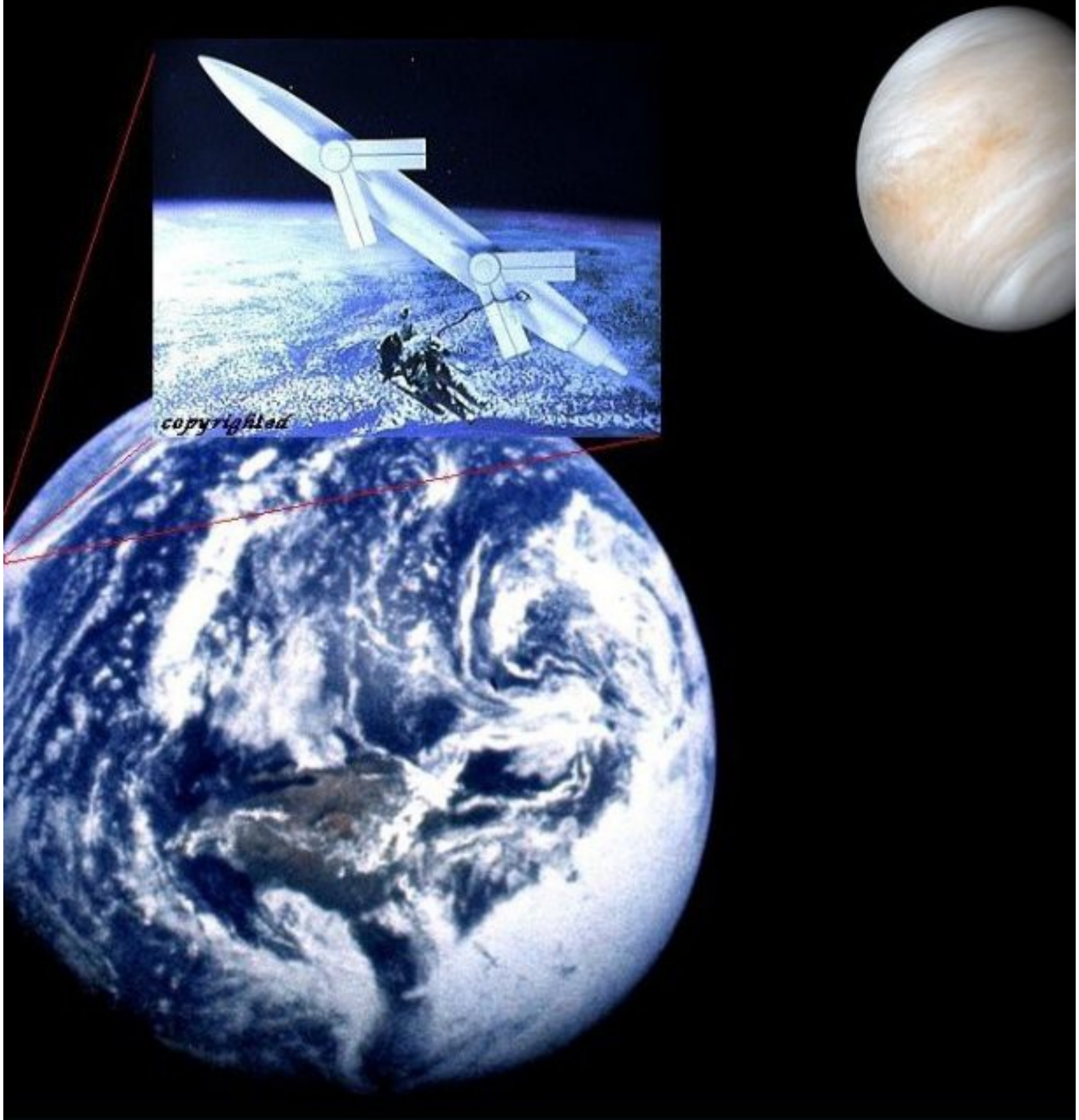
VENUS MONS



Having been visited by aliens in person, on airplanes and meeting the greatest of Beings I must be doing something right or maybe I am a mere curiosity born ahead of their time.

VENUS MONS LLC

Sirs,

The following Executive Summary and Business Plan are multi-faceted comprising several different products and stages of investment that have the potential of some two trillion dollars over 20 years time.

Primarily the projects for investment is an air craft which is scale-able from a simple ultralight version to full size air/space craft and other of the projects again scale-able is a construction building technique that can be erected instantly using an inflatable technology such that is possible to fabricate on site any size desired enclosure, such as but not limited to instant erected back yard sheds, residential houses, commercial buildings and their segments, boat and ship superstructures and space modules for orbital space station platforms, Moon, Mars and Venus colony structures.

The minimum investment here offered is 2 mil but is not limited to that amount. The initial offer subject to change is that the investor take a position as a partner in an LLC where despite that being the initial vehicle for the investor it can be discarded from the onset to instead shift to a corporation style stock investment.

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For those who are interested you can write to clonegenomecom@optonline.net for further information. Also that this particular offering at its current stage does not fit with your interest we are offering a 1.2% finders fee.

The growth potential in fact as can be understood from the aforesaid is limitless and investors should note that even where the economy may at time be negative the technologies offered here have the potential to overcome such adversity.

Sincerely

John Mecca, CEO, Manager

United States Patent [19]

Mecca

[11] **Patent Number: 4,793,572**

[45] **Date of Patent: Dec. 27, 1988**

[54] **VERTICAL LAUNCH AND HOVERING SPACE SHUTTLE**

[76] Inventor: **John Mecca,** 110 Whittier Dr., San Remo, N.Y. 11754

[21] Appl. No.: **909,846**

[22] Filed: **Sep. 17, 1986**

Related U.S. Application Data

[63] Continuation of Ser. No. 826,810, Feb. 6, 1986, abandoned.

[51] **Int. Cl.**[4] **B64C 27/24**

[52] **U.S. Cl.** ..... **244/7 R;** 244/7 A

[58] **Field of Search** ..... 244/7 A, 7 R, 6, 17.11

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Primary Examiner—Galen L. Barefoot
Assistant Examiner—Rodney Corl
Attorney, Agent, or Firm—Leonard Belkin

[57] **ABSTRACT**

The invention concerns the forming of vertical thrust by rotor blades and their subsequent stopping to act as wings, by changing the angle of of attack of the individual stationary blades during foward flight. The horizontal movement of each blade is independent from one another around the perimeter of the central rotor axis hub, and the opposing diagonal set's move up against each other and interconnect to become an integrated single wing from the two separate blades. A common pivot is utilized across the intersecting edges of the blades comprising the singular wing to have this common pivot hinge between them to allow changes in pitch of the leading and trailing parts of the wing. Such joined blades acting as wings are able to move together to accomplish a variable swing wing movement that would include swept foward and back configurations and infinite changes of their attitude between those two extreme positions.

4 Claims, 8 Drawing Sheets

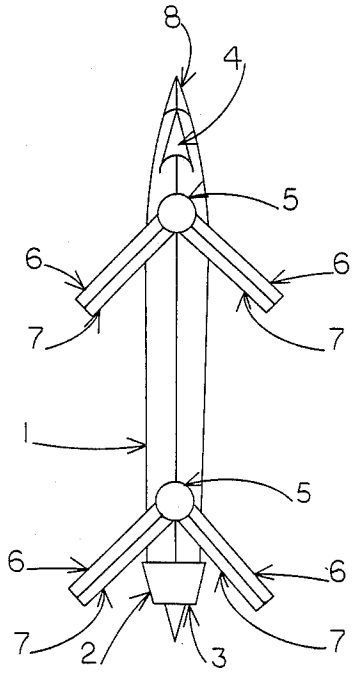


FIG. 1

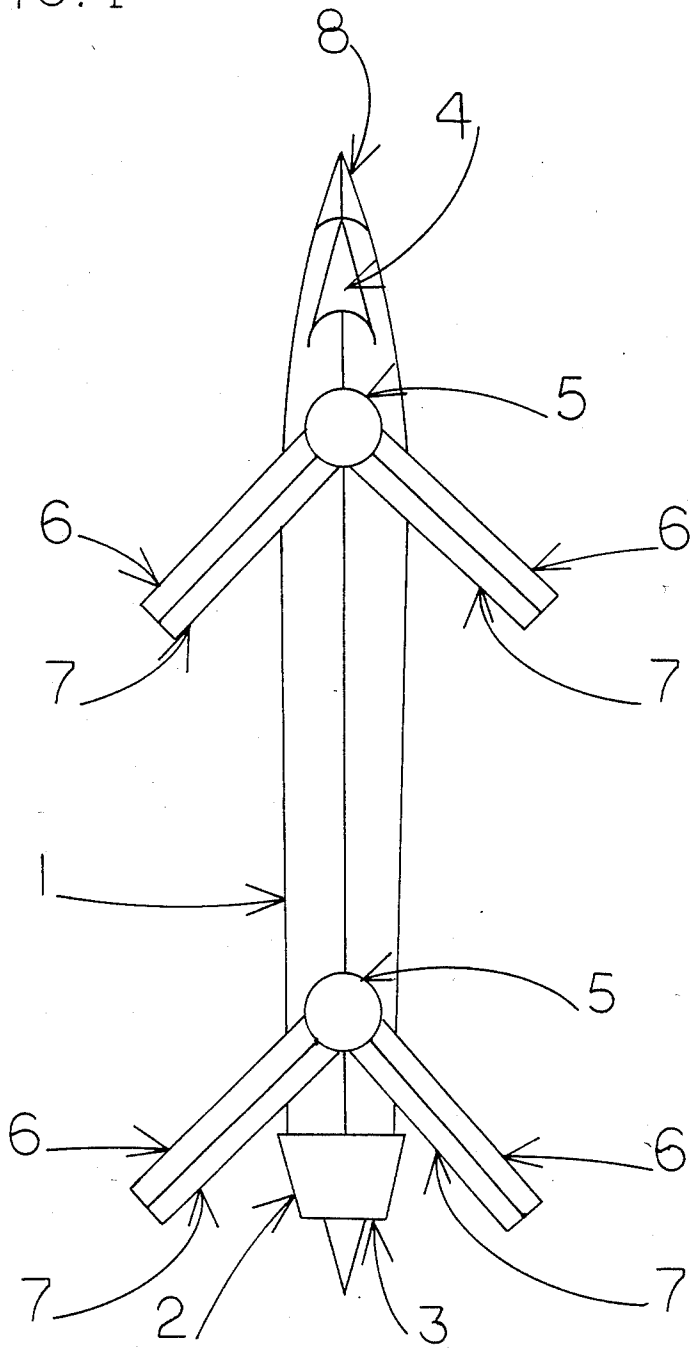


FIG.2

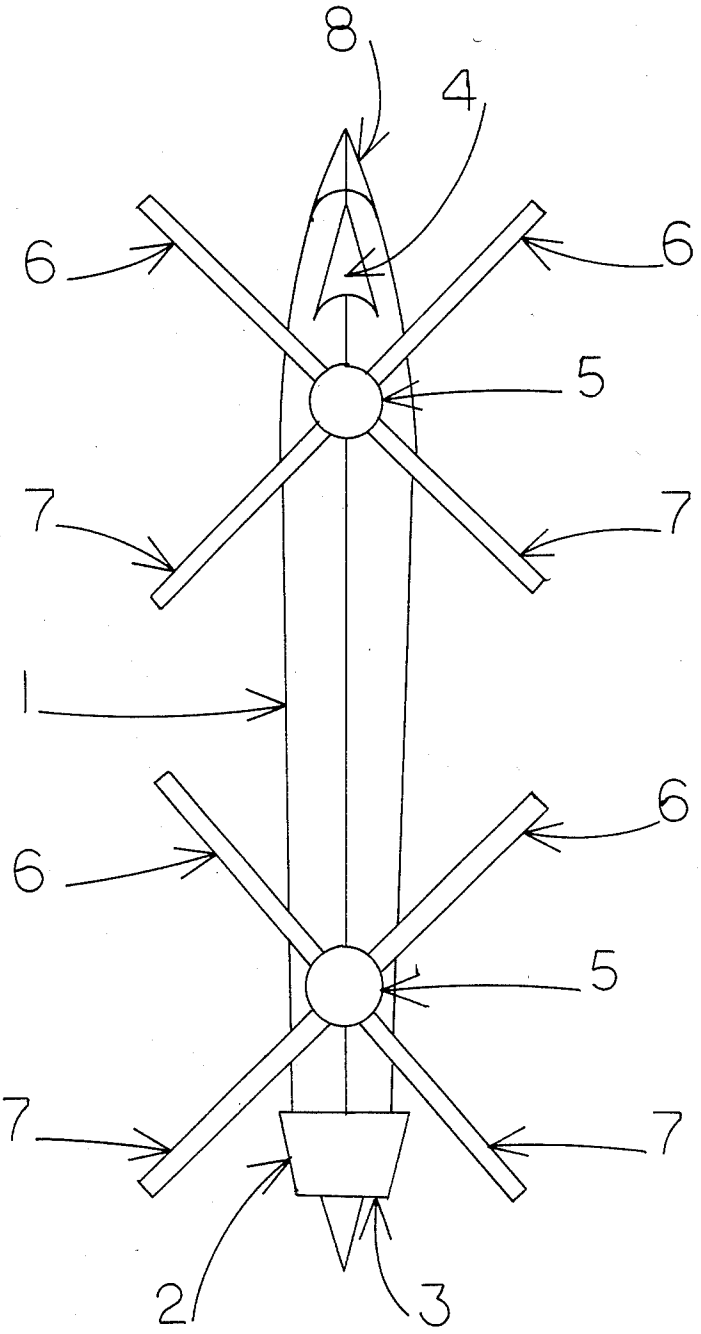
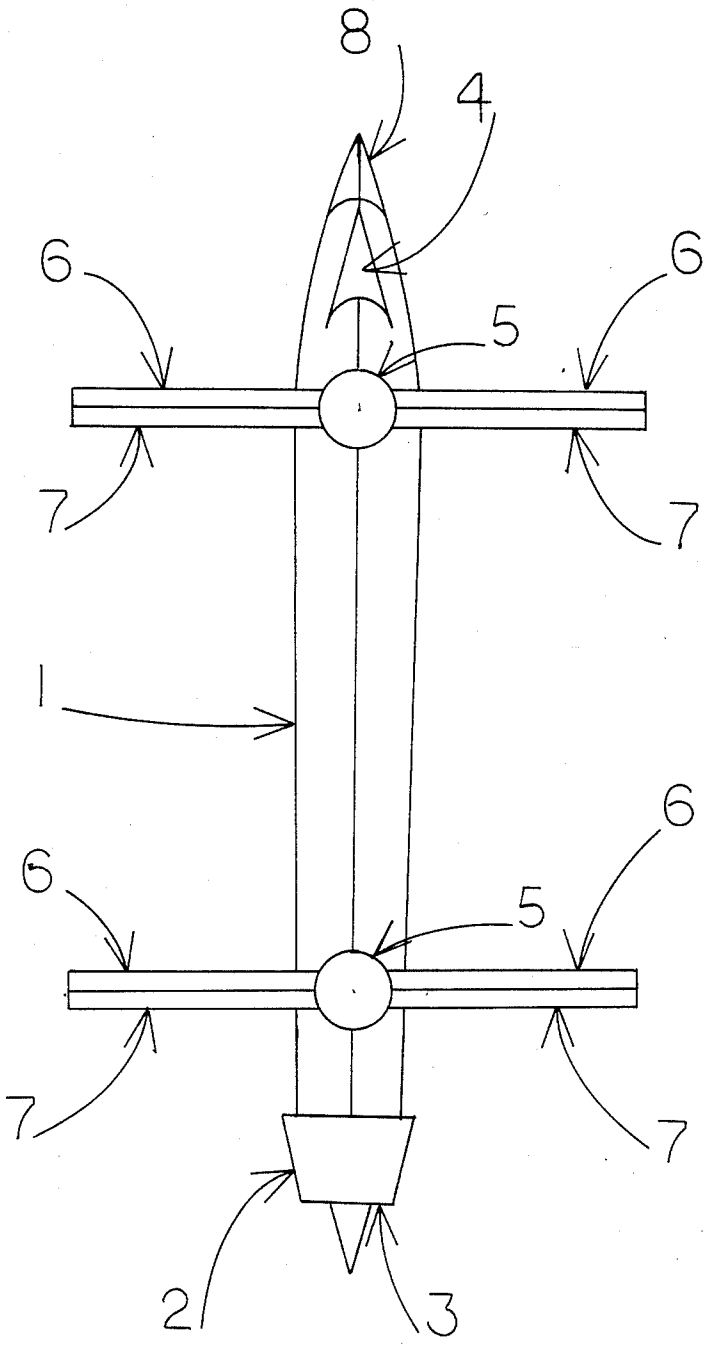


FIG.3



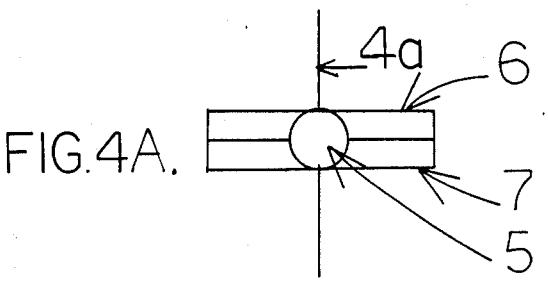


FIG.4A.

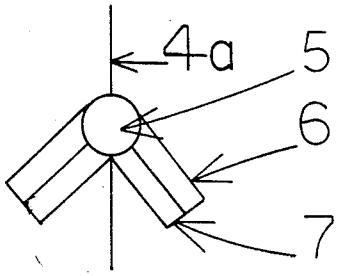


FIG.4B.

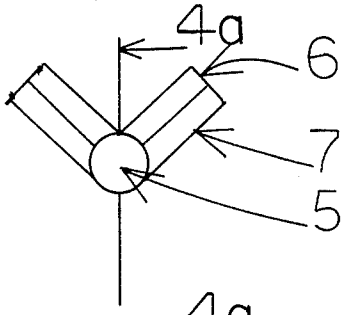


FIG.4C.

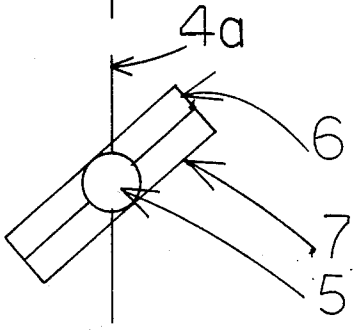


FIG.4D.

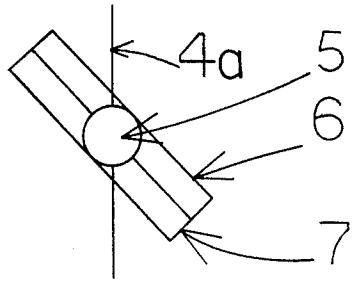


FIG.4E.

FIG.5A

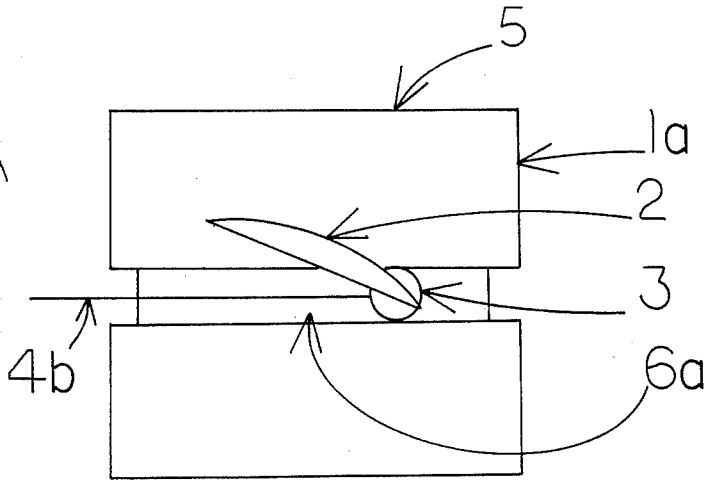


FIG.5B

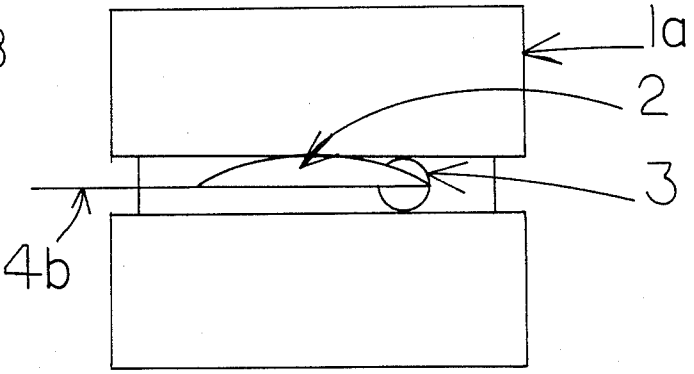


FIG.5C

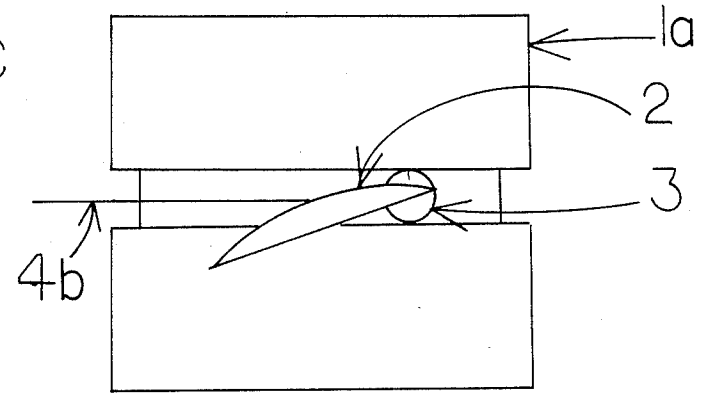


FIG. 6A

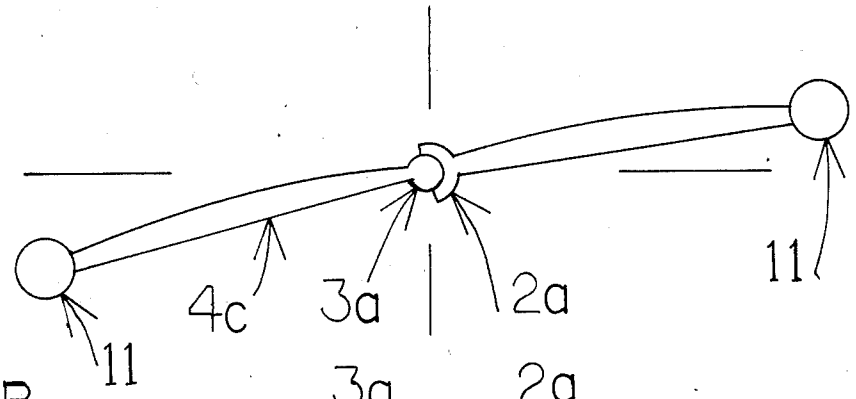


FIG. 6B.

