR AVENUE, SEVENTH FLOOR
CLEVELAND, OH 44114

(21) Appl. No.: **11/800,320**

(22) Filed: **May 4, 2007**

Related U.S. Application Data

(63) Continuation-in-part of application No. 10/736,869, filed on Dec. 16, 2003.

(60) Provisional application No. 60/434,755, filed on Dec. 18, 2002, provisional application No. 60/518,797, filed on Nov. 10, 2003.

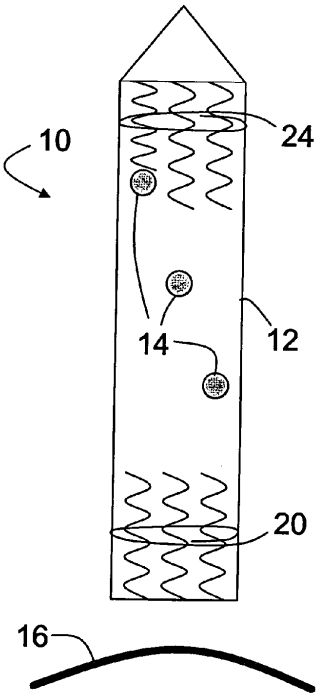
Publication Classification

(51) **Int. Cl.**
F03G 3/00 (2006.01)
F16H 33/20 (2006.01)

(52) **U.S. Cl.** ..... **74/84 R**

(57) **ABSTRACT**

A thruster includes a mass following a trajectory confined to a preselected volume, and a brake selectively applied to decelerate the mass over a selected portion of the trajectory. In one embodiment, a plurality of such thrusters are ganged together to define a thruster device. In one embodiment, the thruster device is used to propel a vehicle such as a wheeled vehicle, an airplane, a boat, a ship, a flying car, a submarine, or a spacecraft. In one embodiment the trajectory-mass consists of a plasma of elementary charged particles. The thruster exhibits a side effect that it thrusts in the reverse direction when being charged. Accordingly, the thruster must be connected to a larger companion mass (such as the earth) during its charging cycle. It must move that mass in the reverse direction so that at a later time it can move itself in the forward direction without ejecting any of the trajectory-mass from itself. In this manner, the center of mass remains unchanged. A practical consequence of the reverse thrust side-effect is explained using the following example: When a vehicle such as a flying car is fitted with inertiatrons to provide upward lifting propulsion, the side effect is that the whole vehicle appears to weigh more during its charging cycle (e.g., a 5000 pound flying car might weight 8000 pounds or more) for several minutes or hours before it can be flown or driven.



US 20080168862A1

(19) **United States**

(12) **Patent Application Publication**

Walden

(10) **Pub. No.: US 2008/0168862 A1**

(43) **Pub. Date: Jul. 17, 2008**

(54) **INERTIAL PROPULSION DEVICE**

(76) Inventor: **Michael K. Walden**, North Las Vegas, NV (US)

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COSTA MESA, CA 92626

(21) Appl. No.: **11/623,918**

(22) Filed: **Jan. 17, 2007**

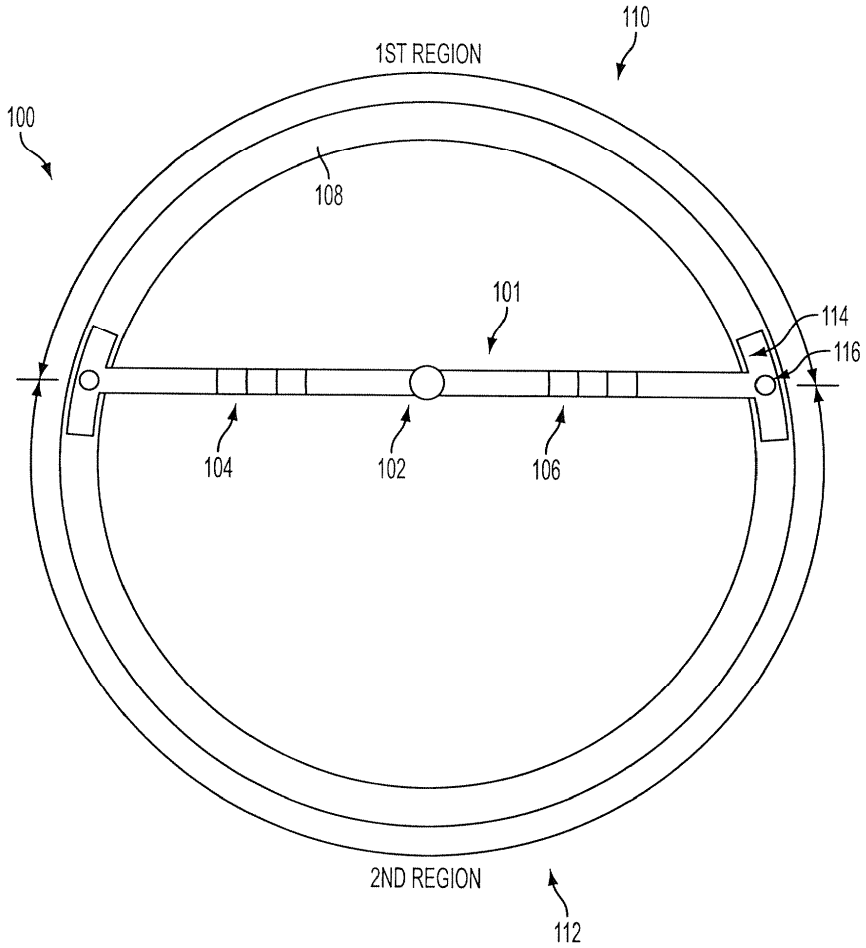
Publication Classification

(51) **Int. Cl.**
F03G 3/00 (2006.01)

