

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)

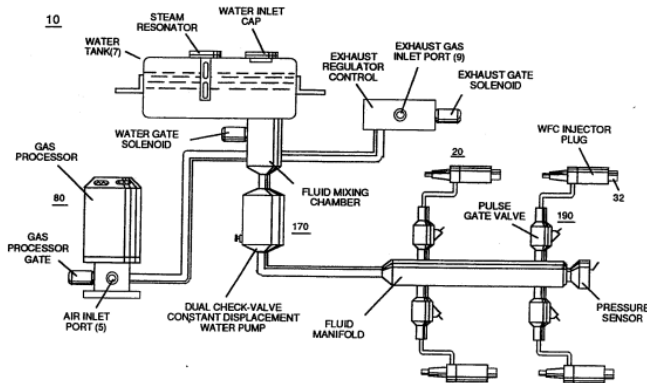


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

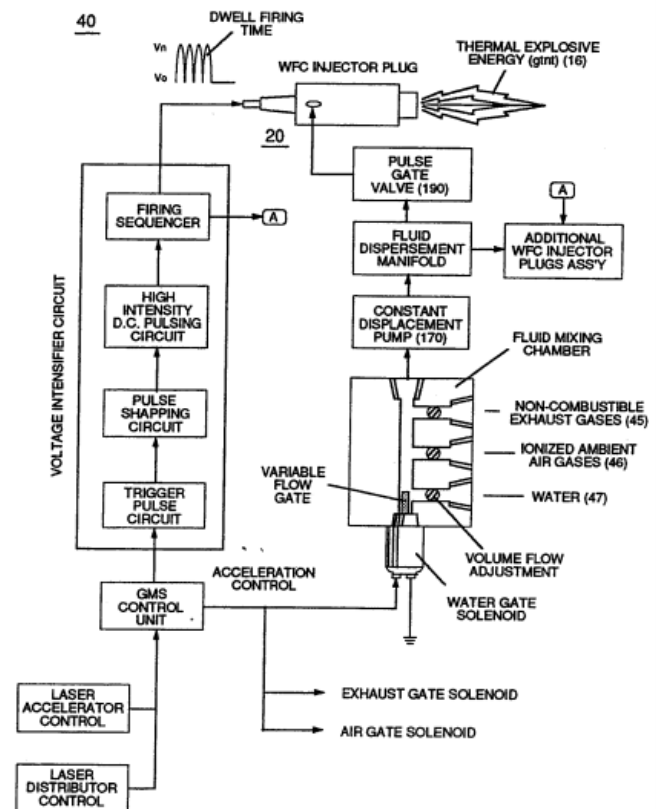


FIGURE 4-2: WATER FUEL MANAGEMENT (WFIS) SYSTEM

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 channel leads to a 'WFC INJECTORS CLUSTER - ARRAY', which is shown as a series of small nozzles. The air flow continues through the array, resulting in 'SUPER HEATED AIR' exiting to the right. A 'DWELL FIRING TIME' is indicated by a waveform graph showing the relationship between V_n and V_o . The waveform shows a series of pulses, with the dwell time being the period between the pulses. The graph is labeled 'DWELL FIRING TIME' and 'WFC INJECTOR'.

Figure (4-13) is a cross-sectional diagram of a rocket engine. The engine components are labeled from left to right: AIR INTAKE, TURBOJET MODE, COMPRESSOR STAGE, WFC INJECTOR, COMBUSTION CHAMBER, AFTERBURNER, THERMAL EXPLOSIVE ENERGY (gtrnt) (16), and EXHAUST THRUST. The diagram shows the flow of air from the intake through the compressor and combustion stages, with the final exhaust thrust being directed to the right. A separate section at the bottom shows a "THERMAL EXPLOSIVE ENERGY (gtrnt) (16)" plug being inserted into the engine structure.

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 'THERMAL EXPLOSIVE ENERGY (gH)' manifold. The manifold is a large, central component that also receives input from a 'THRUST ACCUMULATOR MANIFOLD'. The output of the thermal explosive energy manifold is directed into the 'NOZZLE PORT' of the rocket engine. The engine's exhaust is shown as a 'SUPER ROCKET FLAME'.