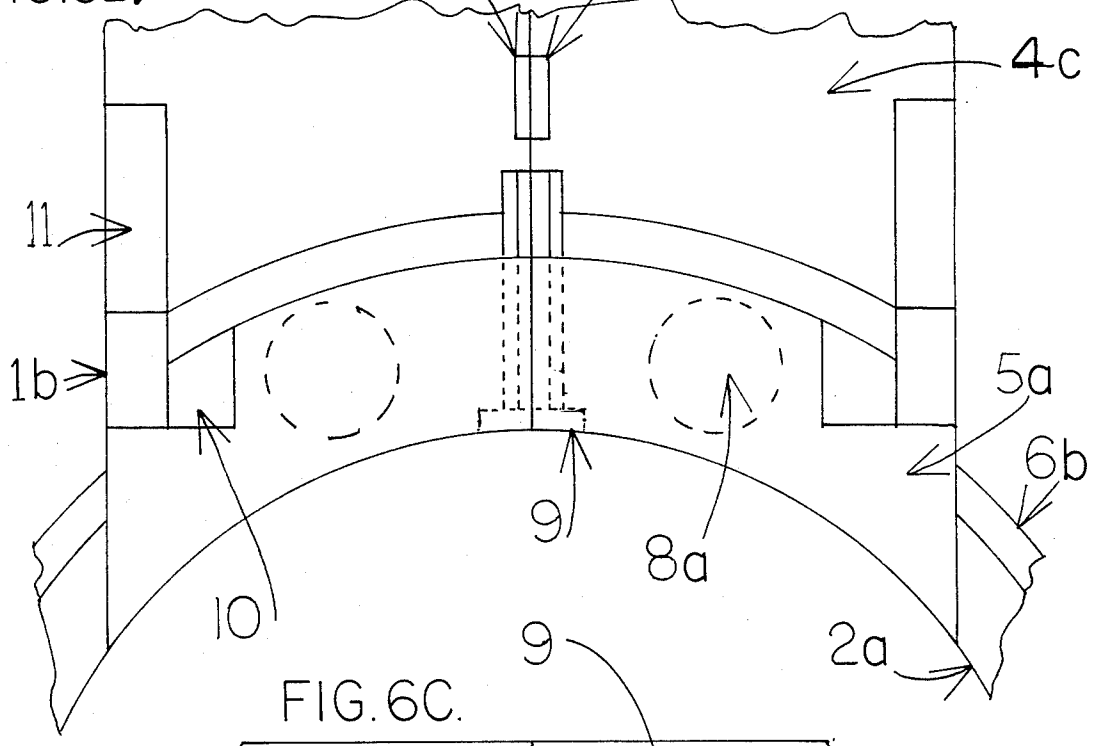


FIG. 6C.

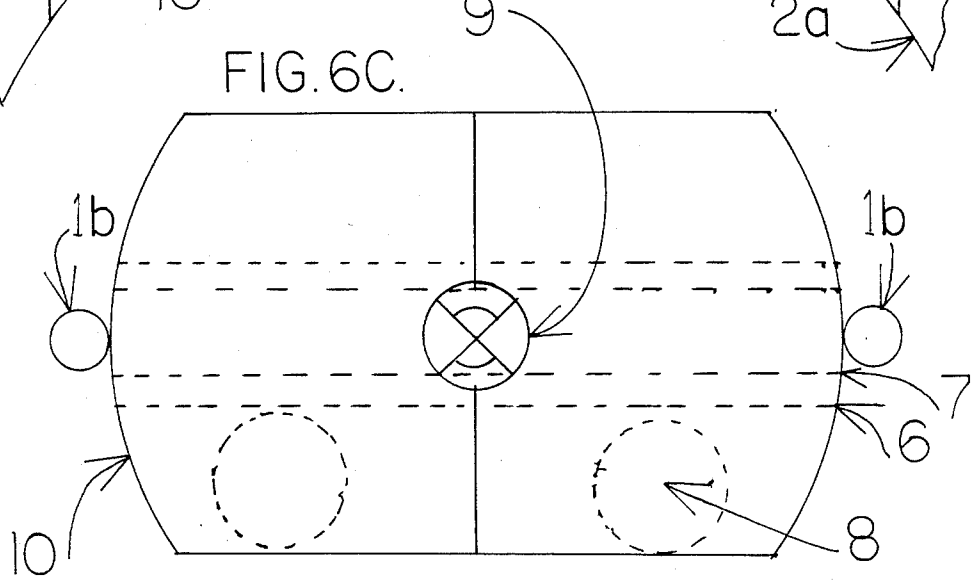


FIG. 7

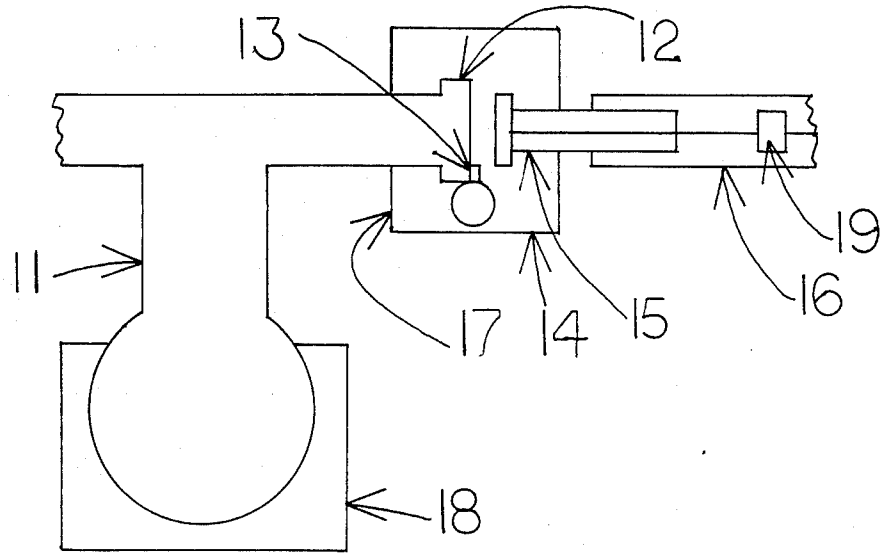


FIG. 8

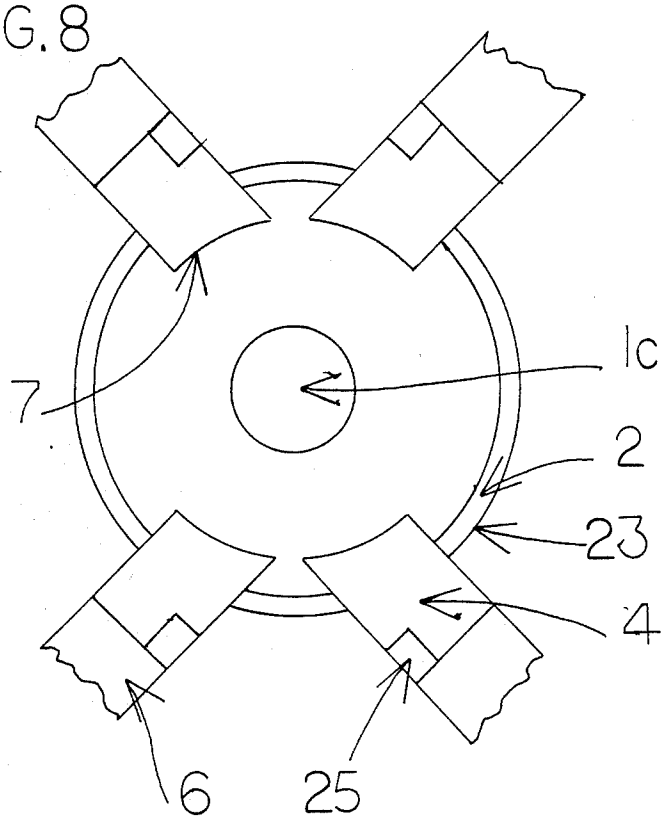


FIG. 9

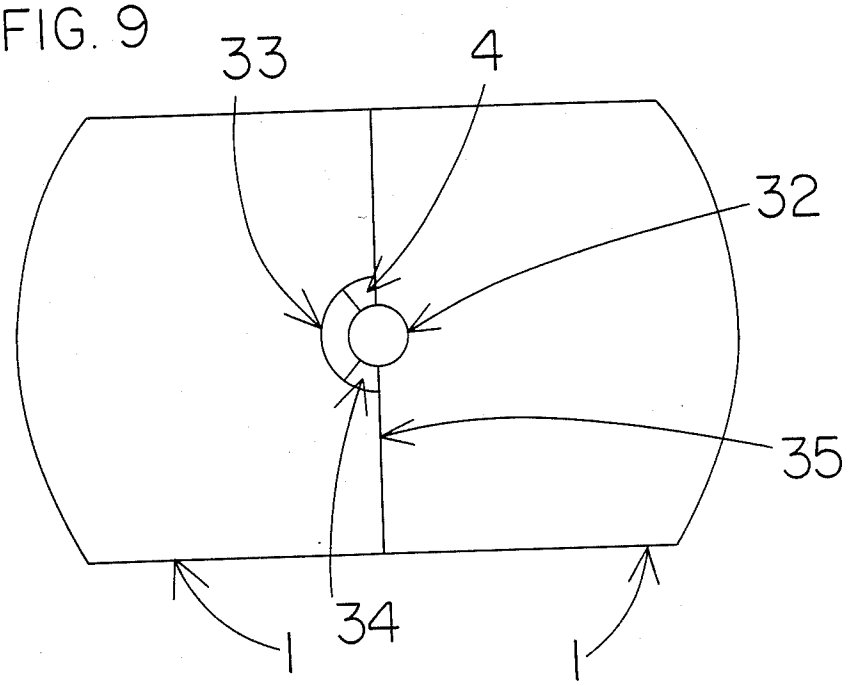
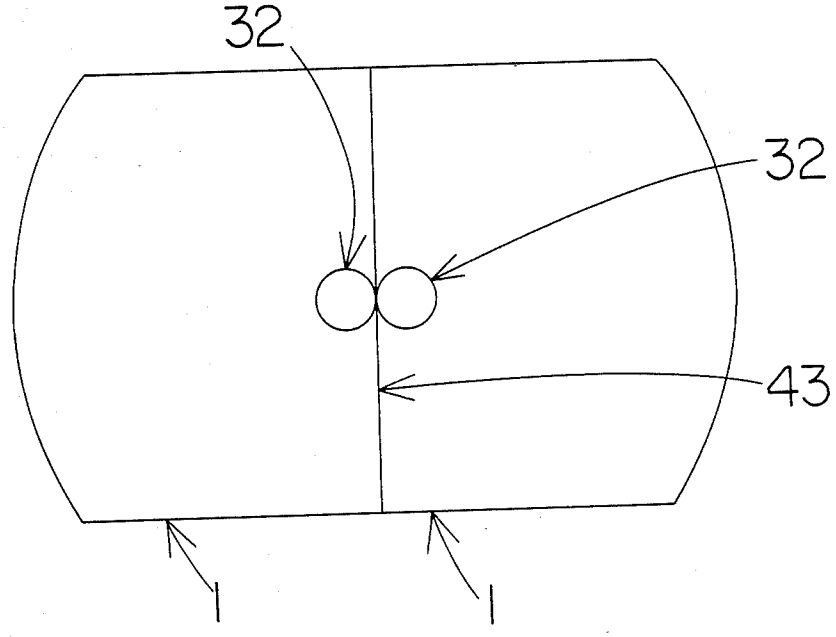


FIG. 10



VERTICAL LAUNCH AND HOVERING SPACE SHUTTLE

This is a continuation of Ser. No. 826,810 filed 2-6-86, now abandoned.

BACKGROUND OF THE INVENTION

Field of the invention relates to the vertical takeoff, and horizontal takeoff, along with hovering within the atmosphere. Hypersonic configuration changes in mid flight to reduce drag, while providing lift and control utilizing the same surfaces.

Through the use of multiple lifting body surfaces producing vertical thrust from their rotation, and at appropriate phases convert into a stationary wing system that is the air control, lift, and stabilizer during foward flight.

PRIOR ART

With the increased need to eliminate specially prepared landing areas, raise payloads vertically, eliminate the need for booster assist expendable thrust charges, transatmospheric flights safety depend on the simplicity of the mono stage vehicular independence.

The typical devices previously used to produce vertical takeoffs direct thrust downwards, forcing the vehicle upwards and consuming large amounts of fuel compared to when the the vehicle is at its cruise speed.

The present invention substantially resolves this problem to give vehicle impetus to move from a standstill off the ground to cruise speeds.

The vertical takeoff transatmospheric shuttle mono stage craft consists of a cargo storage container in the shape of a cylinder, the nose of the cylinder has an aerodynamically streamlined heat resistant conical shape. At the rear of the cylinder are appropriate thrust producing mechanisms to initiate foward motion; the craft has a pointed cylinder which lays on its side upon retractable landing gear, one or more spinning rotor sets radiate perpendicularily from their common vertical axis, not unlike a helicopter main rotor spinning to cause vertical lift of the vehicle. After the appropriate altitude and foward speed is achieved with the use of the spinning rotors downward thrust, the rotors would rapidly stop spinning and the individual blades would move up against its diagonal opposite and form two wings from the four individual blades attached to each rotor axis. Upon the integration of blade to blade forming of wings, the individual blades alter their pitch to assume an appropriate angle of attack into oncomming air stream to lift as wings in unision.

SUMMARY OF THE INVENTION

The present invention is comprised of a main vertical thrust rotating airfoil blades to initially spin to lift the vehicle and then freeze to become stationary wings, these wings are capable of independent movement from swept foward position to swept back positions.

It is therefore an object of the present invention to provide vertical takeoff thrust.

It is another object to stop the spinning rotors in mid flight and utilize them for wing surfaces.

It is another object to eliminate the complexities of ducting the thrust.

It is another object to save fuel moving straight up from a standstill with rotor blades, compared to using rocket boosters.

It is another object to eliminate first and second stage boosters.

It is another object to have vertical thrust rotors stationary to eliminate wear of moving parts during the majority of the duration of the foward flight length.

It is another object to provide alteration of the stationary wing configuration, in that the wings can move independently of each other.

It is another object to create a wing surface from two seperated wing surfaces.

It is another object to increase the strenght of the wing through the joining of the two blades into one wing.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. (I) Shows an overview of the vehicle with the rotors stationary and assuming the swept back wing mode predominantly used in high speed flight.

FIG. (2) Shows an overview with the rotor blades in position relative to each other for the purpose of spinning to create lift; this position of the blades is also the position assumed upon their rapid stop in mid flight.

FIG. (3) Shows an overview of the rotor blade position assumed immediately after stopping in mid flight, the four separate blades have paired up to form two wings opposing each other, this particular position is conducive to maximum lift at low foward speed presenting its wing lengths at right angles to the foward motion of the vehicle.

FIGS. 4A through 4E show possible wing configurations using the independently movable wings; these configurations show only some of the positions possible, the variations are infinite due to their independece from each other.

FIGS. 5A through 5C show side views of the rotor hub central axis, and the endwise view of an individual blade going through its various stages of changing pitch; also shown is the pivot point at one side of the blade which facilitates the coupling to another blades stationary pivot edge.

FIG. (6) Shows a breakdown of the mechanism of allowing the the independent moving of the blades around the perimeter of the rotor axis; and the means by which the blades are able to mesh up against one another to form one wing from two blades. Subdivision letter (A) is an edge view of the two blades meshed together to form a wing at an incline angle of attack. Sudivision (B) shows a top view of the blade wings intersection with the rotor axis which is partially shown. Subdivision (C) shows an endview of the independently movable retainer blocks, entrained within a circular track within the rotor hub; and the relative position of the individual blades in their meshed together state showing their common pivot point.

FIG. (7) Shows a cutaway side view of the rotor axis with relative position of blade and connective structure of blade to rotor hub.

FIG. (8) Shows a top view of the rotor axis with the four rotor blades radiating from its center; also shown are the angles of the blades relative to their necessity to oppose each other while spinning, and demonstrating the angle necessary to enable them to move up against their diagonal pair parallel for their mesh connection.

FIG. (9(Shows an endwise view of the common pivot hinge in alternative form.

FIG. (10) Shows an endwise view of the common pivot hinge in an alternative form.

DESCRIPTION OF THE PRESENTLY PREFERRED EMBODIMENT

An understanding of the present invention can best be gained by reference to FIG. (1) wherein an overall top view of the vehicle is shown, the transatmospheric space shuttle in being generally designated numeral **1** as stated previously the present invention space shuttle can be launched vertically, hover for definite periods in the lower atmosphere; and through the conversion from revolving rotor blades into stationary wing structures propelled by tail thrust engine. In this context, main body of the vehicle **1** acts as the base for the attachment of the revolving central rotor hubs **5**, radiating from the rotor hubs are the joined together sets of diagonally opposed blades **6** and **7** in their swept back position. Reference numeral **3** designates aperture for thrust from foward propulsion engine **2**. Reference numeral **4** is the control cockpit behind the heat resistant nose cone **8** utilized during reentry.

FIG. (2) shows position of the blades **6** and **7** after they come to a stop prior to the next phase of their positioning sequence. Reference numerals **1**, **2**, **3**, **4**, **5**, and **8** are indicated in FIG. **1**.

FIG. (3) shows opposing diagonal blades **6** and **7** in the phase where they mesh up against one another to form a single wing structure comprising variable pitch trailing flaps **7**; and leading edges **6** also capable of changing their pitch. Both meshed together blades alter pitch by pivoting along the axis of their longitudinal intersection. Reference numerals **1**, **2**, **3**, **4**, **5**, and **8** are indicated in FIG. **1**.

FIG. (4) shows the variable configurations possible; subdivisions A, B, C, D, and E denote some of the infinite configurations possible where numeral **4***a* represents a centerline of reference as to the cylindrical axis of the vehicle body. Numeral **5** indicates the central rotor hub upon which all the blades are attached to centrally radiate from it, as shown the individual blades **6** and **7** are in their meshed together position forming variable pitch wings.

FIG. (5) shows the three phase depiction of the gradual change of angle of attack pitching of individual rotor blades, and is represented by subdivisions A, B, and C. Numeral **4** is a reference line to allow a determination of the change in pitch of the rotor blade numeral **2** which is attached to rotor hub **1***a* by way of pivot connector joint **3**. Numeral **5** indicates the top of the rotor hub for perspective of view. Numeral **6***a* is the designate for mechanism's inside the rotor hub responsible for range of motion of the blade around the hub.

FIG. (6) subdivision A. shows numeral **11** circular areas which are motors responsible to change the angle of pitch of the blades. Numerals **2***a* and **3***a* are the pivot points of intersection of individual blades. Numerals **2***a* and **3***a* are the pivot points of intersection of individual blades meshing couplers as a cylinderical ball and socket. Numeral **4***c* designates blade halves in the edgewise cutaway view.

Subdivision B shows a top view of the combined blade wing; numerals **2***a* and **3***a* are the cylinder and trough socket that are utilized as pivot points along the length of the blades at intervals, also adding strenght to the independently movable blades. Numeral **11** represents the motors necessary for changing the pitch of the blades by causing the revolution of gear **1***b* upon partial radius gear surface **10**. Numeral **8***a* is an indication of the motor responsible for movement of the individual blade around the perimeter of the hub **6***b*, trough guideway land **2***a* retains the movable blade carrier **5***a* on the rotor hub's radius as designated **2***a* and **6***b*.

Subdivision C shows an end view of the movable blade carrier **10**, Numeral **16** indicates a gear, tracking upon the partial gear **10** to alter the pitch of the blades. Numeral **8***a* shows the motor responsible for the independent movement of the blades around the radius of the hub. Numerals **6***c* and **7***c* are internal pathways for the retaining lip edge of the rotor hub to restrain the movable wing carriers. Numeral **9** shows the shared pivot halves allowing parallel meshing of the blades into wings, these pivot shafts are forty five degress of radius allowing independent rotation within within their respective one hundred eighty degree half of the bearing sleeve they rotate in.

FIG. (7) is a crossection down the axis of the rotor hub and rotor carrier, numeral **18** represents the area for the mechanisms of rotating the blades rotor shaft, and stopping its revolution by braking; also the alteration in the change of pitch of the rotor shaft, also to anchor the rotors to the vehicle, numeral **12** is the raised shoulder land or retainer flange around the perimeter of the hub to retain the blade carrier **14** upon it, gear **13** tracks upon the retainer flange **12** moving each blade independently around the perimeter of the hub. Numeral **15** is the shared pivot shaft that takes up only ninety degrees of one hundred eighty degree bearing half that it partially revolves within. Numeral **16** is the blade wing with the cylinder connector **19** that mates to its partner wing blade. Internal face of carrier is **17**.