(52) **U.S. Cl.** ..... **74/84 R**

(57) **ABSTRACT**

An inertial propulsion unit converts centrifugal force to linear motion using two or more masses. The masses are connected to telescoping arms that rotate about a single axis. The rotating telescopic arms are guided along a closed path by a guide. The telescopic arms extend and retract as they rotate around the closed path changing the inertial moments of each of the telescopic arms. A resultant linear force from the rotating telescopic arms provides a propulsion force suitable for a vehicle.



US 20090183951A1

(19) **United States**

(12) **Patent Application Publication**

(10) **Pub. No.: US 2009/0183951 A1**

(43) **Pub. Date: Jul. 23, 2009**

Fiala et al.

(54) **INTERTIAL PROPULSION DEVICE**

(76) Inventors: **Harvey Emanuel Fiala**, Downey, CA (US); **John Emil Fiala**, Spring, TX (US); **John-Arthur Fiala**, Spring, TX (US)

Correspondence Address:
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DOWNEY, CA 90240 (US)

(21) Appl. No.: **12/009,852**

(22) Filed: **Jan. 22, 2008**

Publication Classification

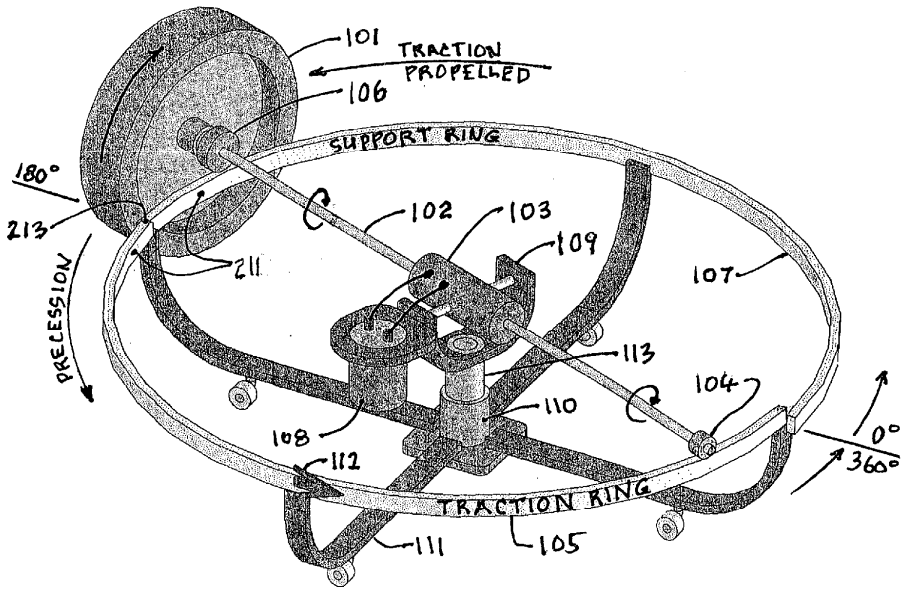
(51) **Int. Cl.**
F03G 3/00 (2006.01)

(52) **U.S. Cl.** **185/27**

(57) **ABSTRACT**

Inertial propulsion is a largely undeveloped field. Inertial propulsion is defined as propelling a vehicle without the use of a propellant such as rocket fuel or ions, or by the application of an external force.

Disclosed herein are two separate processes that do not require a propellant and do not produce an equal and opposite reaction against any external form of matter in the Local Inertial Reference Frame and do not violate Newton's Laws in the Universal Reference Frame. The first process produces horizontal motion, relies on the earth's gravitational field as an external force, and has been successfully tested. The second process produces vertical motion and relies only on the aether. It has been successfully tested considering the effect of the earth's gravity. The two processes referenced above are examples of converting the rotary motion of a spinning rotor into unidirectional linear motion. Due to the law of conservation of angular momentum, the first process is normally considered not possible, but with the proper use of an external field (for example, gravity) and the phenomenon of precession, it becomes possible. A clear distinction is made between a simple rotor and a gyroscope which is a far more complex device.



Это я Вам показал маленькую-маленькую часть «творчества» «изобретателей».
Парад безграмотных амбиций.

Очень надеюсь, что Вы немного задумаетесь.

Очень надеюсь, что Вы заинтересуетесь теоретической механикой.

Начните, пожалуйста, с этой ссылки:
http://ya-shestoi-6.narod.ru/arhivp/nomer13.html

И обязательно прочтите исповедь Нурбея Владимировича Гулиа:
http://n-t.ru/tp/ts/af.htm
ОБЯЗАТЕЛЬНО!!!!!

Желаю успехов.
С.