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J.A. HESSEY

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January 1958.

Allen W. DULLES
Director of Central Intelligence
2430 E. Street
WASHINGTON. (U.S.A.).

Dear Sir,

I am pleased to submit herewith a study on the subject
of

"SCIENTIFIC AERONAUTICAL THEORY OF RELATIVITY"

which conclusions I reached after realising the impossibility for
the air-craft designer to transpose the architectonical disposi-
tions of aerodynamics according of the principles of relativity
projection field angular gravity dynamic equation.

Technicians have never been able to realise the outline of
the fourth dimension or any mechanical application of relativity,
because they lack technics dispositive subsequent to the outline
derived from the plumb-line and the water-level, which elements
only represent the first phase on the sixteen representing the
development which includes speed with the mechanical application
of gravity relative inertia dynamics polarisation.

I am alone to possess a complete demonstration to be
able to establish an architectonical plan and to give the necessa-
ry directives for the construction of a model prototype of the
hypersonic air-craft built technically according to the laws of
relativity which are indispensable for the mechanisation of both
steering and stabilisation control, thus doing away with any ar-
chitectonical deficiencies such as have been found in construction.

It would, therefore, appear urgent to inform that hyper-
sonic dynamism cannot be realised without taking relativity into
account and that the mechanical application of relativity is only
possible within the complete processus of architectonics of which
I am alone to possess both the intellectual and technical synthe-
sis realising first of all the Relativity Synchromatic Steering
Dispositive Hessey Centric Double Quadri-Vector Formula for Hyper-
sonic Engines and Air-Craft to Unlimited Mach Numbers.

My proposal consist to the creation of H V 8 C models
prototyp specialised to Hypersonic Steering design, conform to the
Relativity Circular Generalized Space of the dynamic gravitation
force effect mathematics, unknown by the constructors of the worlds
competition industry of air-craft and aero-engines.

Yours faithfully

J.A. HESSEY

Relativity Dynamicist
Speed Championship Holder

J.A. Hessey

P.S. Technology origin of Relativity before the French Revolution and
1805 Abolition, have been privatly transmitted by V. Rosenbaum
pedagogue from the University of Geneva.

CONFIDENTIAL DEMONSTRATION

In sending the aeronautical Theory, I should like to explain that my scientific demonstration is in the subject order to proclaim the relativity principle, according hypersonic veering superspeed to the steering and stabilisation driving.

Actually, the technic is insufficient to make aerodynamical application of relativity and the fact to learn at present time in a technic school made practical impossibility to demonstrate relativity physics gravitation projection field of the angular architectonic dynamic equation for stabilisation and steering controls wings.

Architectonics technical laws, arbitrarily suppressed about 1805, are not taught. The negatives dimensional schemes subsequent to this epoch became fictitious as a gravitation application of them could not be found and thus polytechnic schools no longer impart any knowledge of relativity that could be realised mechanically.

The polytechnic diplomas do not include the elements of architectonic knowledge. Being mainly a statistician through his professional training, the engineer, in the absence of an architectonic teaching, cannot claim the ability to apply mechanically the relativity inherent in aerodynamics.

In basing the system of hypersonic aerodynamics on the principles of a teaching which does not correspond to the true facts, the possibility of really efficient mechanic realisations is eliminated. The failure at the present time of high speed flight is due above all to the constructor's physic of gravitation ignorance in regard to architectonic technics (ingineer is only statistician) and the non application of relativity to mechanical science.

Proceeding itself from architectonic origin, fourth dimension was existing (technic and physic) long time before Einstein, but actually mechanical explanation of fourth dimension is only possible with the architectonic secret kepted synthesis of my own of which otherwise I am alone to realise experimental application.

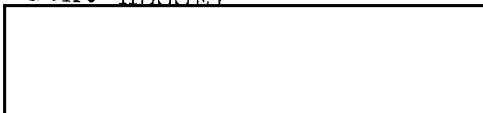
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Hypersonic Veering Superspeed

HESSEY

RELATIVITY

HV8C 1,7 OXNR CC'CRAFT

MACH 2 SYNCHROMATIC STEERING

The relativity of the architectonic statico-dynamics dimensional rhythms of universal gravitation is mechanising the fundamental element of aerodynamics, the dynamic transposition of gravity, which makes it possible for an engine technically conformable to the refraction angular principle of mass gravitation, to perform its evolution in every condition of hypersonic superspeed.

Architectonic statico-dynamics dimensional rhythms with tensors reference system represent the principle of relativity, in its entire mechanical conception.

In spite of the progress of mechanics, the aeroplane in its different aspects does not constitute an example of a perfectly constructed machine conceived on an architectonic basis and becomes uncontrollable at very high speeds as a consequence of imperfect technics. The data of relativity which are also valid for rocket driven engines as well as for propulsion based on reaction, for all systems, whatever they may be, are subject, physically speaking, to the dynamic laws of gravitation, taking in consideration the concentration of the forces in motion and its phenomenon of repercussion, the dynamic field of gravitation, the geometrical harmony between motion the space and the dynamic gravity.

Despite their apparently revolutionary aspect, the most recent speedy plane models do not fulfil the demands of the gravitation, the controls being worked on angles contrary tho the right arrangement required by the principle of relativity.

The form of the wings, their extension, the position of the stabilizers have never yet been conceived according to the laws of gravitation in relation to motion from the relativity principle.

Statistics enable one to establish facts, to compare, to codify, but do not save one from error; architectonics alone afford the means of creating without neglecting the dynamic principles of gravitation.