FIG. (8) shows a top view of the rotor hub with the individual blades radiating from it. Numeral **11** is the drive shaft for the rotor hub **23**; numeral **12** is the raised flange land that retains the blade carrier **14** upon the hub. Numeral **16** is the blade wing top surface and **25** is the motorized gear section responsible for changing the pitch of the blades independent of each other. Numeral **17** shows the inside edge of the blade carrier and exemplifies the angle of the blade in relation to its position arrangement among the other the other blades during transition from stationary seperate independence from each other, to begin the phase of having the carriers swing the seperate blades together as reinforced wings capable of swing wing motion along the rotor track.

Referring to FIG. (9) where blade carrier blocks **32** join together at meeting face **35** to allow block **32** and partial sleeve shaft **33** to share the same radius in relation to a common center, numeral **34** designates empty space freeplay room for partial rotation of the latitude of sleeve shafts **3** to take place.

Referring to FIG. (10) where blade carrier blocks **32** join together at meeting face **43** to allow blocks **32** to lie in parallel to each other.

It should be understood that the invention is not limited to the particular embodiment shown and described herein but that various changes and modifications may be made without departing from the spirit or scope of this concept as defined by the following claims.

I claim:

1. Apparatus for use with a heavier than air machine lacking a fixed wing for providing vertical and horizontal takeoff and propulsion comprising, a fuselage, means for supporting a plurality of revolvable rotor blades including means to rotate said blades to obtain vertical takeoff and hovering without a fixed wing and means to pair and deploy said blades as a fixed wing suitable for horizontal takeoff and propulsion, each pair of said

blades having one forwardly facing blade and one rearwardly facing blade, and means for changing the pitch of each of the forwardly and rearwardly facing blades independently of each other, said fuselage being provided with multiple spaced supporting means disposed along the length of said fuselage in lieu of a tail assembly.

2. The apparatus of claim 1 in which said pair and deploy means is capable of arranging said fixed wing in a swept back configuration.

3. The apparatus of claim 2 in which each blade includes motorized means for changing the pitch of its blade.

4. The apparatus of claim 1 wherein the plurality of revolvable rotor blades mounted on said supporting means are mounted in a single plane so that said blades rotate in unison.

* * * * *

United States Patent [19]

Mecca

[11] **Patent Number: 4,880,186**

[45] **Date of Patent: Nov. 14, 1989**

[54] **PREFABRICATED SPACE STATION**

[76] Inventor: **John Mecca,** 110 Whittier Dr., San Remo, N.Y. 11754

[21] Appl. No.: **109,726**

[22] Filed: **Dec. 24, 1986**

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 804,288, Dec. 5, 1985, abandoned.

[51] **Int. Cl.**[4] **B64G 1/10**

[52] **U.S. Cl.** ..... **244/159;** 244/158 R

[58] **Field of Search** ..... 244/158 R, 159; 52/2 E; 220/426

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Primary Examiner—Sherman D. Basinger
Assistant Examiner—Rodney Corl

[57] **ABSTRACT**

The improvements of the organization and operation has to do with an adhesive that temporarily bonds the internal surfaces of two flexible envelopes equidistantly spaced from each other over the entire surfaces facing each other, the space between the walls bonded together separates upon pressurization of a foam between the walls dispersed by a hollow perforated hoop tube to disperse the foam under pressure evenly, while acting as an anchor of the flexible double wall to the deployment cylinder interior and gas and plastic catalysts reservoir within the container, on the end of the container are flanges as standards for interconnecting modules, hatches, and space craft; multiple function of deployment container offering perimeter as protective shield.

3 Claims, 3 Drawing Sheets

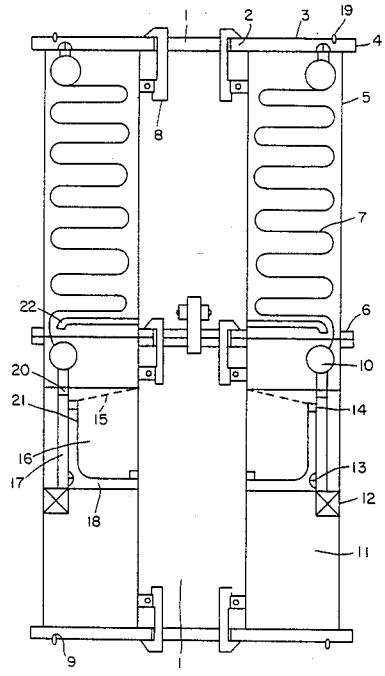


FIG. 1

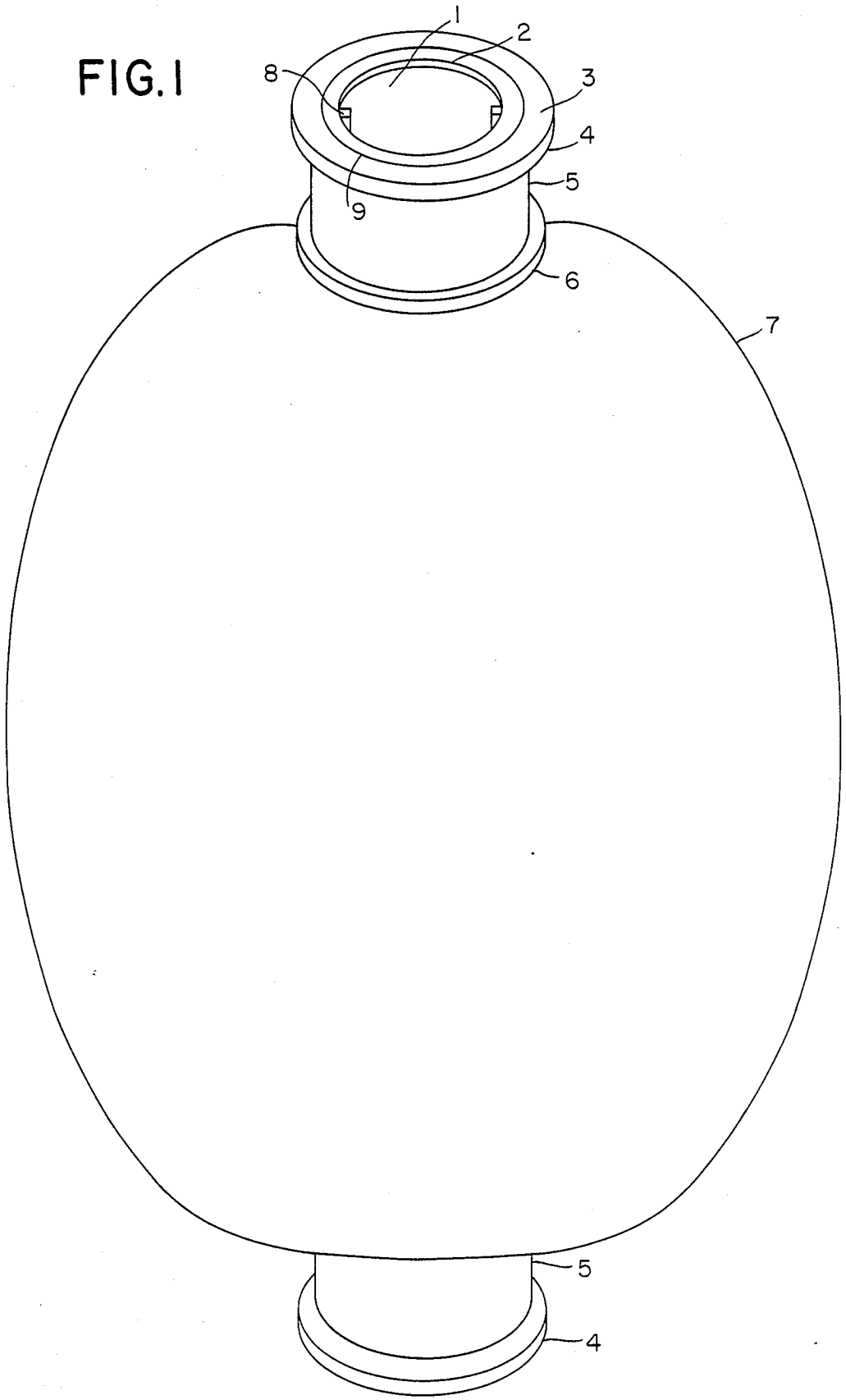
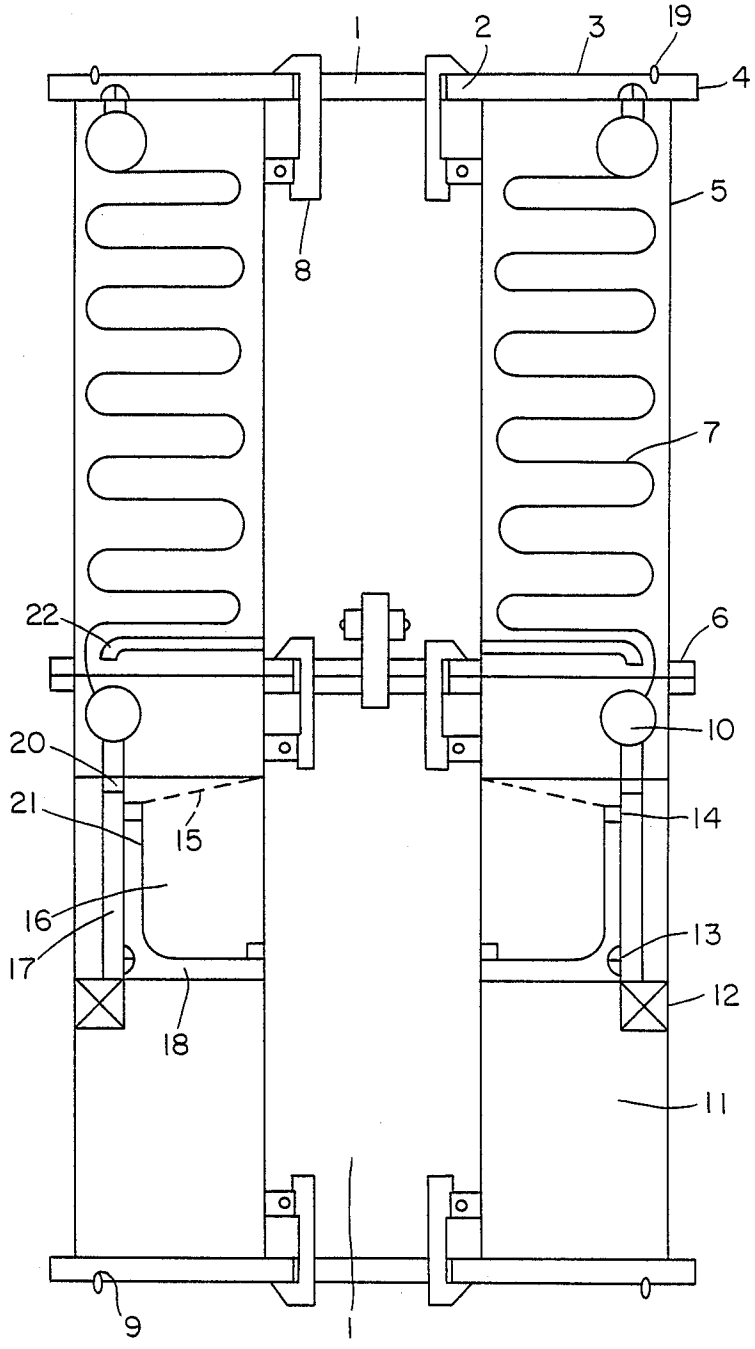


FIG. 2



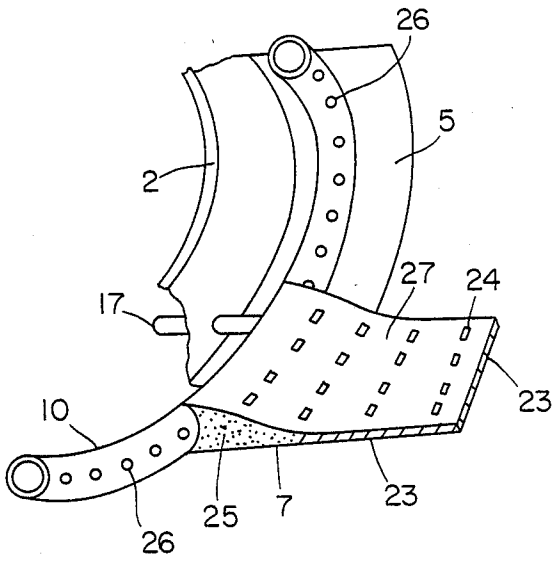


FIG.3

PREFABRICATED SPACE STATION

This application is a continuation in part of Ser. No. 804,288 filed 12/5/85, now abandoned.

BACKGROUND OF THE INVENTION

1. Field of the present invention relates to the use of specialized end terminations of the two ends of an elongated space station main body shell for allowing quick and easy coupling to another main body end termination or to other matching termination from spacecraft, and to have these end terminations serve a dual purpose of encapsulating a flexible folded up main body of the space station within two end termination modules; and a method of using a circuitous hollow tube used to convey foam in a controlled way around the perimeter of an end termination opening through a path for conveyance of inhabitants and goods. This hoop tube is inside an end of the flexible main body wall where it distributes the foam evenly starting from the special terminations; the foam breaks a bond of adhesive between an inner flexible wall and an outer wall whose strength holds the two flexible walls together so securely that the vacuum of space cannot pull the walls apart due to their acting as a single thickness without any residual gas in the bond between the walls, only when the circuitous hoop tube reaches a pressure that exceeds the adhesive tenacity does the foam separate the walls therby eliminating surging of the foam into otherwise nonbonded walls and eliminating gas pockets by controlled formation of bubbles in the foam through restriction of advance of foam by bonding the walls to have calculated resistance to pressure needed to spread walls apart.

2. Prior Art

There is increased need to lessen on site manual labor to fabricate a habitat ready for on site deployment.

The typical devices do not have interconnect capability coupled with using the interconnect portion as shipping flanges to protect the flexible wall between them, nor do they incorporate with injecting foam a dispersal mechanism such as the proposed hoop tube, neither has it been considered to bond the two walls together so that only pressurized foam spread them apart. Other procedural objectives are use of rigid tanks, flexible hollow walls not bonded as a single thickness having foam injected between the walls and into a space preserved as a separate entity to be filled up with foam lending itself to trapping gas bubbles accompanied by surging of foam in a random unmoderated manner; no system to incorporate a primary use as shipping container, secondarily acting as a standardized interconnector between other stations or ships and hatch covers, tertiarily to evenly distribute foam into the double wall cavity while at the same time using the dispersal hoop tube to retain the main body to the standard interconnect.

The present invention substantially resolves those problems which exist in deploying flexible hollow wall space stations disclosed by prior art, along with rolled up expandable booms.

The space station consists of an adhesive bond between two flexible walls restrained from separating from each other beyond a calculated distance by straps attached one end to one wall and its opposite position on the other wall, these strap lengths are in correspondence with the thickness of foam desired between the walls, ancillary methodology incorporates the protective shipping flanges alternative secondary use as a standardized interconnector to other modules, hatches; subsequently usage of shipping interconnect utilized to retain flexible wall upon itself by virtue of dispersal hoop tube extending within the and communicating to the adhesive bond between the double wall flexible main body.

SUMMARY OF THE INVENTION

The present invention comprises a set of flange containers protecting the flexible double wall main body during shipping to the site having the folded main body completely encapsulated by the set of two halves, the joined halves now having two ends terminate in the form of flanges with a hole at its center to communicate to the interior of the main body; alternatively the shipping flanges act as a standard interconnect by virtue of flange lip protrusion radially creating a lip edge on internal or external diameter of the opposing ends of the container, this lip edge can be simply clamped to another identical diameter lip edge. Within the flange is a circuitous hollow tube with perforations all around its circuitous route facing the opposing flange, and attached at the side facing the flange are tubes that run into the flange thereby communicating with reservoirs of the plastic and gas catalizer to the diameter of the circuitous hollow tube permitting the mixture now foam to cross from flange to hoop tube. This extension of the hoop tube is encapsulated within the flexible double wall binding adhesive thereby acting as an anchor retaining the open end through hole into the interior of the main body onto the standard interconnect shipping flange. Prior to assembly of the flexible inner and outer walls into a monolithic single thickness by compression of the walls together the side of each wall facing the other is sprayed with an adhesive flexible in nature and having a bond strength to impede breakdown of the bond to withstand the vacuum of space from pulling them apart, coming apart only under the additional impetus of the foam pressure forcing its way breaking the bond of the adhesive in a controlled way without surging beyond a point at which the bond is not broken down and the two walls remain bonded together as a singular monolithic single thickness that is molecularily homogeneous in terms relative to the catalyzing effect of the adhesive sprayed on the walls, this adhesive having a majority of constituents making the adhesive the same as the flexible plastic walls composition but has added to it a solvent creating a plastic adhesive liquid to spray upon the walls, and upon its curing bonds the two flexible solid walls together so that the molecules of the wall and the adhesive are predominantly the same or monolithic one thickness flexible wall having a fracture plane for seperation of the walls by the foam pressure peeling the bonded walls apart down the plane of least resistance; the implication is the adhesive and flexible plastic wall are composed of the same molecule with a solvent to catalyze the flexible surface thereby etching its surface to molecularily combine the two wall surfaces to each other. A cowl to retain the flexible wall having an opening around its perimeter facing its opposing shipping flange acts as a dispenser moderator of the flexible wall folded behind the cowl retaining the bulk of the body; the body has an end that extends through the cowl perimeter opening to terminate attached to the opposing shipping flange hollow hoop tube, as the foam is pressurized into the adhe-

sive fracture zone it fills the wall and the increase in size of the wall pulls the main body out of the cowls perimeter opening, filling only the wall area on the outside of the cowl due to constriction of the cowl opening.

It is therefore an object of the present invention to provide an improved method of utilizing the deployment container as a standardized connector flange.

It is another object to utilize the body of subsequent standard connector flange body to have the flexible bonded double wall attached to the inside of the flange body by anchoring it to the hollow circuitous hoop tube perforated along its diameter to communicate foam from the reservoir out those perforations that directly communicate to the adhesive fracture plane.

DESCRIPTION OF THE DRAWINGS

FIG. (1) is a perspective side view of the present invention in the fully deployed state.

FIG. (2) is a crossection view of the deployment container showing standard connector flange lip lock, shipping flange shield, folded flexible wall, dispensing cowl perimeter opening, hollow perforated hoop tube, reservoir tanks for multiple part catalyst, regulators to inject foam.

FIG. (3) is a cutaway view of the shipping flange exposing the hollow perforated hoop tube and the path the foam enters from reservoir transfer tubes to the hoop tube and out the perforations that break the bond of adhesive between the inner and outer walls.

SPECIFICATION PREFERRED EMBODIMENT

An understanding of the present invention can best be gained by reference to FIG. **1** wherein a perspective view of the present invention and improvements of a space station are generally designated by the reference numeral **5**. As stated previously, the present capsule will allow easy and rapid erection. In this context, the end flanges are used during shipping to encapsulate the flexible double wall envelopes, and standard connector flanges in accessible attitude are integral. Within the the seperated flanges are circuitous hoop tubes to hold the double wall against the end flanges, the hollow hoop tube alternately is utilized as a communication passage for the pressurized foam catalyst to enter the hollow wall space temporarily adhesively bonding the inner surfaces of the double wall balloons together, this temporary bond between the walls prevents surging of the foam beyond the point of the volume area in which the temporary adhesive has not broken down by the predetermined pressurization of the foam necessary to spread the flexible walls apart.

FIG. **1** shows prefabricating deployment modules numerals **5** at opposing ends of flexible main body singular thickness wall **7** constituting the bulk of the invention; numeral **1** indicates the through hole passage from the exterior through the deployment cylinder **5**, extending axially the end flange **2** overlaps into the through passage around its perimeter, and extending beyond the diameter of module **5** is flange extension lip **4** and **6**, **8** is latch connector, numeral **3** represents the circular mating surface at each deployment cylinders end, numeral **9** represents a circular O-ring for a vacuum seal.

FIG. **2** shows the deployment container sectioned into a half cylinder down the axis where numeral **1** shows the through hole passage down the entire center of the cylinder, numerals **2** are internally radiating flange lips; **4** around the perimeter of the opening and opposing them are the externally radiating flange lips beyond the perimeter of the deployment external shield cylinder **5**, housing flexible wall **7**, bleeding valve moderating pressure in tube **10**, the numeral **3** is the circular flat cylinder end standard mating connector surface with a depression on its diameter for an O-ring **19**; numeral **8** shows a hinging pawl latch, numeral **10** shows hollow and perforated hoop tubes internal diameter, numeral **11** shows circular pressurized liquid oxygen nitrogen and carbondioxide for injection through regulator **12** into passage tube **17** communicating to a bleeding port **13** to fill plenum area **18** and also communicates pressurized gas to hollow hoop tube **10**; plenum area when pressurized depresses flexible container **21** attached to walls by compression rings **14**, plastic **16** is injected into aerating valve **20** from pressurized tank **11**, **15** is a wire mesh inhibiting the flexible bag of liquid plastic from clogging the valve **20**. Numeral **22** shows the flexible wall retainer cowl lip for dispensing flexible folded wall.

FIG. **3** shows a cutaway section of the circuitous hoop tube **10** held onto the flange **2** by inlet **17**, and the double wall retained onto the flange **2** through wrapping the double wall **7** and **27** around the circuitous hoop tube **10**. Perforations **26** around the entire diameter of tube **10** convey foam into the adhesive bond intersection **9** between the walls **7** and **22**. Numeral **24** indicates numerous point connections of straps, and pressurized foam **25** breaks bonding adhesive **23**.

It should be understood that the invention is not limited to the particular embodiment shown and described herein but that various changes and modifications may be made without departing from the spirit or scope of this concept as defined by the following claims.

