

Water Fuel Injection System

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WFC injector assembly (10) of Figure (4-1) as to (30) of Figure (4-2) is design variable to be retrofitable by replacing fossil-fuel injector ports affixed to **jet engines** (see Figure 4-13)

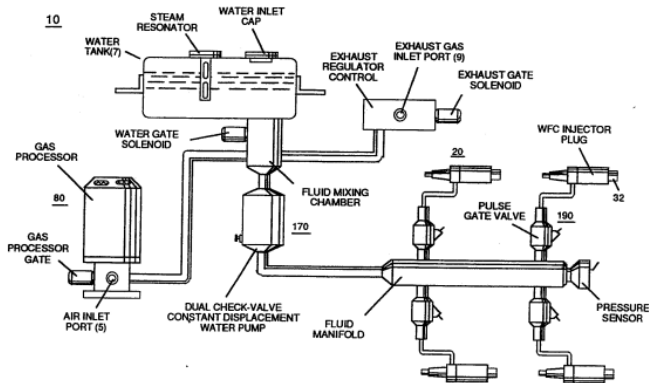


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

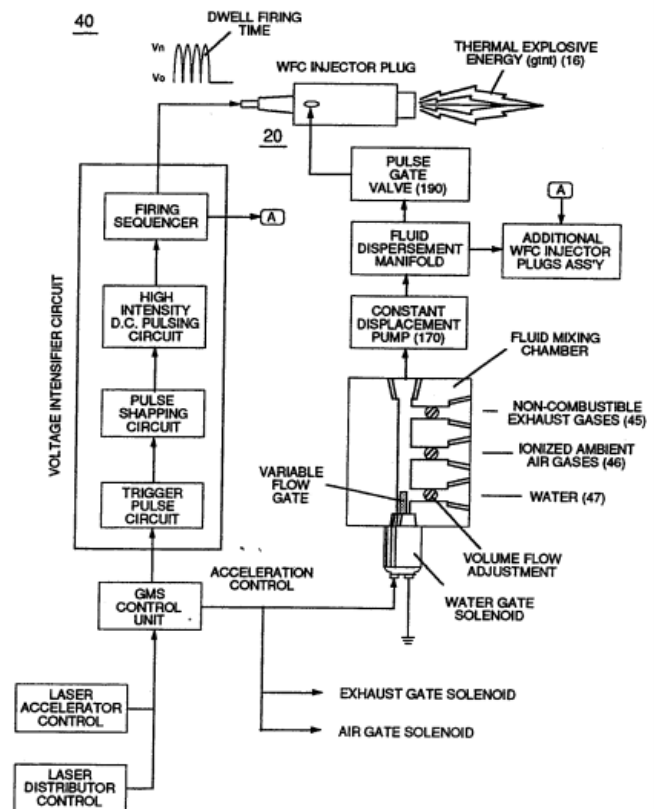


FIGURE 4-2: WATER FUEL MANAGEMENT (WFM) SYSTEM

heating systems (Figure 4-12), **rockets engines** (Figure 4-14), or even car **spark plugs** (130) of Figure (4-11)

Figure (4-12)

The diagram illustrates the operation of a WFC injector cluster array. Air enters from the left through an 'AIR INLET' and is drawn into a 'ROTATING FAN'. The fan's rotation creates 'AIR MOVEMENT' through a channel. This air then passes through a 'WFC INJECTORS CLUSTER - ARRAY', which produces a spray of 'SUPER HEATED AIR' exiting to the right. Below this, a graph shows a 'DWELL FIRING TIME' waveform, which is a series of pulses. The peak voltage is labeled V_n and the baseline voltage is labeled V_o . The waveform is connected to a 'WFC INJECTOR' component, which is shown as a cylindrical device with a nozzle and a control input.

Figure (4-14)

The diagram illustrates a rocket engine retrofit configuration. On the left, a 'WATER FUEL INLET' line leads to a 'COMPRESSOR PUMP'. The pump's output is distributed to a 'WFC INJECTOR CLUSTER - ARRAY' consisting of three separate injector units. Each injector unit is connected to a common 'THERMAL EXPLOSIVE ENERGY (gH)' manifold. This manifold is part of a larger 'THRUST ACCUMULATOR MANIFOLD' structure. The manifold terminates in a 'NOZZLE PORT', which produces a 'SUPER ROCKET FLAME' represented by a large, jagged arrow pointing to the right. A reference number '160' is located in the upper left corner of the diagram area.