Technics not being inspired, however, by the principles derived from architectonics, the theorist is proceeding intellectually by means of conjecture on a basis that is only secondary in regard to the purely architectonic sphere.

The phenomenon of power depression proceeds from a centre intermediary to the static and dynamic centres, this being a negative particularity of aerodynamics. This depression increases proportionately to the square of acceleration and represents a fixed angular factor in the geometrical disposition of elevator and rudder control hinges. Up to the present, this factor has never been utilised in the practical field.

The difficult problem that has to be solved by the dynamist arises from the spheroid relativity principle, according to which air gravity is acting on a certain object and from the transposition of this static pressure into an obliquity in two directions remaining immutable under the sway of the speed of displacement. The use of a numbered scale enabling to work by means of circumferences requires the knowledge of an intellectual statico-dynamic relativity factor beyond the academic limits of all official teaching.

Errors are committed in this way by constructors who do not dispose of the necessary physical elements and who, on the most recent speedy performance models, try to articulate the hinges of controls in a direction which does not accord with the angle of aerodynamic gravity depression.

The fin, for instance, has to be directed backward in a proper manner but, in order to avoid the increasing risk of accidents, the essential principle of the control hinges must be established on an entirely different basis to that employed at present.

It is well known that at the moment with the power of the propellers, the controls, as they are placed in former and recent constructions, lose all possibility of control and become inoperative at a certain degree of speed.

The system of airplane controls is indirect as regards mechanics; logically the controls have to be joined to the angle of depression instead of to the angle of pression,

For any machine that is not constructed according to the above-mentioned data, the safety limit is reached shortly before the sound barrier

The constructor is not able to master the divergency difficulties pertaining to the new hypersonic aviation without the knowledge of architectonic statico-dynamics dimensional rhythms of mechanical relativity dispositive.

Thus, by the fact that technics are trying to establish a theory of dynamism without having obtained so far marked results showing the way out the kind of blind-alley in which they find themselves, one may state that such a result would require the mathematic application of architectonic rhythms to motion. Of all different theories, architectonic dynamics alone must necessarily constitute the basis of a new technology, as instruction has not yet freed itself from the fictions of mechanics and physics imposed as a dogma and which the author had to overcome.

It is necessary therefore, to fix the constructor's attention particularly on the advantages resulting from mechanical norms quite unknown to technics, whereas all statistical researches in the matter of relativity remain uncertain.

The application of these new norms mean a scientific revolution going beyond the restricted limits of irrational academical technics. The principal reason for the anarchy prevailing in the researches made in the matter of structural rhythms applied to moving engines resides in the fact that aerodynamic science completely ignores at present any doctrine concerning the mechanism of gravitation in respect of motion.

The technical data of the above-mentioned motion theory make possible the construction of the prototype of an aircraft that will pass the sound barrier without being affected by the inconveniencies resulting from the wrong disposition of the control devices.

The present day aircraft does not function according to the laws of gravitation, in conséquence of the non-application of the dynamic depression principle; therefore the use of complete architectural technics with regard to their principal elements is necessary for construction; ratio of angles, in the position of part hinges.

The relativity dimensions of a plane, afford the means of ascertaining whether one exaggerated tendency is developing to the detriment of another and of revealing any derogation element that could present a danger in the working of the machine; any error with regard to gravitation laws must be considered as a capital factor of the highest importance when proceeding at a certain speed.

The progressional capacity of a normalized machine is much higher than that of a glider launched by traction, without taking into account the geometrical relations of gravity, which cause disturbances of the organic parts of all machines previously constructed with an imperfect knowledge of physical relativity.

The wings are curved on the horizontal plane, on account of the pressure wave principle, the wing profile is double cambered with sharp edges. The wing curvature is calculated proportionately to the displacement mass and the gravitation field, the right wing, as well as the back-swept wings are not concordant with the principle of equidistance from the pressure wave in its spread as pressure and depression are both functions of a centre: thus a wing conceived according to the principles of the law of gravitation can logically only be disposed in its design in a curve.

The static proportions of elaborating the organic parts are contrary to the aerodynamic characteristics of an aircraft capable of passing beyond the speed of sound in its normal evolutions and of proceeding at such a speed, as the surface distribution remains confined to the gravitation field curve.

The articulated prolongation of the planes works in relation with the axis; this particularly, as well as the disposition in direct incidence requires the knowledge of dynamic gravity.

The direction and elevating controls are arranged according to the incidence on an angle proportionate to the air depression; the whole direction scheme is based on the laws of dynamic gravity.

The assembling of inertia planes by means of the relativity of gravitation elements, the specific gravity of an engine, the static pressure of the ambient air on the latter and the speed, comparatively, require for the laying out of the tensors reference system the use of the relativity fourth dimension.

Relativity Mathematics Source
A. EINSTEIN and J. BECQUEREL
Polytechnician Dr. HAENIS

HESSEY
1957.

Hessey HV8C 1,7 OXNR CC'CRAFT Relativity

Divergency statico-dynamic dispositive synchromatic steering
inertia mass radius refraction gravity tensor, positive negative
trajectory inductor graphic, restricted and generalized circular
force effect four dimensional space limitation, mechanical and
physical impulsion energy moving part extensible cradle frame,
 π delta associated potency number rhythms, fluid drive coupled
equation minor and major interval square, translation funda-
mental vector hypersonic veering superspeed formula 1957.

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