



Thrust Power Systems inc.

Thrust Horsepower Reaction Utilization Systems Technology

Thrust Power Systems, Inc is a company that is involved with the development of a novel approach that might suggest a way to incorporate electrical utility plants into our infrastructure in the future using liquid hydrogen **and a variety of other liquid fuels (Biofuels, Jet Fuel, Liquid natural gas, alcohol as well as future developed fuels)** which hopefully will reduce America's dependence on foreign sources of energy while concurrently reducing the rate of global warming and the associated ecological and weather that accompanies these phenomena. This project and concept is consistent with President Obama's call for **innovation with a Global perspective** ([Click here for website viewing statistics](#)) in the State of the Union address on Tuesday January 25, 2011.

The cost to construct, operate, maintain and manage the THRUST Architecture is substantially less than the cost per kilowatt hour than that of a conventional plant.

It is generally known by the readers of this summary that electricity (AC) is generated by the rotation of a rotor within a magnetic field that will generate three phase AC current. The reader is also aware that there are three primary systems in existence today that are used for rotating these rotors and commercially generating electricity. These primary systems are (1) water dams and the utilization (2) of coal, natural gas or some other petroleum based energy source and (3) nuclear fission to heat water that produces steam that will rotate a rotor.

Thrust Power Systems (whose acronym THRUST stands for “(T)hrust (H)orsepower (R)eaction (U)tilization (S)ystems (T)echnology” offers a fourth means by which to rotate a rotor which is through the utilization of turbojet engines mounted on the ends of moment (lever) arms. When thrust power is applied to the moment arms the moment arms will rotate a shaft which will in- turn be connected to a generator configuration that will generate electricity.

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Our first goal is to provide a system that can be **(1) Constructed in less than three months after the construction site has been prepared** ([Click here for Optional Constructional Sequence Line Drawings](#)) that will also **(2) Accommodate “Cleaner” energy sources**. In addition our goal is to **(3) Develop a system which may be easily serviced and /or replaced with a minimum of down time for a unit**. Our goal also is to **(4) Provide a system wherein waste gases will no longer be detrimental to the environment and (5) Wide variations in power requirements may be easily achieved.**

[Click here for clarification as a response to a frequently asked question.](#)

[Click here for history of the Curved Intake.](#)

Our goal is not to redirect or compete with existing technological pursuits, but to augment existing efforts to fill open areas or voids within our infrastructure framework that would benefit from the Thrust technology and architecture, such as (1) a speed of construction time of less than three months ([Optional Construction Sequence](#)) (2) the production of up to 1,000 gallons of water per minute that contains sufficient heat energy that maybe advantageously used to generate additional electricity or other applications ([Thermal Analysis](#)). Also click on ([Thrust as an Efficiency Enhancement Add On Unit](#)), (3) accept a variety of fuels with a quick switch from either or to alcohol, hydrogen or regular turbojet fuel ([Engine Suitability Calculators](#)) by changing out only the turbojet engines that will accept the specific fuel of choice as dictated by economics, availability and other related factors.

[Click Here for Actual Hardware Efficiency Test Data Results.](#)

We did not develop the technology and test the proven practical operational effectiveness of the hydrogen turbine. We are only interested in taking the technology of this engine to the next level of application. These men designed and developed the proven technology and viability of this engine technology and it is hoped that their ground breaking work will not be buried but resurrected and taken to the next level.

Design Team Manager

Engine Developers

Management Team

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[146 \(Johnson\) figure 36](#)

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[Click here for twelve \(and more\) reasons why this project should move forward](#)

A considerable amount of interest continues to be rooted in the Ukraine and the Russian Federation who logged approximately 20,000 web site hits ([Click Here](#)) during the month of June 2013 including national TV news ([Click Here](#)).

This level of interest deserves both attention and recognition.

This project is global phenomena with an unending future. [The Antonov Company](#) ([Click here](#)) in the Ukraine has extensive experience in this type of project. The world's largest airplane ([Click here](#)) would be quite useful in the logistical movement of various parts of this architecture to locations around the world.

We extend our hand in reaction to this perceived level of interest and would anticipate and look forward to pursuing future discussions leading to the development and manufacture and delivery of the components of the Reaction Force Rotation Unit ([Click here](#)) with a variety of engine types to accommodate a variety of fuels working in cooperation with other construction companies.

To the over 147 countries that have visited this site on a cumulative monthly basis and the continued solid base support of those countries with the industrial manufacturing structure and technical expertise; it is with our highest regards that we very kindly and warmly appreciate your continued interest and our unending gratitude that offers us inspiration, given that it shows the global interest in the future condition of our planet in terms of energy issues and its relation to global warming and are open minded to a fresh concept. We have not gone "Viral" but the possibility exists at some future date.

The reaction engine technology developed by Dr Hans Von Ohain and Sir Frank Whittle (who are recognized as the co-inventors of the jet engine) was not available when utility plants were initially constructed and the future application of this technology might suggest new, open minded and fresh applications.

The legacy of these men should not end with airplanes but expand to open minded fresh applications. If these men were alive today, it is not inconceivable that their thoughts would suggest moving forward with this new application.

The Reaction Force Rotation unit is similar in structure to that of a Ferris Wheel ([Click Here](#)) .

To minimize the need for extensive scaffolding, a suggested assembly approach might be add-a-section, rotate, add-a-section, rotate add-a-section rotate until the complete unit is complete.

A tabulation of the actual number of visits to this web site indicates that the country of China far exceeds that of any other country. We are both highly enthusiastic and delighted to see this perceived continued interest and might suggest that this country has mastered the envisioned construction approach leading to the pervasive and global proliferation of this concept. If this is possible within 15 days ([Click Here](#)) and we have assumed all parts of a Thrust Unit have been prefabricated, what could one expect for a single Thrust Unit? The research could focus on more efficient Reaction Engines which could be added as they are produced at future times without the construction of new units in various scenarios.

The operational speed of this unit should synchronize with the number of poles on the generator ([Click Here](#)). Given that Reaction Engines weigh tons, this over simplification is for illustrative purposes only using a material of sufficient strength.

Lastly we have not overlooked the Brayton Cycle and its relationships, viz, very carefully increased compressor pressure ratios and the like and the Rankine Cycle and its related efficiencies in terms of plant age, type of coal, fuel used and the like, but have elected

not to discuss these issues; the effects of which are well documented in the literature in terms of common knowledge and the fear that such discussions would detract from the overall concept for which we are proposing.

We own the patent rights to this architecture through the year 2030. ([Click here](#))

It is felt that this new THRUST architecture will find application as a supplement to existing utility plants and thereby prevent and reduce the number of blackouts as we enter the new era of climate change and utility plant requirements for additional power continue to increase.

[The THRUST Architecture has become a world wide phenomena.](#)

An analysis of our website traffic indicates as of this day, June 23, 2011, over 147 countries have indicated an interest in the Thrust Architecture. Upward scalability combined with multiple unit layout approaches among other considerations appear to be a driving factor in this regard.

[Click Here for viewing statistics.](#)

[Von L. Burton D.Sc.](#)

Thrust Power Systems

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