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WFC INJECTOR CLUSTER - ARRAY

THERMAL EXPLOSIVE ENERGY (gH)

THRUST ACCUMULATOR MANIFOLD

SUPER ROCKET FLAME

NOZZLE PORT

WATER FUEL INLET

COMPRESSOR PUMP

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).

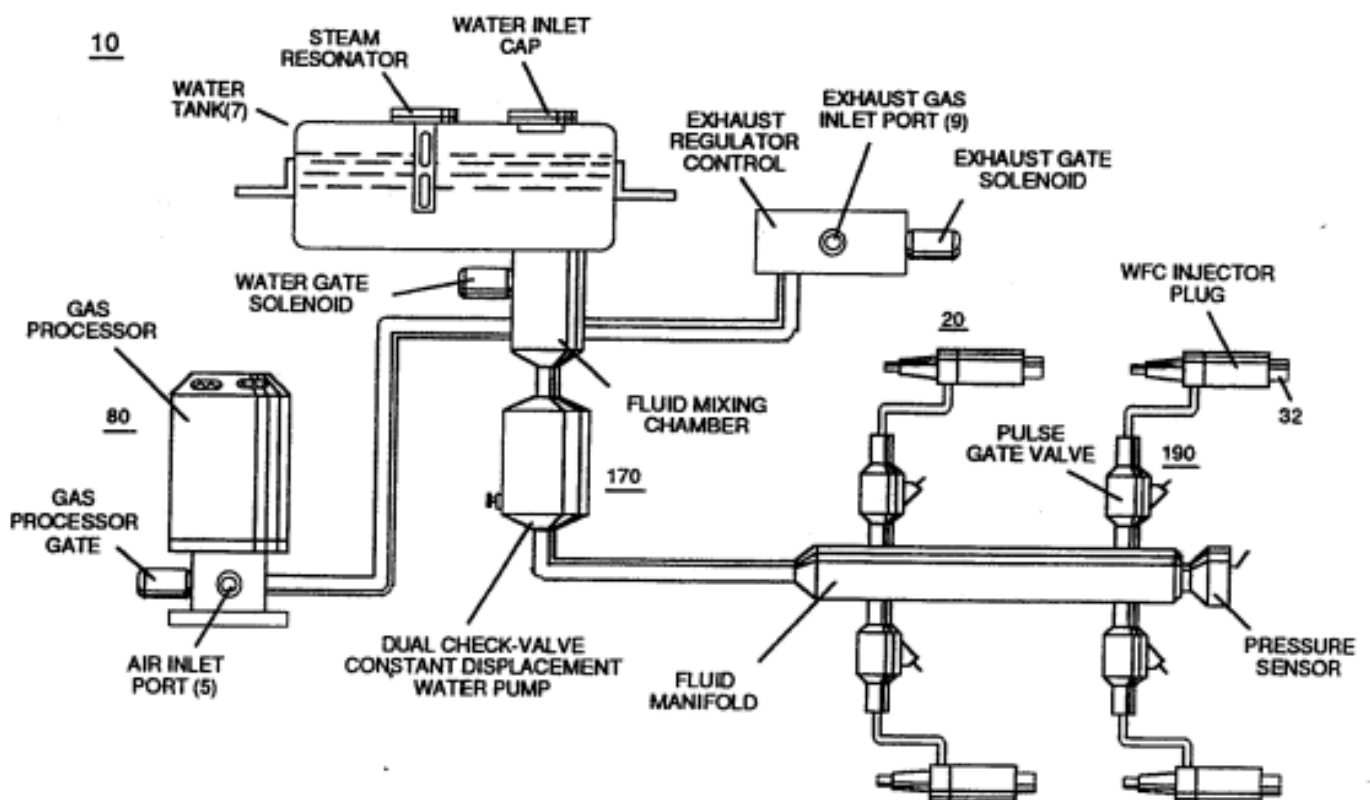


FIGURE 4-1: WATER FUEL INJECTOR SYSTEM

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