Outstanding Results of Evert Fluid-Technology

Problem / Phenomenon	Solution / Explanation	2016-03-31

Here are listed some subjects discussed at this fluid-technology.

Here are mentioned only the main statements in brief. At the corresponding chapters they are discussed comprehensive.

1. Basics

Maxwell´s Demon

The molecular motions of gases represent a huge force of kinetic energy. The particles are moving by different speeds. If one could separate fast and slow particles, one could achieve an usable energy gradient. However, the demanded ´Maxwell-demon´ was not detected up to now. Perhaps an other possibility might exist?

Usable kinetic energy is also achieved if the originally chaotic directions of molecular motions become ordered. That´s done quite easy by creating suction areas. The particles fall into the void, by itself and most fast, up to sound speed. Every airplane wing is such a ´benefit producing machine´: continuously comes up an area of relative void at the rear end of the upside face. Generally, this idea is usable at many applications, also for stationary motors. This website shows diverse proposals for using that kind of ´Free Energy´.

Hurricanes and Tornados

Hurricanes and whirlwinds are natural appearances with an ´incredible´ concentration of motion-energy. It´s assumed, the evaporation of water at tropic areas would be causal (however also dry whirlwinds can come up). It´s assumed, the enormous acceleration and concentration is based on heat-transformation.

These appearances are potential vortices systems: at the center the angle-speed and the absolute speed of motion is faster than at the environment. By occasion, particles from outside are pushed into the direction of the faster flow. They enter that area with their molecular speed, thus are accelerating the inner flows and contribute to a higher density there. So they are missing as collision partners at the outside area. So further particles can fall tangential into the center. That cause is well known as ´bending of slow flows towards neighbouring faster flows´. In total, the static pressure of the environment is transferred into stronger dynamic pressure of the central rotation motion.

Where the Wind blows

At first, the air is a gaping void and one liter weights only some more than one gram. Nevertheless, we merely can withstand at strong storms. Even more astonishing is the fact, locally and temporary a strong gust is blowing and just aside it´s absolutely calm. Also a strong flow of air can stop abruptly. So doesn´t exist inertia at the movements of air, respective why and which directions the air particles are moving?

The air particles well show mass and based at their inertia they are flying straight and by constant speed (about 500 m/s) from one collision to the next. The distance between collisions, in average is thousand times of the atom diameter. Also at strong storms (about 50 m/s) they fly ten times cross and to and fro within the space, before moving one step forward. Air particles wander all times into that direction, where they can flow most long distance until next collision. That´s all times into areas of less density. Such suction areas come up preferably along curved faces. However, also faster neighbouring flows are affecting like suction. The particles fall and disappear into such areas, if they are pushed into that direction, by pure random. So the wind is just the normal molecular motion, only showing a motion structure a little bit better ordered.

Fluid within Pipes

Pipe systems are installed by billions of kilometer all around the world for transporting fluids (oil, gas, water, waste-water, air-input and -output, air pressure, etc.). The medium must be pressed through the pipes, demanding strong energy to overcome the friction.

Conventional pipes practically are self-blocking systems: the movements are mirrored at the wall, increasingly radial inward, until stand-still. The walls must be build that kind, so the movements are mirrored spiral forward. Resulting is a flow with twist, at the center flowing fast without friction. At Potential-Twist-Pipes and Segment-Pipes such flows are organized at it´s best - worldwide could be reduced the demanded energies and costs.

Thermo-Dynamics

By the laws of thermo-dynamics, heat-losses are not to avoid, e.g. resting the small efficiency of combustion machines. The application of pressure results heat and increasing counter-pressure. The energy input can be transferred into mechanic energy only by parts.

By reverse conclusion, the application of suction should result a cooling, thus heat-consumption. Indeed, also here the law of constant-energy is valid: same time, a motion of higher density and better ordered structure comes up. So relative few input of energy results a surplus of usable kinetic energy. Many decades ago, Viktor Schauberger pointed out these grave differences of the destroying explosion-technologies and recommended nature-conform implosion-techniques**.**

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2. Aero - Technology

Theory of Lift

It´s common understanding, the lift at wings increases with the square of speed. Really however, the lift of a certain wing increases linear with the speed - until it breaks down in total. Above sound speed, no longer exists any lift force.