What is claimed is:

1. A prefabricated space station comprising first and second members connected by a plurality of latches, a cylindrically formed folded flexible double walled body located within said first member and having an exposed annular edge extending into said second member, means within said second member upon actuation for dispensing foam evenly into the annular edge of said flexible body for causing the two walls of said body to spread apart thereby causing said body to expand and permit the deployment of said body fully expanded.

2. The space station of claim **1** in which said dispensing means consists of a hoop tube connected to said edge of said body, the wall at said edge being separated to form separate edges to overlap said tube, said tube having openings facing into said wall for directing flow of foam evenly between said separate edges, the two walls of said body being bonded by an adhesive to prevent surging of foam within the walls of said body and prevent the formation of bubbles from premature separation of the walls which could have been caused by the vacuum of space were it not for the counteraction of the adhesive holding the walls together until foam pressure allows the walls to separate.

3. The space station of claim **2** in which said second member contains a tank pressurized with liquid to be employed in producing said foam, and annularly shaped means within said first member adjacent the exposed annular edge of said body for dispensing the walls of said body out of said first member as said foam separates said walls to form upon full deployment said space station with said first member attached to one side of said state and said second member attached to the other side of said space station.

* * * * *

A27563

Mr. John Mecca

EXECUTIVE SUMMARY
THE COMPANY

LOAN AMOUNT & REPAYMENT

1. The loan amount would vary based upon partnership or other interests needing to be discussed in detail as to what level of involvement is proposed.

LOCATION, TAX AND PROFIT CONSIDERATIONS

2. Rent a building in a rural community that has the county zoning for medium industry and low taxes. Communities for tax and profit issues has not been finalized for various reasons, it may be that off shore may ultimately be chosen.....`

FACILITY, MACHINERY, ASSEMBLY AND COMPLIANCE

3. Each of the products listed in the following statements will be manufactured from rented or purchased machinery of a lathe 6ft bed, Micro lathe of a 1ft bed, standard manual milling machine, cylinder and horizontal grinding machine where the fabrication will take place assembling the various parts manufactured in house by our company or from outside manufacturers. A small team of machinists will carry out the process of manufacturing parts and modifying parts wherever economical as opposed to purchase and farming out the machining.

INITIAL PUBLIC OFFERING

4. Within Two months of funding an Initial Public Offering (IPO) for the our LLC company will be in sent to the Securities and Exchange Commission (SEC) and our company will begin the process of selling stock to the public in house as institutional sales. The exact breakdown of the stock offering is yet to be established and depends upon various criteria as to how it should best be structured.

5. Within Six months a quality brokerage firm company will be hired to sell our Company stock, where that deal will endeavor to have the brokerage firm take stock and sell it as payment to themselves for selling our Company stock.

PUBLIC RELATIONS AND ADVERTISING

6. The Company will spend 100k per year advertising its existence on internet media in the larger of the news websites such as Yahoo, Google and others, the advertising will be shown to the public as "NEWS" to generate positive interest in the Company by showing choreographed scenarios like any commercial where the actors will imbue the public who watch with awe and mystique to generate interest in the Company with aspects in a direct way that the public can buy stock and invest without the disliked commercialized pounding, it will be unlike a sales diatribe that the public tunes out.

SALE OF PRODUCT IN ADVANCE

7. The Company will spend 200k per year on in house telemarketing advertising its products directly to the public by advertising them to the proper demographic and corporate demographic as well.

8. The Company will spend 200k per year on in house telephone canvassing sales to corporations selected for their known interest in the Companies products and were other companies show interest such companies may be offered a joint venture where our Company benefits and precondition contracts are included for future buyouts of one or the other corporation when our and their corporation reach their mutually intended growth targets.

TIME OF R&D AND SALES

9. The Company has a strategy that to be successful it must generate sales of its stock and sales of product come as a result of that stock sales drive.

CORPORATE IDENTITY

10. The public thrives on the idea of humanity reaching for the stars and the Corporation is doing just that, as a public interest business the Company is poised to become a household topic of interest which is in and of itself an advantage in the advertising arena.

11. Because of the purpose of the Corporation to be a space faring company it will entertain the use in its visual internet commercials the display of products that will pay the Company for seeing their products in our commercials to generate money for the company. We see the linking of our products when applicable to other companies to incite recognition just as the company that has a product they want

5TH GENERATION 5TH GENERATION 5TH GENERATION 5TH GENERATION

12. It is important to hold in your mind that all of the products listed below have 5th generation proprietary designs behind the scenes to be employed in new products far beyond the original patents shown herein and have attributes that are economical and desirable beyond their immediate competitors.

FAA COMPLIANCE AIRCRAFT

13. The products listed below will benefit from the companies planned strategy where Federal Aviation Administration rules and regulations having to do with qualifying new aircraft will be overcome rapidly by fabricating whenever possible the new aircraft by starting with an aircraft already having passed all FAA requirements, thereby shortening the time of manufacturing and speeding up the timeline of selling an off the shelf product and or delivery of our aircraft product.

14. Although titled "Vertical launch and hovering space shuttle" the specifics of the unique aircraft lends itself to a variety of sophisticated craft from the level of;

FIXED WING AIRCRAFT CONVERTIBLE TO HELICOPTER AND GYROCOPTER

15. One passenger ultralight with manual transition from fixed wing aircraft to a gyro copter or a true helicopter will sell at 25k with a profitability in mass production of net profit of 16k with a total number of sales is projected to be in 5 years approximately 2000 sold with the profit at that time being 32mil,

16. Two passenger enclosed small craft with manual transition from fixed wing aircraft to a gyro copter or a true helicopter will sell at 80-200k with a profitability in mass production of net profit of 60k -140k average to 100k with a total number of sales is projected to be in 5 years approximately 200 sold with the profit at that time being 20mil,

17. Four to six-eight passenger private and rescue mission size full size craft with manual transition from fixed wing aircraft to a gyro copter or a true helicopter will sell at 2.500mil-30mil with a profitability in mass production of net profit of 2/3rds of the total crafts cost average to 100k with a total number of sales is projected to be in 5 years approximately 50 sold with the profit at that time being somewhere from 80mil – 1bil,

18. For auto transition in mid air of the crafts above from fixed wing to helicopter and vice versa the cost of any of the aircraft doubles and as well the profit doubles as well to the effect that 17 above the profit would be from 160 mil – 2bil.

SPACECRAFT

19. Where the craft is in the form of a launch vehicle to earth orbit and beyond would cause the increase in the crafts cost to be ten times higher that 17 above making the profit 800mil – 10bil however reusable for a estimated 100-200 launches and maintenance costs should be fairly low and the risks of explosion being much lower than traditional rockets.

VERTICAL LAUNCH AND HOVERING SHUTTLE
Below is the URL of the U.S. Patent PDF overview
https://patentimages.storage.googleapis.com/2f/b3/5f/f56cc124058692/US4793572.pdf

A 2 minute video on http://www.clonegenome.com and download the Business plan at the 6th line down where it says "Business Plan (X)" click the (X) and it will download. The Products vary from ultralight to heavy lift aircraft that will quickly be hybridized to reach orbit and the moon from anywhere without a runway. Also space station inflatable structures for space stations, moon and mars.

INFLATABLE STRUCTURES & SPACE STATION MODULES

20. Inflatable structures for housing and the building trades and is of value as to profit to the tune of a growth estimate of doubling of profit from it every year after five years, where the first five years are expected to generate 10mil from backyard sheds that can be erected in around an hour after minimal ground preparation. Therefore consider that approximately 6mil of the 10mil is profit doubling every year where the product is introduced in all phases of construction will in ten years.

SPACE STATION MODULES

21. Earth space station, moon and mars habitats are not flights of fancy. The concept is an act of desperation in a desperate world with the unsettling priori that the world is purposefully surrounded by untold numbers of weapons of mass destruction and those at the top want a way out and off the planet in an emergency amd also to loo for rare earth minerals. That is the driving force to make space business work and work without consideration as to the cost. So then in context a module properl6youtfitted with environmental capability is of the utmost interest to numerous countries and corporations, the company intends to supply the habitats whether for earth orbit or moon and mars

where the profit from a 10' wide x 10' tall x 20' long space habitat module will have a net profit of 30 million each with anticipated sales expected to reach two hundred for an expected profit of 6bil.

PREFABRICATED SPACE STATION AND TERRESTRIAL BUILDINGS
Below is the URL of the U.S. Patent PDF overview
https://patentimages.storage.googleapis.com/2e/fc/7a/2ce300177c9c9b/US4880186.pdf

FDA COMPLIANCE

22. The U.S. Patent 4,69,014 - Arterial regenerator Atherectomy, is a device to open blocked (occluded) coronary and other artery passageways by removing from the body the plaque from the artery passageway. Which as that regards FDA Compliance testing has leeway allowance for its similar methodology and usage to have FDA Compliance virtually automatically granted and applied to our companies New device. Therefore Atherectomy devices of other companies already being sold have similarities that justify speeding up the processes required by the FDA for granted approval. Therefore potentially our new device require no lengthy testing. The level of testing is therefore anticipated to be very short term and thereby economical.

ARTERIAL REGENERATOR ATHERECTOMY
Below is the URL of the U.S. Patent PDF overview
https://patentimages.storage.googleapis.com/45/da/72/48116f4694b5a2/US4690140.pdf

POSITIONING DEVICE ROBOTICS ASSEMBLIES

23. Robotic segmentation is for the attaching of the single movable structures such as fingers, arms, legs and torso, thereby any humanoid animal and insect form can be created and move precisely as the original live animal, the profit margin on the design is variously estimated to be from 30k-1mil with so much a variety of usage it is difficult to put a price tag and profit tag on it, however it is estimated it could become a billion dollar contributor to the Company in as short a time as 15 years despite there being many competitors.

POSITIONING DEVICE, FOR ROBOT SEGMENTATION CREATION
Below is the URL of the U.S. Patent PDF overview
https://patentimages.storage.googleapis.com/d2/ef/09/63806ff9be75c8/US4829767.pdf

4,829,767 - Sectional Robot & Positioning device

24. The Company will be an LLC located in Wyoming which here proposes that the lender may at any time take stock in the company in lieu of the 2% interest repayment schedule over a period of 10 years. Also the Company states to the lender that the following page has the repayment schedule. Said schedule is with the issue that no fees of any kind be incurred by the Company until disbursement occur.

Sincerely,

John Mecca
119 Whittier Drive
Kings Park

DEPARTMENT OF THE NAVY

[redacted]

IN REPLY REFER TO
4200
AIR-[redacted]
22 AUG

[redacted]
Kings Park, New York 11754

Gentlemen:

The technical review and assessment of your proposal entitled, 'Vertical Launch and Hovering Space Shuttle', have been completed.

The proposal was found to have some technical merit, research priorities in conjunction with budgetary con Systems Command cannot support the proposed program. resources are extremely limited and only initiatives can be supported at this time.

In accordance with the Federal Acquisition Regulation proposal. For further information, your technical po [redacted], AIR-935B, [redacted].

Your interest in Naval Aviation is greatly appreciate

Sincerely,

[redacted]
Director, Operations
Research and Technol
By direction of the

DEPARTMENT OF THE AIR FORCE

[redacted]

REPLY TO ATTN OF: FIMG ([redacted])

15 MAY

SUBJECT: Evaluation of Unsolicited Proposal

TO: [redacted]
ATTN: John Mecca
[redacted]
Kings Park NY 11754

1. Your unsolicited proposal entitled "Model Fabrication and Preliminary Work for Preparation of Wind Tunnel Test of the Vertical Takeoff and Hovering Space Shuttle," 6 March 1989, has been reviewed by engineers of the Flight Dynamics Laboratory.

2. The concept described in this proposal is very novel and interesting.

DEPARTMENT OF THE AIR FORCE

[redacted]

REPLY TO ATTN OF: DOFA

JUL 13

SUBJECT: Cost Estimate for Proposed Wind Tunnel Tests

TO: [redacted]
ATTN: Mr John Mecca
[redacted] Drive
no NY 11754

our telephone conversation on 7 July 1989, we have again revised our e to reflect not only the use of smaller models but restricting testing to c conditions as well. This revised estimate is given below:

Configuration	Test Type	Facility	Facility Hours	Cost of Option
Helicraft	Force & Moment:stationary rotors	4T	40	
	Pressure:stationary rotors	4T	40	
	Force & Moment:powered rotors	4T	40	
	Pressure:powered rotors	4T	40	$ 72M
Fixed Wing	Force & Moment	4T	100	
	Pressure	4T	100	$ 90M
Helicraft/Fixed Wing Transition	Force & Moment	4T	40	
	Pressure	4T	40	$ 36M
t Program Cost				$1.98M

DEPARTMENT OF DEFENSE
STRATEGIC DEFENSE INITIATIVE ORGANIZATION

[redacted]

T/IS

2 March

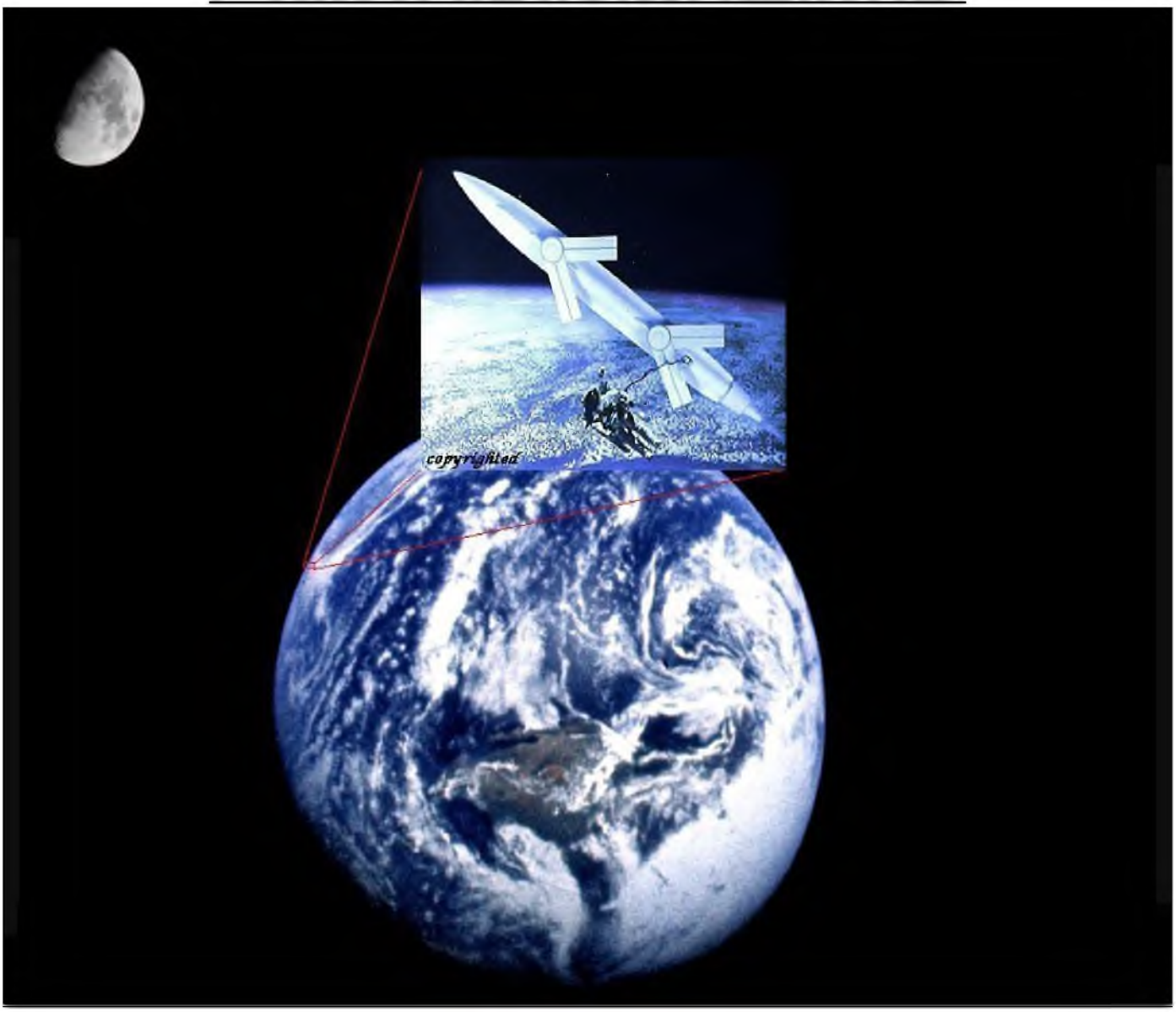
John Mecca
[redacted] Drive
[redacted], NY 11754

Dear Mr. Mecca:

The Innovative Science and Technology (IST) Directorate is pleased to acknowledge receipt of your proposal, Nuclear Space Power from Controlled Fusion Reactions, in response to the SDIO component of the FY 1987 Department of Defense Small Business Innovation Research Program (Program Solicitation Number 87.1).


Copyrighted Images
USA

SUPERSONIC HELICOPTER
PHYSICS OF THE FASTEST HELICOPTER

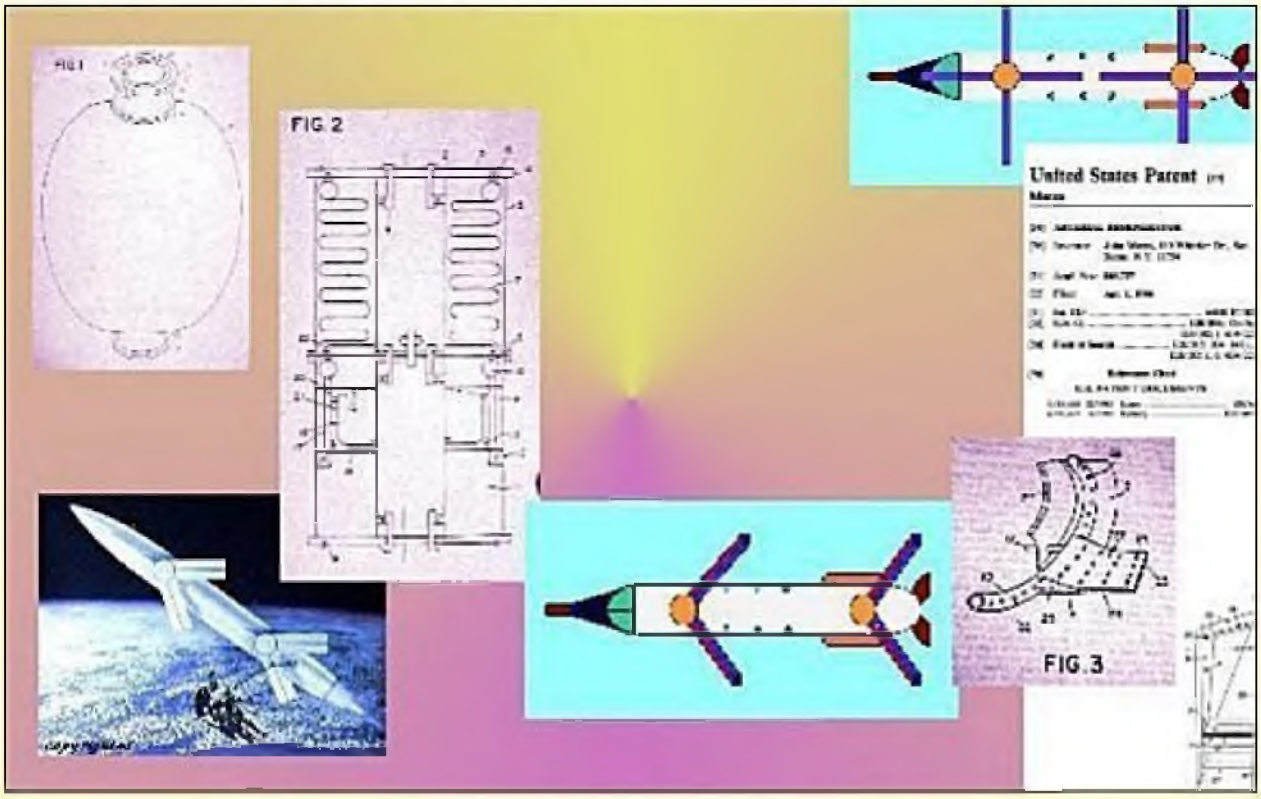


Helicopters cannot go very fast compared to fixed wing aircraft, There is a way to have a helicopter go as fast as a fixed wing aircraft using a capability of the helicopter blades to transition to stationary wings. The method here discussed is a 5th generation design that will make it possible to take off as a helicopter and with that technique saving fuel gain altitude and speed, transition to a fixed wing aircraft. The capability of the engines would allow the craft to reach orbit and go beyond. Multiples of the craft as a fleet can be sent into orbit and join together as a unitary body to form a larger craft and living quarters. The enabling of colonization of the Moon, Mars and Venus now lay within mankind's reach economically and ecologically beneficial.

DOCUMENT B

JM

Mr. John Mecca



1.) 4,793,572 - Vertical launch and hovering space shuttle

2.) 4,880,186 - Prefabricated space station

Investors needed for Supersonic Helicopter Project, for inquiry principals write to

supersonic-supersonic

John Mecca

Innovation & Design

Investment conforms to SEC Rules and Regulations. 147A

5th Generation Advancements.

Notice:

NOTICE: Important notice for prospective lenders, this business plan has a prerequisite requirement that no up front fee is required to the lender. The borrower specifies any fees will be paid upon the disbursement of the loan upon release of the principal by the lender to the borrower.

Loan Sought

Depending upon terms and conditions is $20-40mil. The country in which the organizations manufacturing will take place has yet to be formally decided.

The Company

The Company, President, owner sole proprietor

John Mecca located at 119 Whittier Drive, Kings Park, NY 11754, Telephone number +1(631) 292-9002.

Purposes of the Company

Manufacture of supersonic aircraft capable of reaching orbit and a space station module that expands into a house sized living habitat upon deployment in outer space.