160

WATER FUEL INLET

COMPRESSOR PUMP

WFC INJECTOR CLUSTER - ARRAY

THERMAL EXPLOSIVE ENERGY (gH)

THRUST ACCUMULATOR MANIFOLD

NOZZLE PORT

SUPER ROCKET FLAME

FIGURE 4-14: ROCKET ENGINE RETROFIT



Sequential pulsing of **Water Fuel Injector** (20/30) of Figure (4-1) as to (40) of Figure (4-2) is system activated by **Pulse Gate Valve** (190) of Figure (4-1) to further control a predetermined **energy-flame** (16).

In essence, then, the **Water Fuel Injector** system (40) simply processes and converts water into a useful hydrogen fuel on demand at the point of gas ignition

... thereby, **co-equally** or **superseding** fossil-fuel safety standards

... especially when **ionized ambient air gases** (400 xxx 46n) and **non-combustible gases** (45a xxx 45n) are intermixed with **water supply** (47) prior to entering **Water Fuel Injector Plug** (20/30), as illustrated in (40) of Figure (4-2) as to (10) of Figure (4-1).

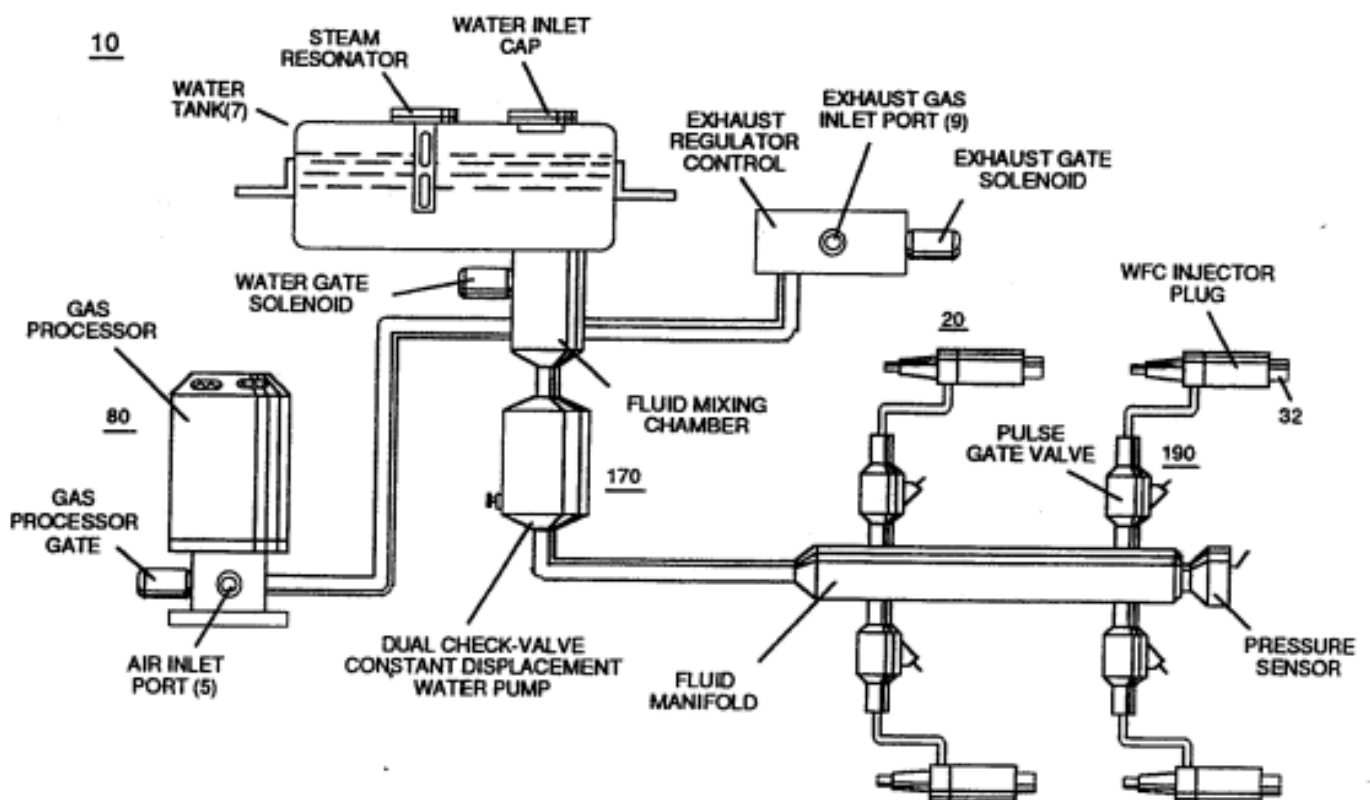


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

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