Existing are about ten hypotheses for the lift effect, however none describes the real cause of that force. The lift exclusive comes up by the difference of static pressures at the upper and below face. This corresponds to the dynamic flow pressures, which again correspond to the speed of the flows. Based on the suction effect upside rear end, an ´artificial wind´ is generated, up to 50 km/h (relative to the wing). This suction flow spreads forward above the upper face and far in front of the nose, however by sound speed as a maximum (within the space).

Trout Thrust

Only brook trouts (and salmons) can stand within a flow totally still. Their gills are able to transform the dam-up-pressure into drive-pressure. That´s comparable to an airplane, which autonomously is flying across the Atlantic, using only its own airstream.

At the bow of an A380 a room of 150 m^3 could be used for ´gill-faces´, much wider than its wing faces. They can produce a thrust of 100 up to 250 kN, thus at an range of conventional power engines. No moving or rotating elements are necessary and no motor drive. The dam-up pressure does not weight at the bow, but the air is allowed to enter the fuselage and the air flows off aside some later. Walls in shape of ´sails´ are installed within these canals with different speeds at both sides. The resulting thrust affects forward in the longitudinal direction.

New Design of Planes

Common airplanes consume too much fuel, especially at the start phase, with huge noises. They pollute the environment, up to high air layers. The flight techniques achieved high standard. Nevertheless, total new points of view could result solutions much more effective.

At the start and low speed, conventional planes must be pushed up with high energy input. The demanded ´air-cushion´ would be dammed up much more effective below a wide fuselage. A broad bow offers space for installing a trout-thrust unit. A wing running cross above and over the fuselage is suitable for using the most effective nozzle effect. At high demand for lift force, the engines must take the air from the upper face of the wing and over the fuselage. The consumption of fuel is essentially reduced. The start weight is reduced - and finally also the noise. Airplanes NT will show a suitable, quite new design.

Effective Props

Conventional props whirl around the air. The suction produces a spiral vortices string. Into that flow, the props hit most ineffective. They find no resistance, which is necessary for thrust.

The energy input can be transformed completely, only for the rotation of air masses. The generated flows are turning around the longitudinal axis. Finally some later, the dynamic pressure must be redirected into longitudinal direction. And again some later, it must be redirected parallel to the axis. That double redirection at most large faces achieves the maximum thrust.

Soft Jet-Engines

Conventional jet-engines are pushing the air to and fro within rotor- and stator-blades - like a ´shredder´. The loud noises of these machines already makes obvious, that motion process is not conform to fluids.

Within turbines, the air must be accelerated all times in likely turning sense. Just by the suction effect, the air can be accelerated up to sound speed. A twist flow must be generated within round pipes, running spiral around the longitudinal axis. Also the combustion of the fuel must be organized in order to accelerate the rotation of the gases. Finally the flow must be redirected at most wide faces, parallel to the axis, so the energy input is transferred into thrust most effective.

Air-Pressure – Bowl-Engine

Revolutionary Invention

The props of conventional helicopters are even less effective than common props. They consume much fuel and produce much noise. They reach not far, already at high mountains they have limited performance.

Instead pushing down the air by high power input, the force of just normal atmospheric pressure should be used. The air weights at one square-meter by ten metric tons (100000 N/m^2). If that pressure is reduced at the opposite face only by one hundredth, a difference of 1000 N/m^2 is achieved (and wings achieve the multiple). That difference applied at 35 m^2 will result a lift force of 35000 N. That´s sufficient lift force for a helicopter with 3500 kg gross weight.

Wing-Effect at closed room

Lift forces are generated at any wing, based on speed difference of flows at the upper and below faces. This effect can be rebuild within a closed system.

Within a flat hollow cylinder, a rotor keeps the air steady rotating, with minimum input of energy, all timese only at likely motion. The difference of speeds is achieved by different distance to a ´stick-face´ (with most rough surface) and a ´glide-face´ (with most smooth surface). The boxes are cone-shaped or bowl-shaped. The air is sucked around convex faces without any resistance respective increased pressure comes up at the concave faces.

Thrust as you like it

Demand for thrust exists at the air (even at the airless space), at land and at the water.

These engines work with the light medium of the air, thus they are rather voluminous. At the other hand, these engines can be dimensioned at any demands. These machines need only few fuel, because the real source is the inexhaustible energy of molecular movements of the air particle.

Rotation-Power-Station

Instead of linear thrust, turning momentum is demanded for driving a power-station**.**

Flettner achieved thrust with rotating cylinders at his sail-freighter. This principle can also be used within a closed system – resulting turning momentum e.g. for driving an electric generator – without any energy input.

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(further points will be added)

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