During and prior to the finished products of "supersonic trans-atmospheric space craft in its most advanced embodiment can take off from roof top helipads and fly into orbit and beyond, the company will manufacture, market and sell subsonic multiple seat versions ranging from one, two and ultimately 20 seat versions of the aircraft for use in areas of small aircraft Such 1-20 seat subsonic versions of the aircraft will be priced to sell where a purchaser will want an aircraft that doubles as a helicopter and fixed wing aircraft. The cost of such for such craft will vary based upon complexity and seating from 200k – 40mil.

During and prior to the finished products of "space station module that expands into a house sized living habitat upon deployment in outer space as space station structures and moon and

mars structures". The preliminary technology will be sold to governments, corporations, retailers and individuals inflatable structures that can be used as terrestrial buildings such as sheds, garages and houses as well as integral quick build walls and fluid and gas tanks for above and below ground. The industry needs are well documented that such spin off technologies are well established and the weight and shipping cost savings of the new inflatable technology is a cost saving that will get a substantial market share where governments, private business concerns and public utilities discover the cost saving benefits this inflatable technology.

Proprietary Technology

The knowledge base as to the technologies stated herein are accompanied by proprietary technology.

Industry Analysis
relevant market size

The relevant market size is the annual revenue your company could attain if it owned 100% market share. Answer the two questions below and we will calculate it for you.

Enter the number of customers who might be interested in purchasing your products and/or services each year: $100,000

Customers might be willing to spend, on an annual basis, on your products and/or services the amount of: $400,000,000

Relevant market size is as follows: $40,000,000,000,000.

Customers

Business concerns involved with providing airline services and providing terrestrial, orbital structures, moon structures, and mars structures.

Marketing Plan
promotions plan

EVENT MARKETING
Advertise in industry trade papers that relate to the manufacturing art of interest.

PRESS RELEASES/PR
Report the progress of the business in context of it being newsworthy to media outlets.

TRADE SHOWS
in the industry looking for innovative products that fit within their business niches

OTHER
direct market to industry inquiring them of the interest in buying or carrying our products

Designer Innovator / Engineering
summary of qualifications

a. Expertise in many areas

b. Evidence of my skills can be seen in my Areas of expertise and my experiences such as
c. technical writing, procedure directions, electronics, relay logic, pneumatic, hydraulic, aerodynamics, computer literate all phases and prototype development and procedures for
d. manufacturing.
e. Innovation, Research, Technical Writing, Computer Literate, Drafting,
f. Prototype Development
g. Materials Application, M ass Manufacturing Planning
h. Test Equipment and Machine shop
I. Electronics, Electric , Mechanical, Pneumatic, Hydraulics
j. Procedure Development mass manufacturing, Planning and Business management, Legal, k. SEC, Liability, Contracts

Patent Art
Reference's Patents

1.) 4,880,186 Prefabricated space station
2.) 4,793,572 Vertical launch and hovering space shuttle
3.) 4,791,011 Variable blind
4.) 4,742,680 Anti ballistic missile targeting
5.) 4,829,767 Positioning device
6.) 4,690,140 Arterial regeneration
7.) Infinite radio spectrum transceiver

Work Experience

1974 - 1990 Owned and Operated Own Business
Construction for residential properties

1997 – 2020 Owned and Operated Own Business
Clonegenome
Multiple discipline contract engineering
Education & Training
Extensive research in multiple fields of science and engineering.

Multi faceted experience and broad knowledge of;

a. Mechanical: knowledge of and experience using lathe, milling, surface and spindle grinder, drill press, tap threads, cut off saws, measuring tools calipers, micrometers, wigglers, depth gauges, read blueprints, drafting, design etc.

b. Electrical: knowledge of and experience soldering, wiring, reactive solenoid and sensor circuit design, read schematics, high & low volt systems, circuit breaker systems, designer ect.

c. Electronics: knowledge of and experience designing circuits, soldering, read diagrams, assembly, microscope assembly, test, knowledge of spectrum analyzers, oscilloscope, power meters, designer ect.

d. Welding/Brazing: knowledge of and experience of casting.

e. Sheet-metal: knowledge of and experience, control panel meter and switch markup preparation for, use of hole punches, nibblers, drill and tap.

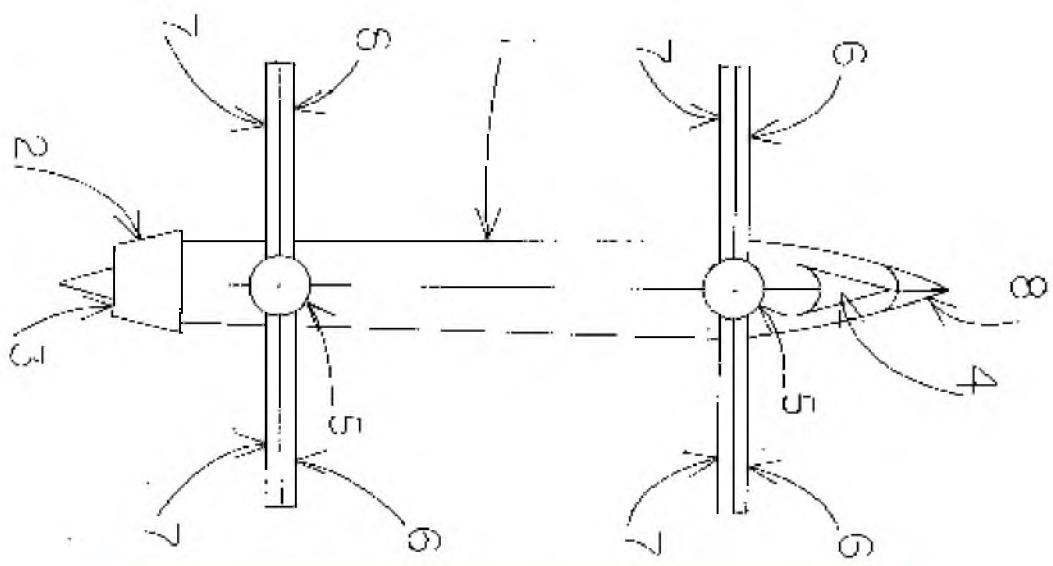
f. Assembly and maintenance of large and small mechanical, electrical, electronic, hydraulic, pneumatic, combined systems, designer ect.

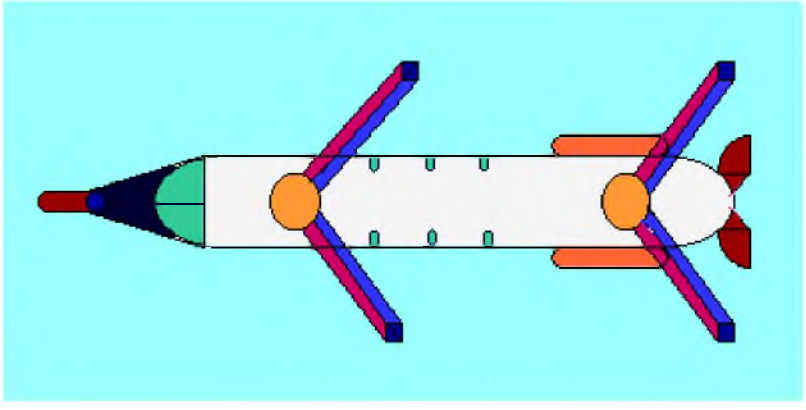
g. Computer programs.

h. Computer programs and office equipment.
Sole proprietor of Suffolk County Residential Home Improvements business for 30+ years.

ADDITIONAL INFORMATION REGARDING CONVERTIBLE AIR AND SPACE VEHICLE HYPERSONIC & SUBSONIC TECHNOLOGY

The worlds countries are locked in competitions that drive industry.
At this time in history Air and Space Craft are of substantial importance and the economies of the world are determined to compete.





The convertible airfoil design will first be built as a single and twin seat version.

FIG.2

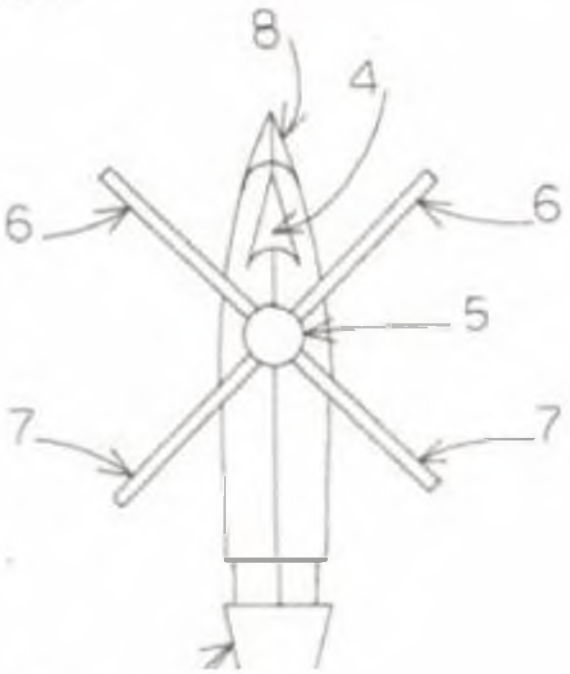
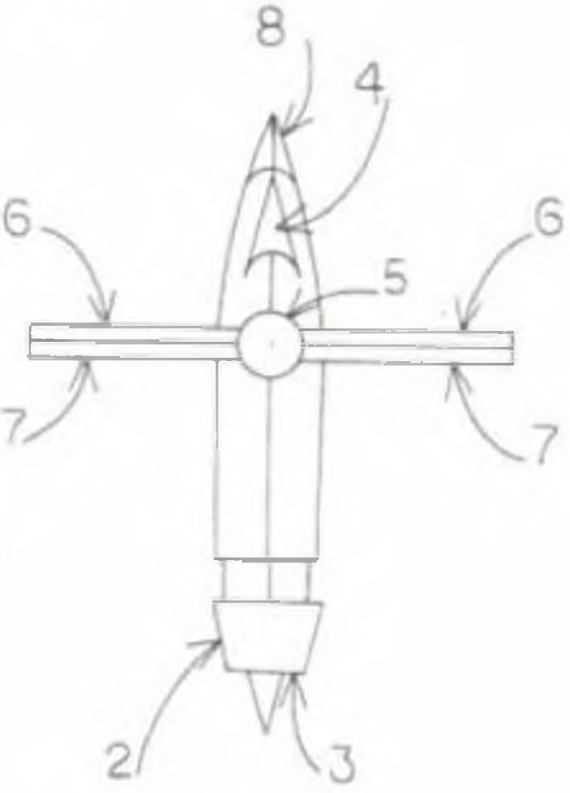
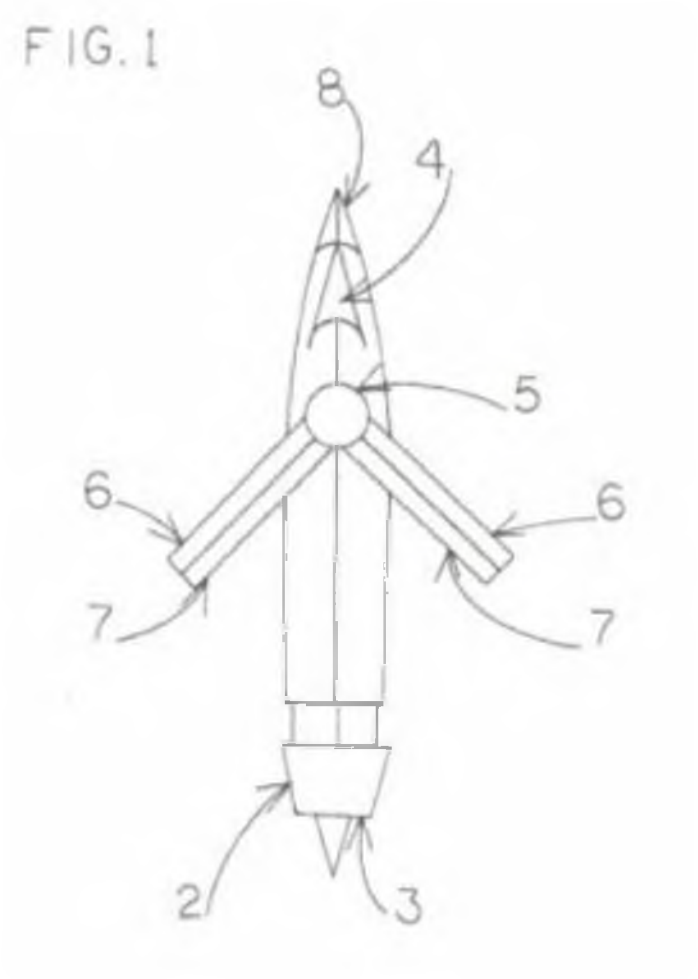


FIG.3





The first versions will be for two persons and not transition in mid air, they will be billed as airfoil systems for an owner who wants both a helicopter and an aircraft enabling them to do long distance flights, land at an airport and transition on the ground to a helicopter mode and travel from the airport to their backyard or heliport terminal.

Such an advantage saves money for having the one aircraft saves money not having to buy the second.

Maintaining another aircraft is eliminated and also the need for a second pilot is eliminated.

The cost of of such craft will be generally around 700k – 1.5mil usd. The assumption of customer interest will be for such craft to owned by small business owners who would prefer to fly their own craft and have the benefit of having it at their home or office ready to go for business or pleasure.

These aircrafts are designed to operate in multi modes of a helicopter mode, gyro-copter mode, Straight across stationary wing mode, and high speed swept back stationary wing mode.

The vision for the immediate future would be to gain a foothold in rescue marine aircraft areas due to

the aircraft's' versatility of its flight mode envelopes.

* * *

ADDITIONAL INFORMATION REGARDING INFLATABLE TECHNOLOGY

NOTICE: Important notice for prospective lenders, this business plan has a prerequisite requirement that no up front fee is required to the lender. The borrower specifies any fees will be paid upon the disbursement of the loan upon release of the principal by the lender to the borrower.

(-1-)

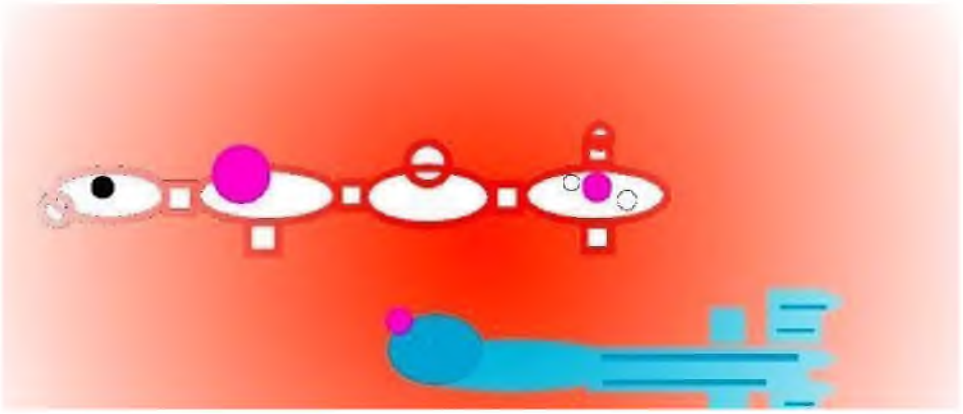
Below is a list of 30+ industries of parallel applications.
Building "New Cities on Earth and Rebuilding Old Ones"
Colonize Space, the moon, mars and beyond.

HAS MANY MORE USES, ITS AN INDUSTRY & TECHNOLOGY NOT JUST AN INVENTION!

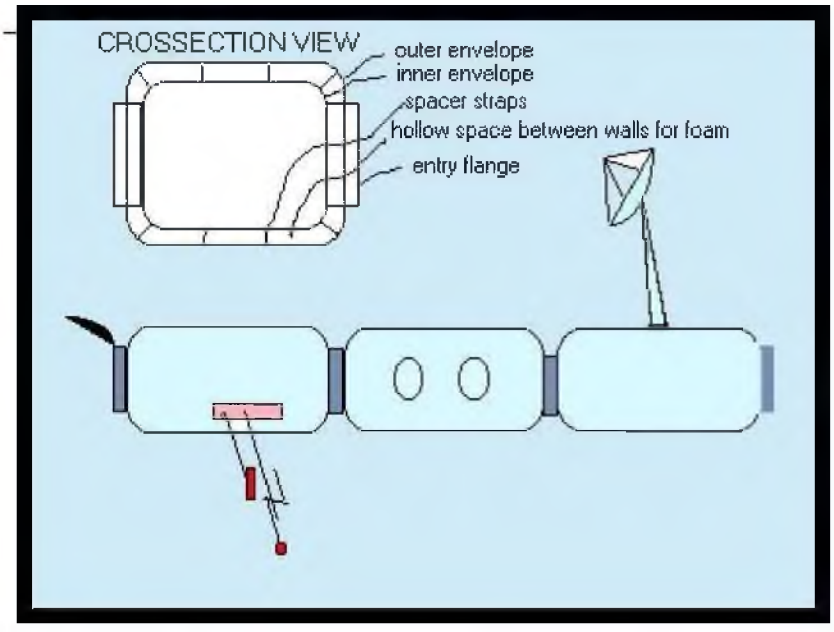
There are many countries and companies actively building rockets to take payloads to outer space, the moon and mars. They will sped many trillions of dollars to carry out their mandated plans to industrialize their space program efforts. Such countries are The USA, Russia, China, EU, Germany, France, and many other countries to a varying degree. Every country and corporation will want a slice of the mega trillion dollar pie and only those with sense enough to have some relative application will be able to get a slice, where even a very thin slice could equal trillions not billions of dollars. What will make it possible is persons whom have the overall knowledge to carry such actions out quickly and without spending billions to trillions to accomplish it.

Such countries as entities want to mine and militarize and dominate industrialization of space, the moon and mars, others want to insure parity and prosperity. This will be a

continued effort to gain some relative balance and the time at present allows for those who can to enter this high level race and provide services of transportation to and from orbit and beyond and also provide living and working area environments in the form of space modules.



Above is an artist surrealistic impression of a string of modules and visiting ship. Below is a schematic cross-section view and overview of space station modules.



Like no other invention its so versatile you will be astounded. Read on, and remember!

Space the Final Economic Frontier

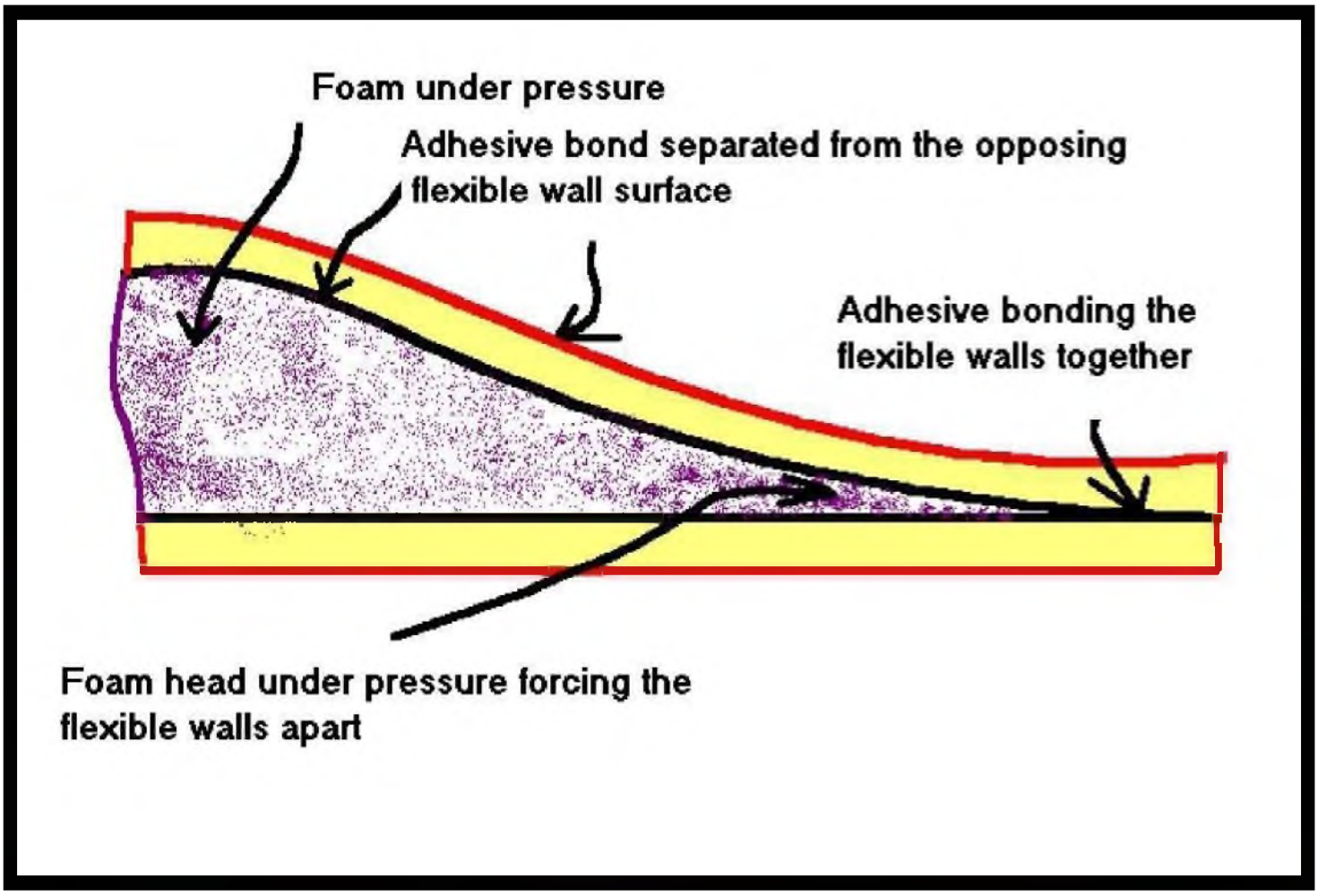
The Future Is FOAM

"What makes it so unique and possible to begin with
is a " PATENTED " process of an adhesive holding
the inner walls of an inflatable form of any shape together until
foam forces them apart, thereby preventing the foam from developing
irregular bubble formation and surge cavities; allowing a structurally
sound wall or manifold."

Its Amazing!

Foams using silica and new polymers of incredible strength, weight saving
and impervious to the elements are available and others
are being developed today allowing such a diverse usage. Thickness of walls
is variable from 1/2 " inch to over 10’ feet thick. The
finished cured product can be
machined for any purpose.

The diagram below is a cross section of the process of filling an inflatable envelope. The foam under pressure causes the adhesive holding the inner surfaces together to breakdown thereby allowing the newly released area to fill with foam. The foam then hardens and creates a permanent shell.



"Laymen Description "

(-2-)

SUMMARY OF USES.

Click the heading below for that specific information in further detail

Containers formed from flexible envelopes

having a double wall space where foam is injected can be fabricated economically using

the same technology as air bed mattress and inflatable pool toy construction methods in its simplest form, which means its economical. For space platforms the mechanism is more complex due to the environment of space and detailed drawings are included below. Foam of varying composition and strength is injected into product forms as described in the list below and then harden into structurally sound forms.

What makes it so unique and possible to begin with is the process of an adhesive holding the inner walls together until foam forces them apart, thereby preventing the foam from developing irregular bubble formation and surge cavities; allowing a structurally sound wall or manifold. Its now possible with this "patented" technology! IN SPACE AND OTHER WORLDS

Space Station modules for colonies, space ship bodies, mars and moon colonies.

1. with the some 12 companies developing small payload capability to send cargo into orbit the ratio of stored to expanded unit will be invaluable for such efforts.
2. using suitable hard foam auto and aircraft main shell and frame components.
3. after market jacket to place the new space station freedom into for repairs and protection from debris impacts.
4. robotics boom arms for space exploration
5. orbital debris flypaper

ON LAND

6. Residential houses
7. A single building p anel
8. residential backyard storage sheds
9. insulation panels
10. cubes of the correct density can be used for large building construction
11. new and re-roof for residential and commercial
12. walkways instead of pouring concrete.
13. roadway dividers and even roadway.
14. spans or beams.
15. emergency structures for shelter and miscellaneous uses quickly deployed.
16. backyard pools where a pit is lined with a cup shaped inflatable; or for that matter an above ground shape.
17. playground toy houses, shapes et.
18. decorative structures and or free form containers.
19. nuclear shelters and tunnel segments.
20. city on a flatbed truck.

ABOVE AND UNDER THE SEA

21. submersible structures of very very large size
22. boat hull and superstructure components.
23. boat docks, rigid flotation segments.

24. bridge's or elements.

INDUSTRIAL USES

25. compact 50 gal drums brought to construction site at 1/100 the expanded size allows 1000% extra number of containers per traditional delivery rate.
26. large valve bodies.
27. oil and other liquid or gas storage containers like home heating oil tanks, water storage, chemical et.
28. mining, transportation or existing sewer tunnel walls can be relined
29. pipe of all types and sizes, manifolds.
30. auto and truck chassis and other com ponents.

OTHER

VARIOUS USES TO WHICH

THIS PATENTED
INVENTION
CAN BE
PUT

With the wide variety of products which can be made using this technology a strong base for profit exists beyond most if not all new products. Investors therefor can look forward to an advantage with such a circumstance of it having multiple industry categories that supersede existent technologies potential.

IN SPACE AND OTHER WORLDS

As a space station virtually any size and shape can be created. The walls of which can be of almost any thickness deploy automatically. The foam constituents can be made to resist radiation and impact from space debris. Upon deployment the internal structure is clean room ready and free of fumes and carcinogenic material due to the inner liner keeping personnel and hardened cured foam wall constituents separate from each other. Partitions can easily be automatically erected or be incorporated in the primary deployment. Manifolds for routing liquids or conduits for wires can likewise be incorporated in the primary outer shell or secondary interior compartments.

1. Space Stations of diameters limited only by payload, estimates using the largest booster rocket of a single module of 100 ft to 1,000 ft. diameter. The lack of gravity making it possible to expect diameters in the future of 5,000 ft. diameter with a technique being investigated by this company. This size will be viable for a biosphere self contained self refreshing ecological habitat for long periods of time without restocking vital necessities. Also possible are large orbital antenna shapes such as parabolic dishes, tubes, and booms for communications satellites and actual photon reflectors. Colonies of the moon and mars are suddenly doable.

2. with some 12 companies developing small payload capability to send cargo into orbit the ratio of stored to expanded unit will be invaluable for such efforts. In addition a large hotel chain has earmarked $500 million towards the goal of an inflatable space station hotel in the month of Oct. 1999.

3. using suitable hard foam auto and aircraft main shell and frame components.

4. after market jacket to place the new space station freedom into for repairs and also a secondary jacket applied with minimal human work hours of installation protecting it from debris impacts. current plans require standoff metal studs be applied to the surface of the space station and a layer of ballistic retarding material be bolted to the ends of the standoffs some 10m inches off the space station shell surface hoping to cause the potential space debris to breakup somewhat upon striking the new first layer reducing the size of the debris as it hits the space station main body as a secondary impact.

5. robotics boom arms for space exploration that deploy from small compartments and expand to form rigid non- flexible manipulators; these would take up less room on launch in their stored state and when deployed not be subject to deflating as other proposed strictly inflated bag types.

6. Orbital debris flypaper is desperately needed to catch all the small items the military and nasa track with radar. A large pancake shape of a foam inflatable will be guided into place along the trajectories of orbital flotsam and jetsam so as to have these items impact into the module consisting of a proper density foam and therefor stick into it. Each of the pancake foam walls will have three reversible thrusters at the perimeter to guide it into approaching debris paths. After the collection of a few thousand of these hazardous items the foam wall impregnated by space junk to capacity will be parked in a geo-stationary orbit along with its collection of previously lethal bits of debris left from previous missions. Some of these foam pancakes will be designed for specific sized items, this specialization will allow effective removal of space junk from destroying satellites and potential harm to astronauts. The support for lasers to vaporize space debris will in many cases cause explosive reactions of the pieces of metal and other substances to be targeted subsequently creating multiple fragments and increasing the risk from the greater number of pieces created. The foam pancake project is important to all communication businesses and all counties of the world for many reasons including nuclear security in monitoring neighbors activities and treaty adherence.

ON LAND

7. RESIDENTIAL HOUSES can be made from rectangular, cubic, or circular shapes, from several flat panel or manifold component units. Erection begins where an area of ground is cleared and leveled, the inflatable structure is then unpacked and unrolled on that leveled surface, then inflated with foam that hardens; the result will be a complete house shell ready to fit with doors and windows. All this can be done in a day for a house of anywhere from 1000 square feet to 4000 square feet. This method can be carried over into commercial buildings! The ecological advantages of using a foam construction over other building in technologies are multiple. Despite the fact that trees are a renewable resource, the burgeoning population and the need to continually build new homes and renovate old homes is a terrific burden on the eco-system. Other building technologies including concrete, brick, and steel use materials which have their limitations as well relative to the ecology. Foams can be made from non carcinogenic materials such as the chemical polymers present in plants which grow in abundance. A projected source of plant matter which grows much faster than trees is seaweed. This material is abundant in excess of any future need with rapid growth over a period of just months instead of years for trees. Indeed seaweed is a nemesis of the waterways of the world, this nuisance plant in most cases is considered worthless and can be obtained inexpensively for processing.

This is a statement for the purpose of identifying an inexpensive and plentiful material which can be used in making the foam for the containers far into the future. The potential for there to be any harmful health problems as a result of using this construction is extremely low, as their are many foam materials that have a hazard rating equal to currently use materials in the building trades; insuring that there is even a lower hazard level is the flexible envelope itself which can be made out of polyethylene, vinyl, Mylar. These several flexible envelope materials have properties allowing them to be used in the food industries, in addition where flexible envelope's require that they be made out of where considered unsafe materials for humans to be exposed to they will be a spray coated with an appropriate material for safety standards to the met.
The ecological advantages of using a foam construction over other building technologies are multiple. Despite the fact that trees are a renewable resource, the burgeoning population and then need to continually build new homes and renovate the homes is a terrific burden on the echo system. Other building technologies including concrete, brick, steel use materials which have their limitations as well relative to the ecology. Foams can be made from non carcinogenic materials such as the chemical polymers present in plants which grow an abundance. A projected source of plant matter which grows faster than trees is seaweed and algae. This material is abundant in excess of any future need to which has rapid growth over a period of just months instead of years for trees. Indeed seaweed is a nemesis of the waterways of the world, this nuisance plant in most cases is considered worthless and can be obtained inexpensively for processing. In addition the farming of seaweed in a controlled way will in fact contribute to the health of the ecosystem. This is a statement for the purpose of identifying an inexpensive and plentiful material which can be used in making the foam for the containers far into the future. The potential for there to be any harmful health problems as a result of using this construction is extremely low, as their are many foam materials that have a hazard rating equal to currently use materials in the building trades; insuring that there is even a lower hazard level is the flexible envelope itself which can be made out of polyethylene, vinyl, Mylar. These several flexible envelope materials have properties allowing them to be used in the food industries, in addition where flexible envelope's require that they be made out of where considered unsafe materials for humans to be exposed to they will be a spray coated with an appropriate material for safety standards to the met. Current foams used in the construction trades will be used in the interim prior to the implementation of alternative materials based on seaweed and algae. Both materials such as seaweed and algae to be used in the future together with currently used tested and approved foams employed in construction will have enhanced structural strength; through the addition of fine silica treated with a process to add an electron to its molecules thereby increasing its intimate bonding potential to adjacent molecules is fundamentally an inert material, silica is basically common sand and is widely abundant around the world. It should be noted that the volume of silica used per square foot in this new foam technology will vary from just 4% to 25% of what is needed in say the common brick or cinderblock. The foam bubble geometry will make this possible through displacement using various safe gases such as carbon dioxide. Entrained gas bubbles will not deflate or out-gass due to the cured rigid hardened bubble cells of the polymer silica combination. Silica and plant or chemical polymer will be combined with a material allowing bubble surface tension not unlike soap bubbles called a surficant; these materials will then be aerated with a suitable gas such as carbon dioxide to create a foam with qualities of strength, heat and cold insulation value, light weight to cubic foot ratio as compared to other building material,

and coupled to ease of shipping the inflatable prefab home or container due to its small collapsed state size allows great savings in shipping. The future of both flexible envelope and foam constituents is bright as new polymer materials are being worked on not to discover them but to develop mass production. These new polymer materials are stronger than kevlar used in bullet proof vests, they have an intrinsic strength in three planes instead of two as with previous materials. Space stations will use some of the above residential materials in modified form together with other and more exotic materials due to the environmental extremes of space.

8. A single building panel taking the place of 2 X 4's, sheathing, insulation and sheet rock ;this construction panel would be a standard size of 8 ft. wide X 8 ft. high X 8 inches thick , in exchange of wood frame, or other types of construction such as concrete and steel construction. The labor time to fabricate the foam wall replacement panel greatly reduces costs for building and can eliminate the need for wood.

9. residential backyard storage sheds. Quickly erected as opposed to the traditional 1- 5 day weekend warriors effort. Just place the inflatable on the ground and press the foam injector button and in a few minutes the shed is installed. Wait the prescribed time period and its finished.

10. insulation panels for flat areas or irregular shape areas of nearly any R value required. Roll out the panels in their collapsed state in the attic and inject foam; dust less unlike fiberglass. With appropriate density walk able too.

11. cubes of the correct density can be used for large building construction. Stone and cement replacement; steel may well be a thing of the past.

12. new and re-roof for residential and commercial. Roll the deflated state panel into position and inflate, an instant roof for flat and pitched areas.

13. walkways instead of pouring concrete.

14. roadway dividers and even roadway.

15. spans or beams.

16. emergency structures for shelter and miscellaneous uses quickly deployed.

17. backyard pools where a pit is lined with a cup shaped inflatable; or for that matter an

above ground shape.

18. playground toy houses, shapes et.

19. decorative structures and or free form containers for advertising product logos et..

20. city on a flatbed truck

ABOVE AND UNDER THE SEA

21. submersible structures of very very large size when deployed underwater. Due to the buoyancy of water a large single form can be created where the interior of such a form such as a dome sphere, or tube can be filled with water prior to foam injection thereby allowing the shape to be fully expanded. The walls would then be injected with foam. Simplified manufacture eliminating complex forms for concrete or steel welded

construction.

22. boat hull and superstructure components.

23. boat docks, rigid flotation segments.

24. bridge's or elements.

INDUSTRIAL USES

25. compact 50 gal drums brought to construction site at 1/100 the expanded size allows 1000% extra number of containers per traditional delivery rate. The material used as the foam wall can be composed of elastic material which can withstand impact and being dropped. The EPA super fund an ongoing effort for cleanups across the nation requires millions of tons of earth combined with hazardous material to be moved to safe sites for reburial. This type of drum is cost effective to manufacture and combined with the reduced shipping cost of over 100% poses a rational choice for container in such projects.

26. large valve bodies.

27. oil and other liquid or gas storage containers like home heating oil tanks, water storage, chemical et.

28. mining, transportation or existing sewer tunnel walls can be relined. The Paris sewers were estimated to cost 10 billion dollars to repair, such a design can be used where the entryways to cavernous pipe systems prevents large replacement pieces to be installed; the small size prior to deployment of such structure permits a unit to be placed in the existing pipe and inflated up against the existing pipe walls. In effect relining the passageway with a new lining.

29. pipe of all types and sizes, manifolds.

30. auto and truck chassis and other components.

31. The list above of industries which this invention applies illustrates the variety of high and low ticket items that are possible to fabricate. The # 20 "city on a flatbed truck" is not meant to be humorous, as in fact a number of large structures comparable to a city can be put on a flatbed truck in the deflated stored form. The various I ndustries mentioned above combined together equal many trillions of dollars per year. All of the industries above are behind the times, and many of them are straining the ecosystem.

Foams using silica and new polymers have incredible strength, weight saving and are may be manufactured to be impervious to the elements are available and others are being developed today allowing a diverse usage as needed. Existing materials can accomplish 5000 psi while new technologies using ceramics where an extra electron is added to the ceramic molecule are expected to surpass 80,000 psi. Thickness of walls is variable from 1/2 " inch to over 10' feet thick. The finished cured product can be machined for any purpose using machine tools. Typical space station wall thickness will be approximately 6" to 10" inches thick.

Silica being a very high temperature material used in cement and common tile grout is nonflammable; methods to increase silica's ability to have more of the qualities of a surficant,

meaning to become elastic and capable of maintaining created bubbles during aeration while aggregate particulate of silica shift within the bubble matrix are being explored.
Fire retarding strategies are to aerate the foam with either carbon dioxide gas, halon gas together or alone, and or with other proprietary mixtures. It is anticipated that using the gases or similar fire suppressing gasses will deter the evolution of toxic fumes from fire as the heating of the foam will release fire suppressing gas, potentially extinguishing the fire before affecting the structural integrity of the foam structure. In addition proprietary nonflammable compositions are being investigated.

State federal and local zoning and safety compliance with fire and ASTM codes for strength are to be addressed during development as the need arises where its use involves residential or commercial terrestrial structures.
The first products produced for sale from the above list of uses will be:

1.) Manufacture a group of standardized rectangular containers capable of being used for the manufacture of prefabricated residential housing ranging in square footage from 1400 square feet to are feet 5,000 square feet and up.

2.) A standard 8 ft X 8 ft X 7 inch building panel taking the place of 2 X 4's sheet rock sheathing and sheet rock.

3.) A backyard storage shed kit with which will take only minutes to erect.

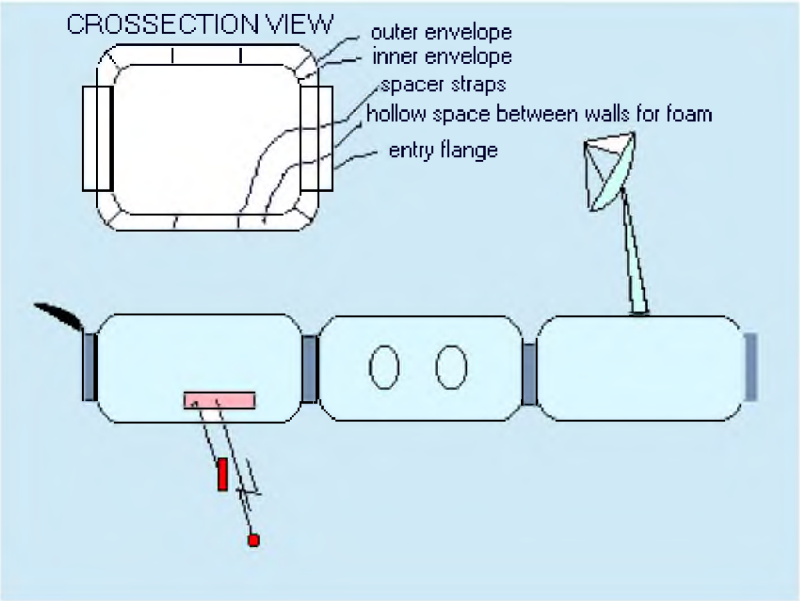
4.) License and or fabricate modules to private companies in the united states interested in obtaining research and manufacturing facilities in space.

5.) Sales persons will market various uses to end users requiring bulk in all categories from the uses list

AS AN INFLATABLE SPACE STATION MODULE

The ease with which the module can be fabricated will speed up space module deployment by a factor of 100. Any launch vehicle can carry these compact modules into orbit and beyond.

As a space station virtually any size and shape can be created. The walls of which can be of almost any thickness deploy automatically. The foam constituents can be made to resist radiation and impact from space debris. Upon deployment the internal structure is clean room ready and free of fumes. Partitions can easily be automatically erected or be incorporated in the primary deployment. Manifolds for routing liquids or conduits for wires can likewise be incorporated in the primary outer shell or secondary interior compartments.
With over 12 companies developing small payload capability to send cargo into orbit the need to have a module launched using only a small amount of payload space is of great importance, where upon reaching orbit then expand to a size thousands of times the size of the deployment container.



With the needs of the international community coming to the fore in this next century all considerations will be for safety and longevity of the module performance. These priorities are addressed and presented as the ” Foam Wall ” space station.

The ratio of stored to expanded 1 -1000 unit will be invaluable for such efforts. In addition to such companies vying to launch payloads many large corporations are considering supporting such activities where they perceive a need to have laboratories to develop new drugs in a weightless environment. The amounts of money planned to be spent on orbital laboratories will exponentially increase in the next 5 years because of these facts. Expectations due to the economical fabrication and other advantages of this technology are that it will play a substantial role in space research, laboratories, human habitats, internal docking of spacecraft for repairs, and colonization already planned of the moon and mars. Inflatable/foam wall construction allows for large structures to be compacted during launch. The advantages are that a structure of virtually unlimited size

can be placed in orbit. Any shape is possible, in fact parabolic antenna shapes and robotics arm segments can be sent in the small collapsed state for deployment in orbit. The hollow space between the inner and outer walls can be injected with a foam of any composition, thereby giving rise to using compositions which inhibit the passage of heat/ cold and various other radiation's. Cost can be much less than current types planned for due to the reduced expense of fabrication and smaller space required on the launch vehicle. The entire module in its stored form can be as little as 2% or less of the total fully deployed structure; this translates into the capability of placing a space station into orbit using only one shuttle that is larger than the planned U.S. space station freedom which will require up to 12 shuttle flights. The versatile methodology of a foam allows. Safety and structural stability are the hallmarks of any hotel accommodations. Foam wall construction offers radiation and impact resistance due to the technology here for your review! Size and shape are an option. Indeed letters can be created for the shape of the modules in order to spell out the name of the business owning one. No other technology bar none has the advantages which this technology offers, not metal shell, soft wall fabric inflatable or spent fuel tanks! FIGURE 1 below is a diagram of a fully deployed module where the top and bottom ends are the flanges for connecting the module to another module or a supply ship; these flanges are alternately used to protect the flexible walls during shipping as shown further on down below in Fig.2 where the storage container encapsulates the flexible walls safely within the it during transit to the site for deployment. In addition the patent claims cover the use of end flanges to connect one inflatable module to another; and any competitors inflatable will require a license for them to have flange interconnects from one module to another!

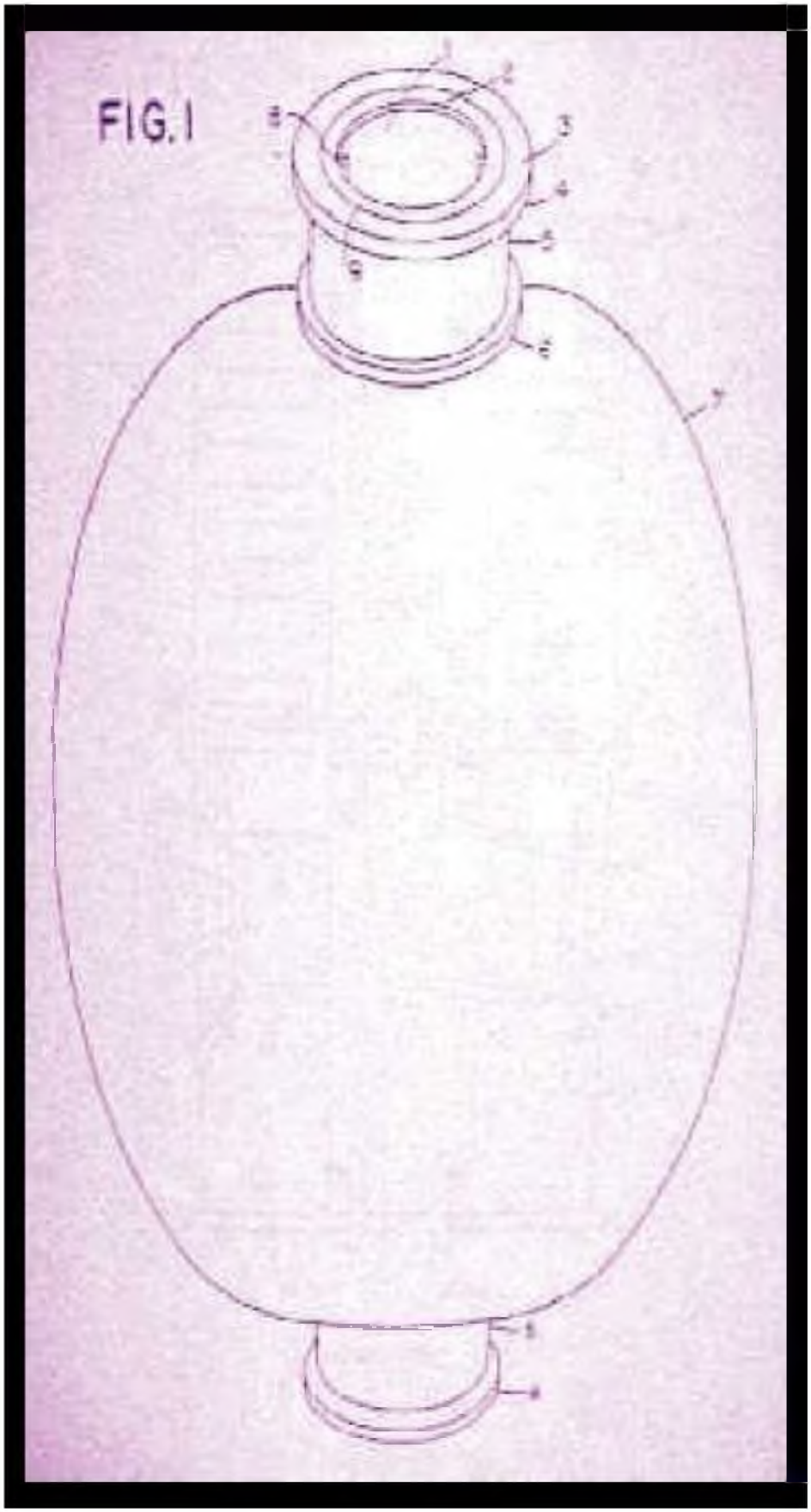


FIG. 1

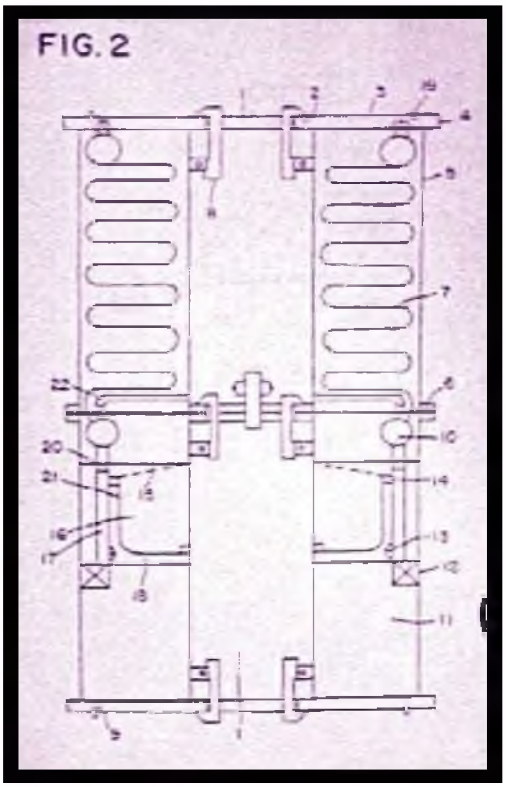
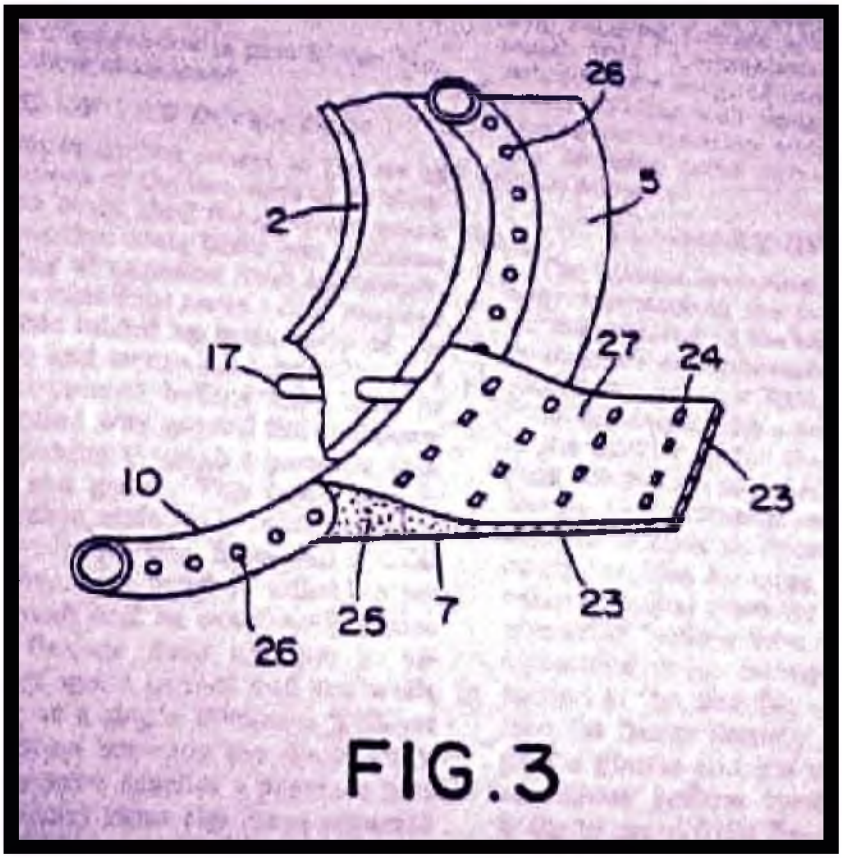


FIG. 2) Above is a cross section of an entire module in its compact protective shipping container stage; together with valve manifolds, the catalysts to create hardening foam, injection gases and all necessary components necessary for deployment including habitat atmosphere inject mechanism The serpentine line is the collapsed flexible envelope encapsulated within the protective dual outer shell flange connector members. Upon deployment the container comprised of two halves of a cylinder separate to become the end flanges capable of coupling to other modules or supply vessels.



(FIG. 3) Above is a cross section of the injection tube and partial cutaway of the inflatable envelope structure being spread apart by the injected foam.
The foam injected into tube 17 enters manifold tube 10 and exiting through holes 26; the foam 25 forces apart the flexible walls 7 & 27 breaking the adhesive barrier 23 as the foam fills the created space of the inner wall cavity. Upon completion of the filling of the inner wall area the foam cures into the hard shell module enclosure. Foam compositions have additives to prevent penetration of radiation and space debris impact, and can be tailored to meet specifications of the end user.

A complete system to store and deploy an inflatable module.

1. The rapid deployment of the module in any shape such a parabolic reflector shapes which can be coated on the parabola surface with an antenna conductive surface while it can be made hollow to double as a storage container of gas or liquid.
2. The foam injected can have additives to prevent the penetration of radiation such as lead particles and or have the foam molecule have water molecules attached to them in an intimate form. Water is an excellent shield from radiation.
3. The foam used can have special additives mixed into the foam composition to increase strength and prevent penetration impact of space debris. Studies have been carried out where extra electrons are added to various materials at the molecular level dramatically increasing the strength of the material. In short it has the most survivable potential potential of any other realistic design. 4. It can be compacted into a small container taking up a small space during liftoff thereby being suitable even for small payload capable launch vehicles.
5. It has advantages over modules made of layered fabrics which are bulky and limited as to the size possible to deploy due to the sheer bulk of the layered wall; with the foam technique a much larger module can be deployed using the same storage space Hard metal container modules are limited to the size of the cargo bay of the ship it is deployed from; along with the limitations of the ability to shield the occupants or equipment from radiation and impact due to limitations of wall thickness. Soft inflatables are typically multi layer flexible material lacking in all the categories of protection. Planned utilization of the expendable fuel tanks of the current space shuttle are of limited size, have limited radiation and impact resistance; and require cleaning of toxic fuel from the interior prior to inhabitation. The fully deployed foam wall module shown on this page becomes a hard shell of virtually any size, shape, thickness, and strength when fully cured and cannot deflate as a fabric container.

6. The foam wall can be made many feet thick as is needed to accommodate design parameters.

7. The structural wall does not have to be fabricated as fabric laminates which can be very bulky per square foot of habitable area, as this design self fabricates by virtue of the injected foam. The cured foam itself is the structural wall.

8. The foam method insures a barrier to the conditions of space automatically by virtue of the nature of the technique where the foam composition automatically creates on its own an impermeable barrier to the conditions of space, as opposed to human constructed barriers requiring fabrication.

9. There is no need to erect or assemble, it automatically self deploys. Self deploying reduces the astronauts liability of injury from unnecessary assembly of the structural components.

10. It is labor economical, as there is only a need to fabricate the envelope and the injected foam creates the structural aspects.

11. Finished interior work or storage spaces are free of fumes; as the foam stays only in the hollow wall area, and can be used from the very beginning of being deployed as clean room areas if desired, due to the fact that no construction of the interior wall is necessary.

12. Large doors with vacuum seals can be made allowing launch vehicles to enter into a module. Such doors are an essential element in the progress of space industry and colonization. They will be the premier necessary component to allow the docking of spacecraft and satellites in the enclosed space of a module for repairs and service where a breathable atmosphere would surround the satellite or spacecraft to be worked by personnel without space suits. These large doors will be possible structurally for several reasons relevant to the foam wall structure being able to be thickened for strength around the perimeter of the through hole representing the entry way for spacecraft by virtue of tailoring that area to be thicker. In addition the door operate by decompressing the interior area to equalize to the vacuum of space and the door located inside the module would be pulled away from the outer wall shell and slide parallel to the inner wall sideways out of the way. The vacuum seals will be comprised of temperature controlled O-Rings impacting upon a specially designed surface of an alloy suitable for such purpose. The size of the metal portion which will hold the vacuum would ordinarily be impossible to place into orbit as prohibitive, however a proprietary design has been devised to overcome this problem to create a door over 300 feet and larger across for entry of space shuttles into the interior of a space station. Additionally a proprietary mean to accomplish a large diameter vacuum seal which does not use contemporary means to create such seal, will remain a trade secret for the foreseeable future.

13. The weightlessness of space will allow such structures to have the foam cure without stress developing in the foam structures in earth gravity. In addition the use of spinning while being cured can induce density changes in the foam at the equatorial zone for purposes of creating added strength on modules which will carry a load at the equatorial zone and spin to create artificial gravity during the time it is occupied by humans or experiments.

14. Insulation from heat and cold, foam is a natural due to entrained bubbles of various combinations of inert gases or other gases; and the material injected into the wall creating the structural shell is comprised of foam.

15. Diameters large enough to spin, thereby creating artificial gravity are doable. Indeed it is essential for human health over prolonged periods in the weightless environment of space; as without gravity changes to bone mass and heart health are adversely affected.

16. *The injected inflatable container* is not the load carrying structural member, the cured foam is; this fact is an advantage as the inflatable container can be made of thinner material allowing a smaller storage deployment volume; therefor it has the potential to deploy a larger inflatable structure per volume than for example fabric laminate module types.

17. Biosphere's can be more easily constructed using this method. Large diameter ellipse shapes can be deployed and rotated axially to creating gravity and prevent bone loss and maintain musculature of inhabitants indefinitely. In addition around the axial equator a trough of water can be maintained much like an active moving body of water to provide for natural oxygen production from edible plankton.

18. Long distance space ship hulls can be fabricated from modules in orbit so as to reduce the number of launches from earth.

19. It will take 6 months to complete 9 modules each having dimensions of 80' x 100' with one module specially made to have a wider 100' diameter and a large hatch of 80' diameter. Two shuttle storage bay sized deliveries would be necessary.

20. All components for module fabrication have been researched, source subcontractors have been located.

21. The practical merits of choosing to make modules over delivery vehicles is that there will be better and better designs of delivery vehicle; but there can be a superior module to all other designs, of which this is!

22. The application of an outer skin of Kevlar which normally has characteristics called "creep" meaning it will stretch and would be somewhat dangerous to use on a soft inflatable, would not be a problem for our rigid foam

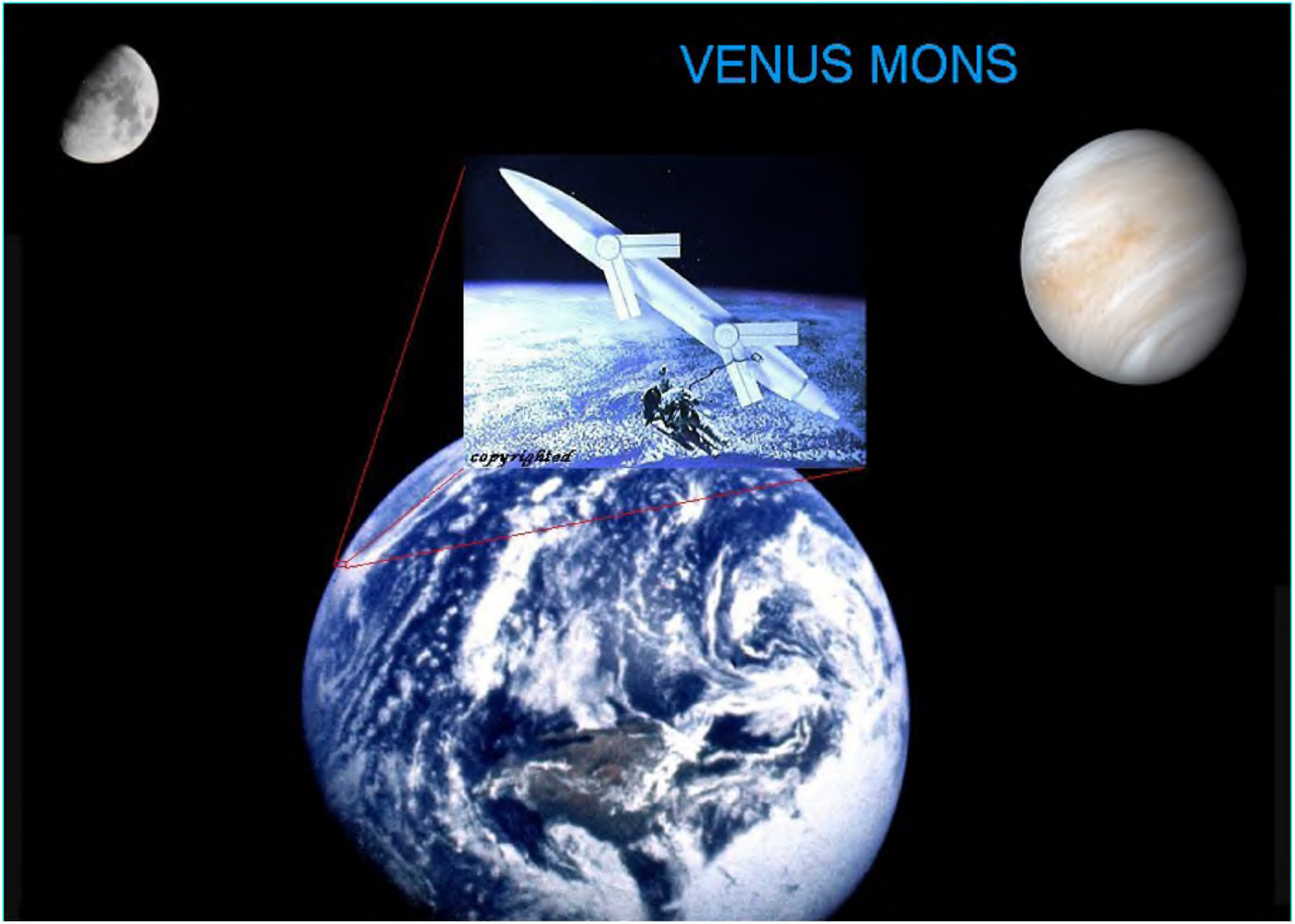
wall technology due to the fact that there is no dependence on the shell to maintain its shape from pressure; it maintains its shape due to rigidity! So the application of Kevlar and other synthetic impact resistant materials having creep is not a problem.

23. The patents coverage of end flange connectors allowing one module to connect to another is a hallmark of this technology. No prior art of inflatables demonstrates this fact and it is a part of the claims therefore excluding others from connecting their modules together without obtaining a license from the company.

The space station above was conceptually designed in three sections. The overall size is 540 feet long and 155 feet wide; Large enough for a space vehicle to fit inside one of the deployed modules for docking and repairs, this fully deployed size originally came from a compacted cylindrical shipping container 30 feet wide and 30 feet long.

(-5-)

The panel below is an inflatable rectangular shape exactly like an inflatable air bed mattress with the difference of having the patented adhesive bond on the inside surfaces, making it possible to fill it with foam evenly and completely; thereby creating a structurally reliable panelfor construction purposes. Without the adhesive this process of creating a structurally sound panel would be impossible! Such an inflatable container envelope can be constructed out of vinyl, mylar or other materials. Beams for carrying a load are fundamentally of the same construct. This is the simplestform of the invention.


VENUS MONS
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Offering Working Partnership

If you dream of being a working partner involved with a project that has a literal trillion dollar potential and getting in on the ground floor . You just may have found a dream come true, because I need one working partner that wants to invest 2 million USD to carry the project through for a working 2 man prototype and going public.

Write for details principals, finders fee welcome. **clonegenomecom@optonline.net**

Technology Investment today always leads to profit tomorrow:

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Executive Summary & Business Plan Click (X)

Short Video Click (X)

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3. Take off like a helicopter from the back of your house and transition to a fixed

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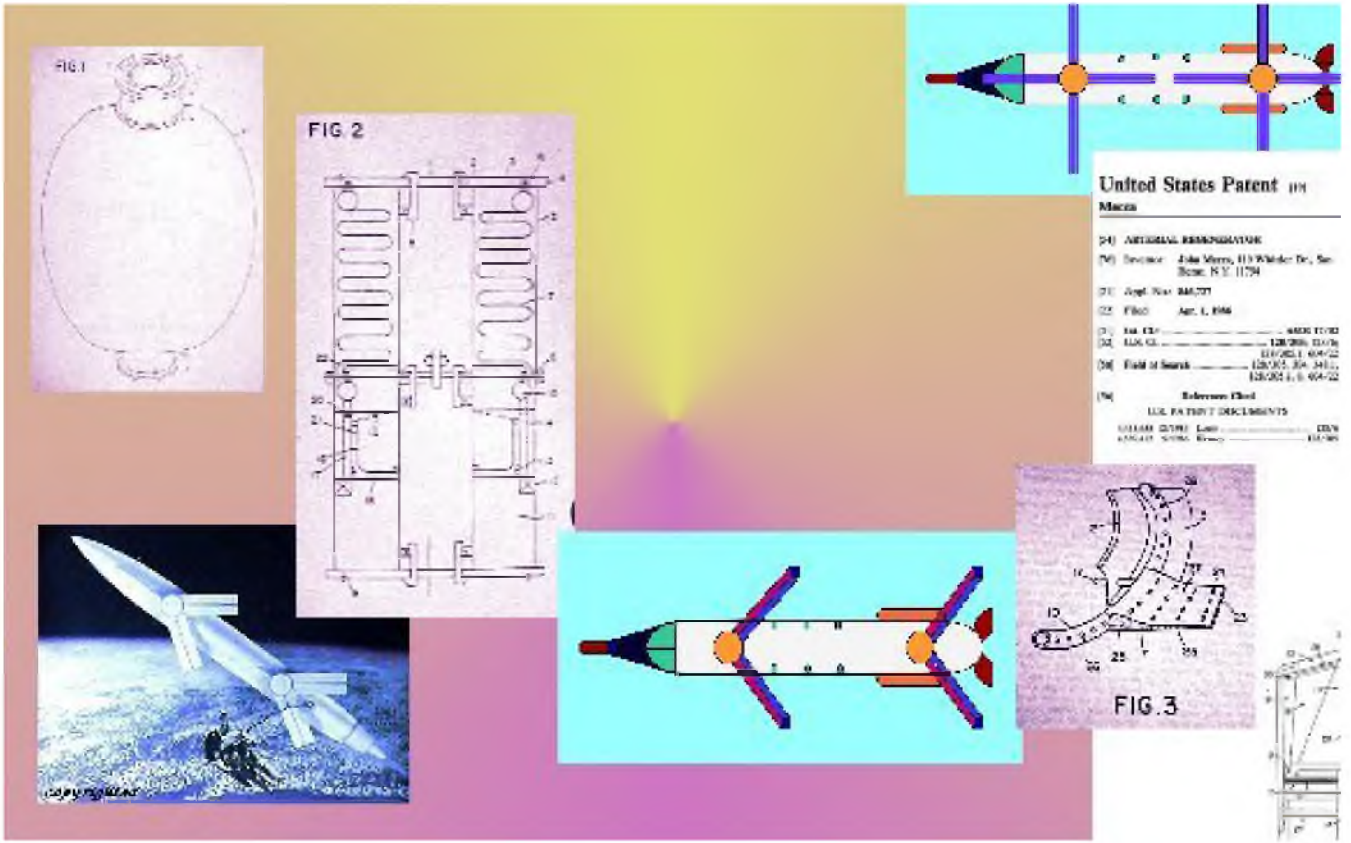


MISSION STATEMENT: To promote and innovate the technology that will support Mankinds' expansion into space and to the planets.

Venus Mons goal is to strive to support that first issue of importance being to provide excellence in all aspects of its products and goals.

PRODUCTS OF VENUS MONS: Venus Mons products are in the categories of;

Air and space craft encompassing a variety of sophistication for the individual, pleasure, business, passenger, rescue and other purposes.

Rapid construction of habitats for terrestrial Earth, orbital outer space and for the Moon and other planets.

Medical atherectomy devices and artificial prosthesis devices.

Robotics actuators, industrial tool arms, wearable humanoid assist and robots.

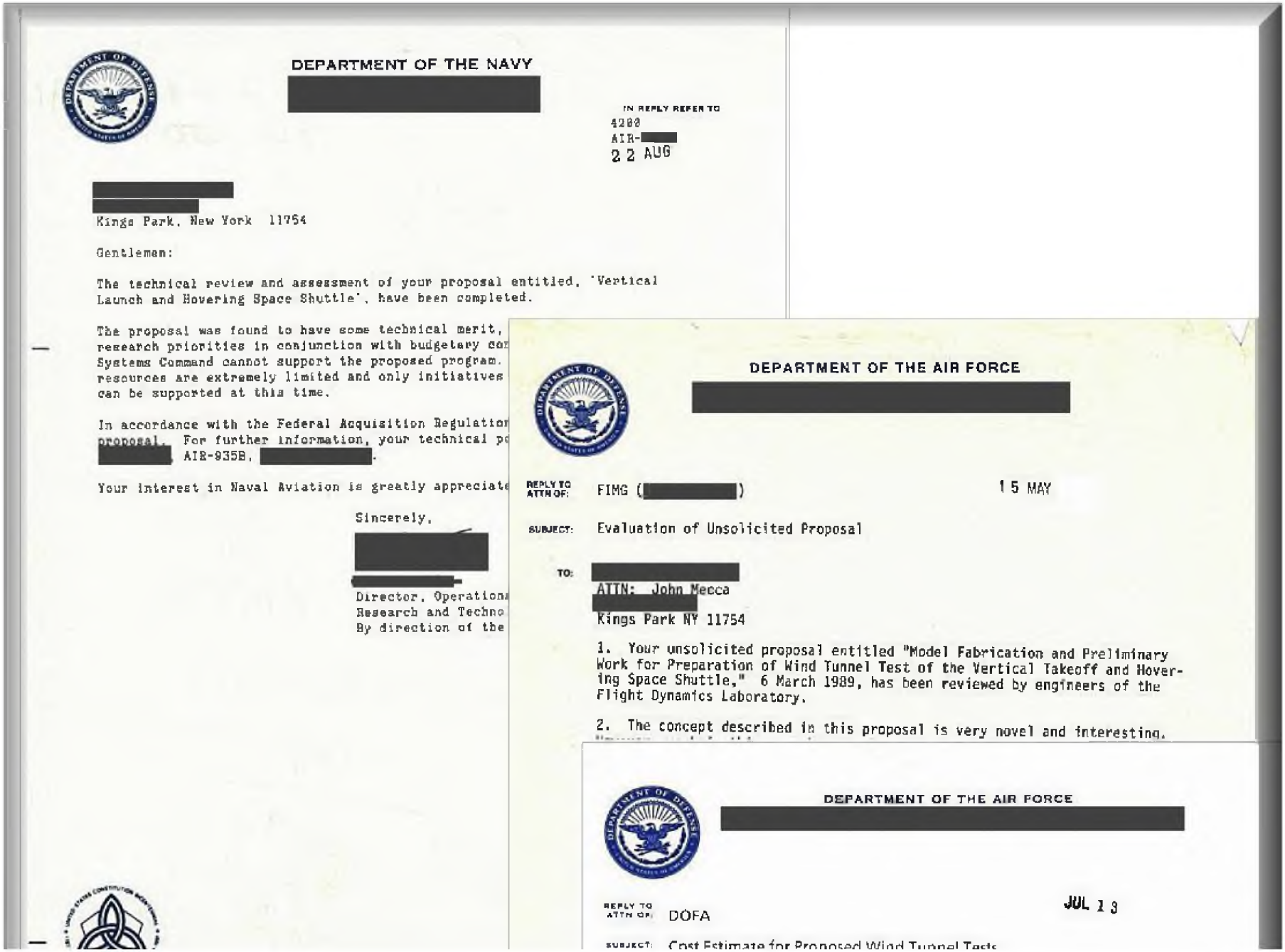
SCIENCE: Venus Mons is committed to the use of off the shelf technical advantages compatible with its goals to insure the quality that is available is incorporated in its products to maximize safety, reliability and economy.

SPACE LIFE: Venus Mons is a primary supporter of the ideal of the solar system engagement to Mankinds' requirements for rapid growth into Venus Mons habitats and habitable regions of space. Mankind requires growing room and will do all it can to provide support towards that goal.

* * *

Venus among the planets has been thought to be some 600 degrees all over its surface, however only in recent times the European Space Agency probe data has found that the poles of Venus are -157°C, colder than anywhere on Earth. It therefore stands to reason that there may very well be at the outer diameter of the polar regions where the rest of the planet begins are bands of temperature that approach the balmy temperatures of Earth. Therefore the area at the edges of the poles will be of great interest that they may serve as places where habitats might be established.

Prior effort in support of the new Venus Mons L.L.C. Enterprise craft above



DEPARTMENT OF THE NAVY

[redacted]

IN REPLY REFER TO
4200
AIR-[redacted]
22 AUG

[redacted]
Kings Park, New York 11754

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In accordance with the Federal Acquisition Regulation proposal. For further information, your technical po [redacted] AIR-935B, [redacted].

Your interest in Naval Aviation is greatly appreciate

Sincerely,

[redacted]

Director, Operations
Research and Techno
By direction of the

DEPARTMENT OF THE AIR FORCE

[redacted]

REPLY TO ATTN OF: FIMG ([redacted]) 15 MAY

SUBJECT: Evaluation of Unsolicited Proposal

TO: [redacted]
ATTN: John Mecca
[redacted]
Kings Park NY 11754

1. Your unsolicited proposal entitled "Model Fabrication and Preliminary Work for Preparation of Wind Tunnel Test of the Vertical Takeoff and Hovering Space Shuttle," 6 March 1989, has been reviewed by engineers of the Flight Dynamics Laboratory.

2. The concept described in this proposal is very novel and interesting.

DEPARTMENT OF THE AIR FORCE

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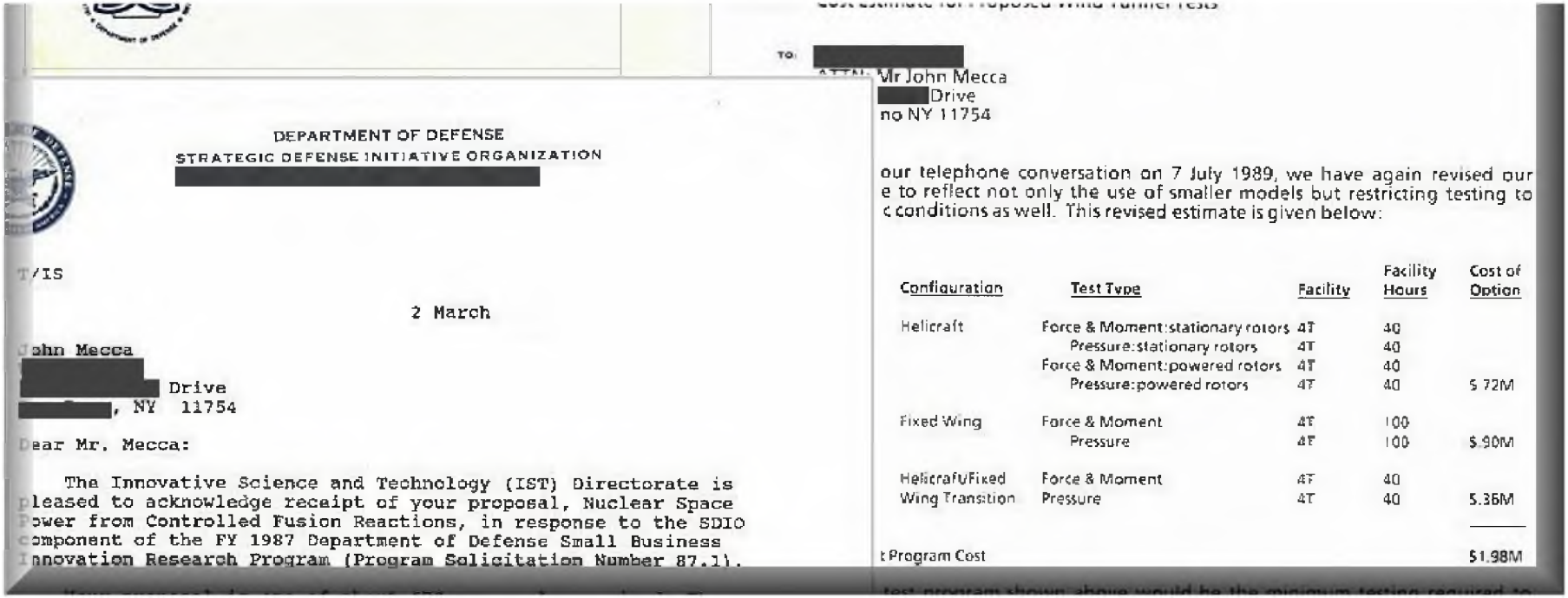
REPLY TO ATTN OF: DOFA JUL 13

SUBJECT: Cost Estimate for Proposed Wind Tunnel Tests



DEPARTMENT OF DEFENSE
STRATEGIC DEFENSE INITIATIVE ORGANIZATION
[redacted]

T/IS

2 March

John Mecca
[redacted] Drive
[redacted], NY 11754

Dear Mr. Mecca:

The Innovative Science and Technology (IST) Directorate is pleased to acknowledge receipt of your proposal, Nuclear Space Power from Controlled Fusion Reactions, in response to the SDIO component of the FY 1987 Department of Defense Small Business Innovation Research Program (Program Solicitation Number 87.1).

Cost estimate for Proposed Wind Tunnel Tests

To: [redacted]
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[redacted] Drive
no NY 11754

our telephone conversation on 7 July 1989, we have again revised our e to reflect not only the use of smaller models but restricting testing to c conditions as well. This revised estimate is given below:

Configuration	Test Type	Facility	Facility Hours	Cost of Option
Helicraft	Force & Moment:stationary rotors	4T	40	
	Pressure:stationary rotors	4T	40	
	Force & Moment:powered rotors	4T	40	
	Pressure:powered rotors	4T	40	$ 72M
Fixed Wing	Force & Moment	4T	100	
	Pressure	4T	100	$.90M
Helicraft/Fixed Wing Transition	Force & Moment	4T	40	
	Pressure	4T	40	5.36M
t Program Cost				$1.98M

test program shown above would be the minimum testing required to

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10 Major Upcoming IPOs to Watch in 2020 are right here, the ingenuity of these offerings are worth trillions of dollars. From AI to Robots to Space Shuttles to Space Stations and Communications the future is now.

You need to watch the new businesses worth trillions of dollars where countries economies come from Artificial Intelligence inside Robots manning Space Shuttles taking people to Space Stations communicating the future is now. Rise of the robots as mankinds right hand for prosperity and peace.

Your browser does not support the video tag.

Investors needed for Supersonic Helicopter Project, for inquiry principals write to datasky@optonline.net
John Mecca
Innovation & Design
Investment conforms to SEC Rules and Regulations.

Business Plan (X)

5th Generation Advancements.

1.) 4,793,572 - Vertical launch and hovering space shuttle

2.) 4,880,186 - Prefabricated space station

3.) 4,829,767 - Sectional Robot & Positioning device

4.) 4,791,011 - Satellite Variable blind

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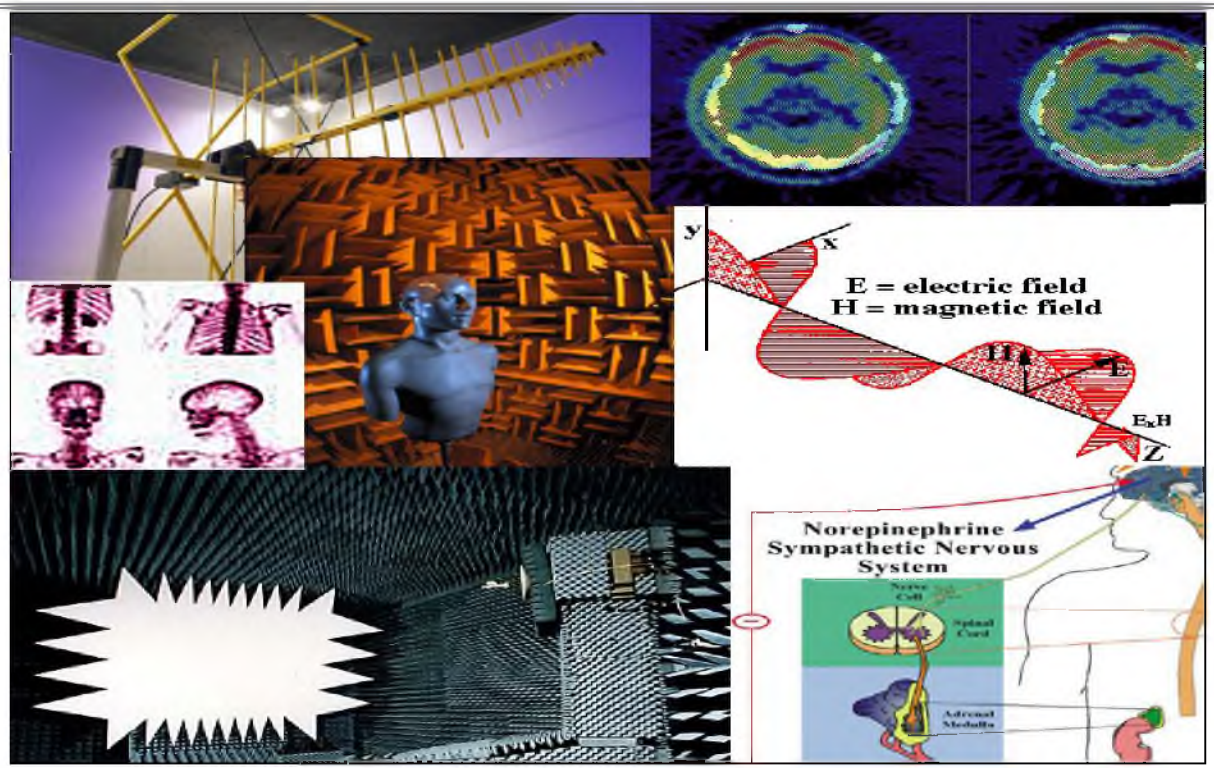
6.) 7,541,885 - Infinite radio frequency spectrum transceiver

7.) 0097777A1 - Symbiotic Containment Enclosure



clonegenomecom@optonline.net

BITCOIN Cryptocurrency being declared illegal, Invest here as a sure bet

#MAY #26, #2021 #bitcoin #secret #sec #to #force #regulation #IPOs - Latest & Upcoming IPOs - Taking a Company Public;
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Executive Summary & Business Plan Click (X)

Short Video Click (X)

More details clonegenomecom@optonline.net

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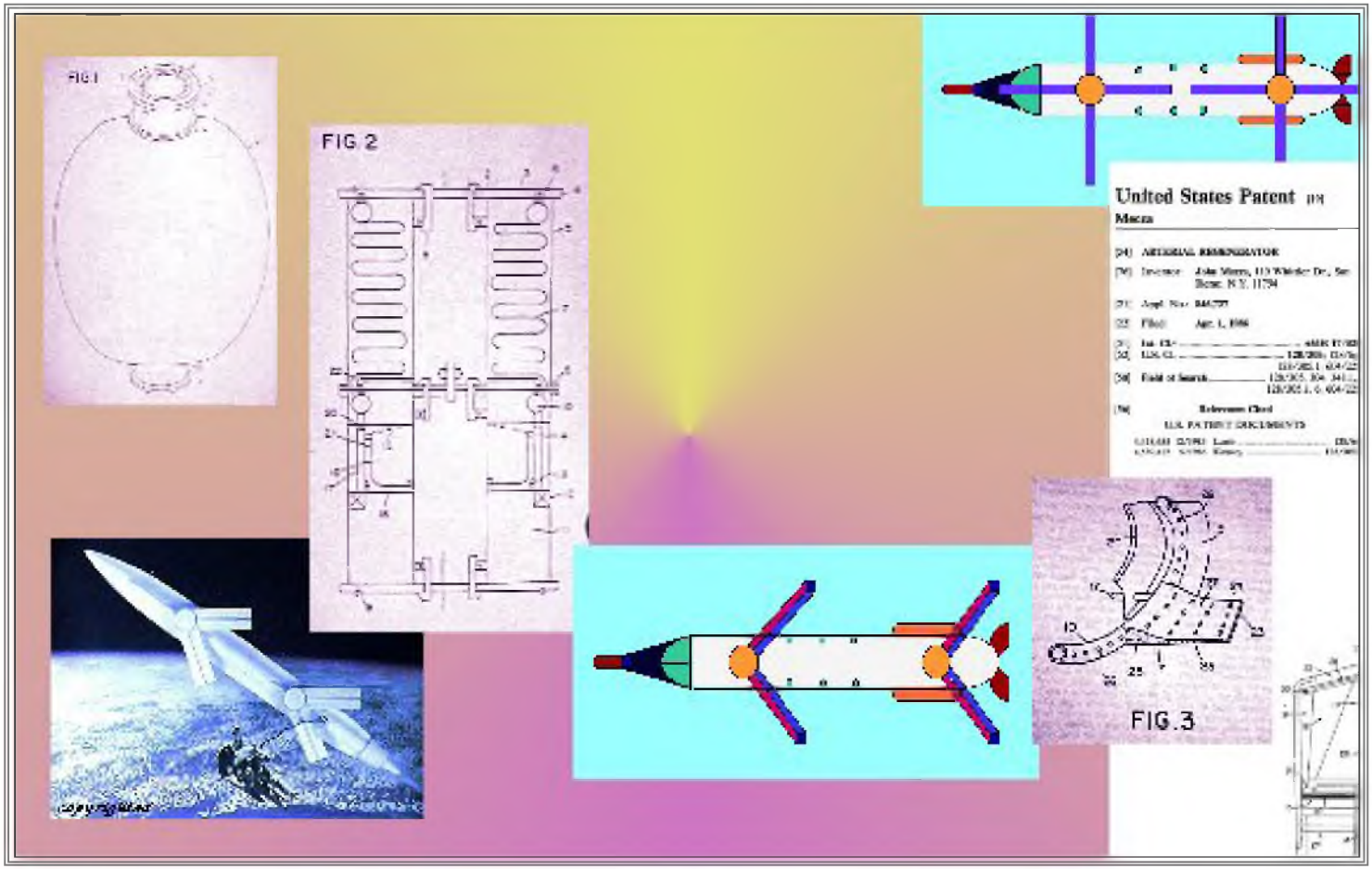

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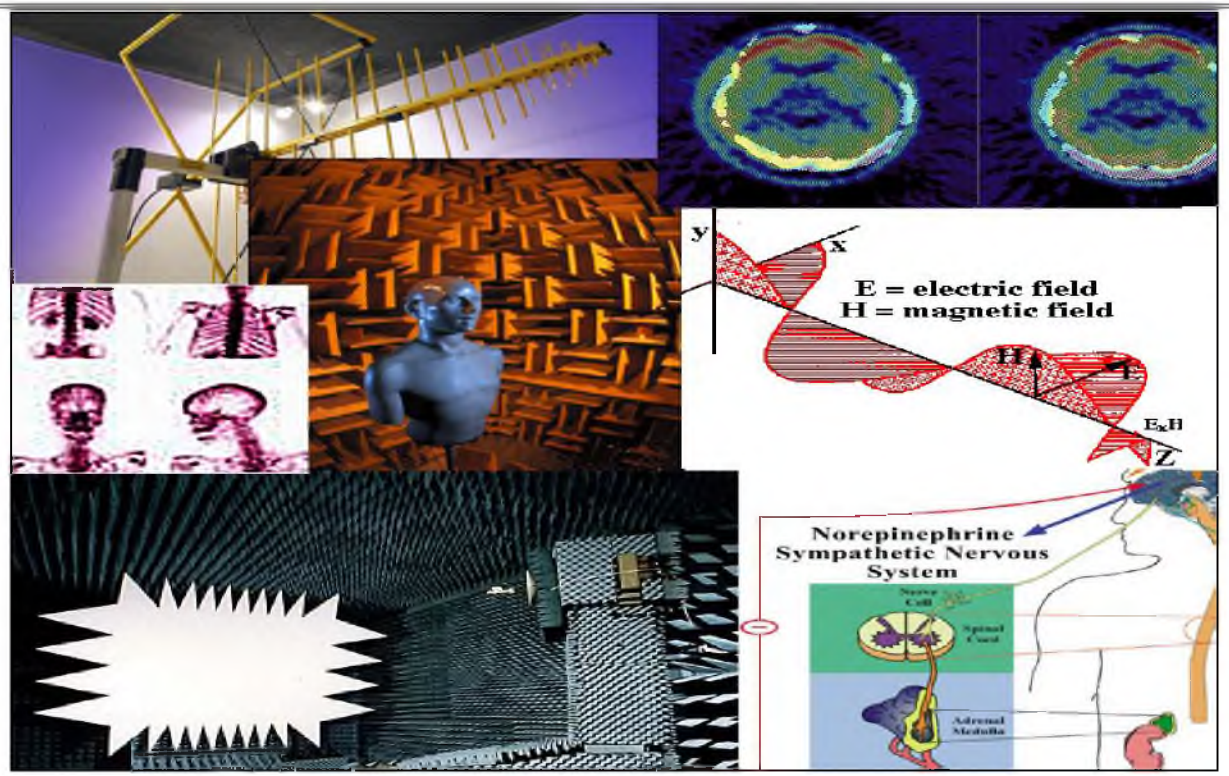

webmaster Contact clonegenomecom@optonline.net

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SUBJECT:

TO:

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STRATEGIC DEFENSE INITIATIVE ORGANIZATION
[redacted]

T/IS

2 March

'Vertical

DEPARTMENT OF THE AIR FORCE

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