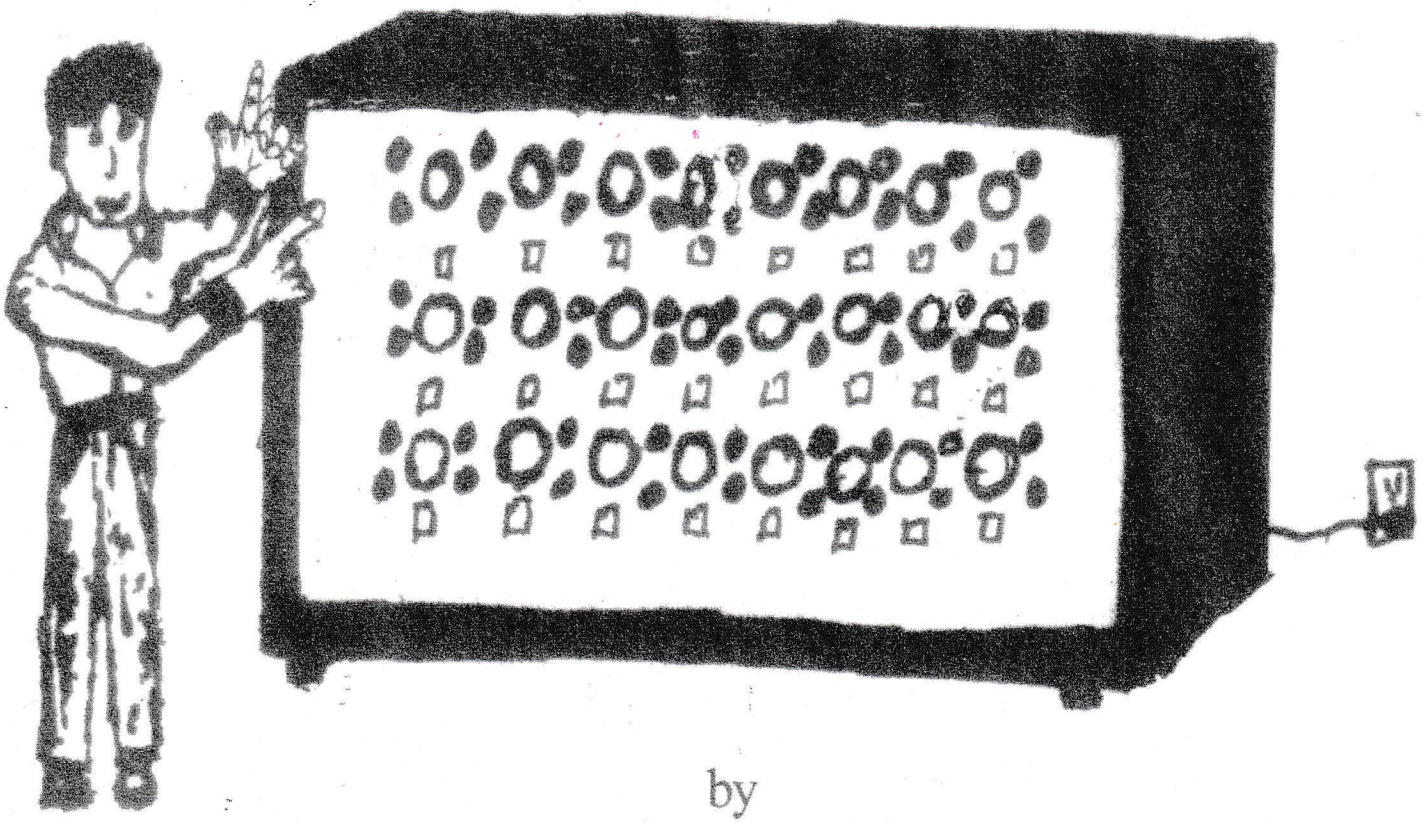
School Project Peace Mission

This is our

Aeronautical Engineering Computer

Family Edition:



by

Nick Webster
WebstersHomeSchooling.com
GreatCircleStudy.com
DeckhandToCaptain.com
SchoolProjectPeaceMission.com

Up-Dated

1st Edition

June 18, 2025

School Project Peace Mission

ISBN: 9781523482825

Original U.S. Patent # 5,213-284, May 25, 1993, Expired:
Original U.S. Design Patent # 320-378, October 01, 1991, Expired

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Boston, August 06, 1946

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Statement of Faith:

Matthew 17:20

The following was spoken by Jesus after Jesus had cured a young boy of epilepsy. Afterwards the disciples came to Jesus in private and asked why it was that they could not heal the child.

So Jesus said to them, "Because of your unbelief; for assuredly, I say to you, if you have faith as a mustard seed, you will say to this mountain, 'Move from here to there,' and it will move; and nothing will be impossible for you."

In the Spirit of Love, from the sinless heart of Jesus.

Jesus spoke these words before airplanes flew in our skies
Jesus spoke these words before automobiles became a part of our lives.

Matthew 28:20

The Great Commission

"And surely I will be with you always, to the end of the age."

Jesus lived in the very same "Ice Age" that we live in today.
We live in the waning of that same "Ice Age" that Jesus lived in.

This is our

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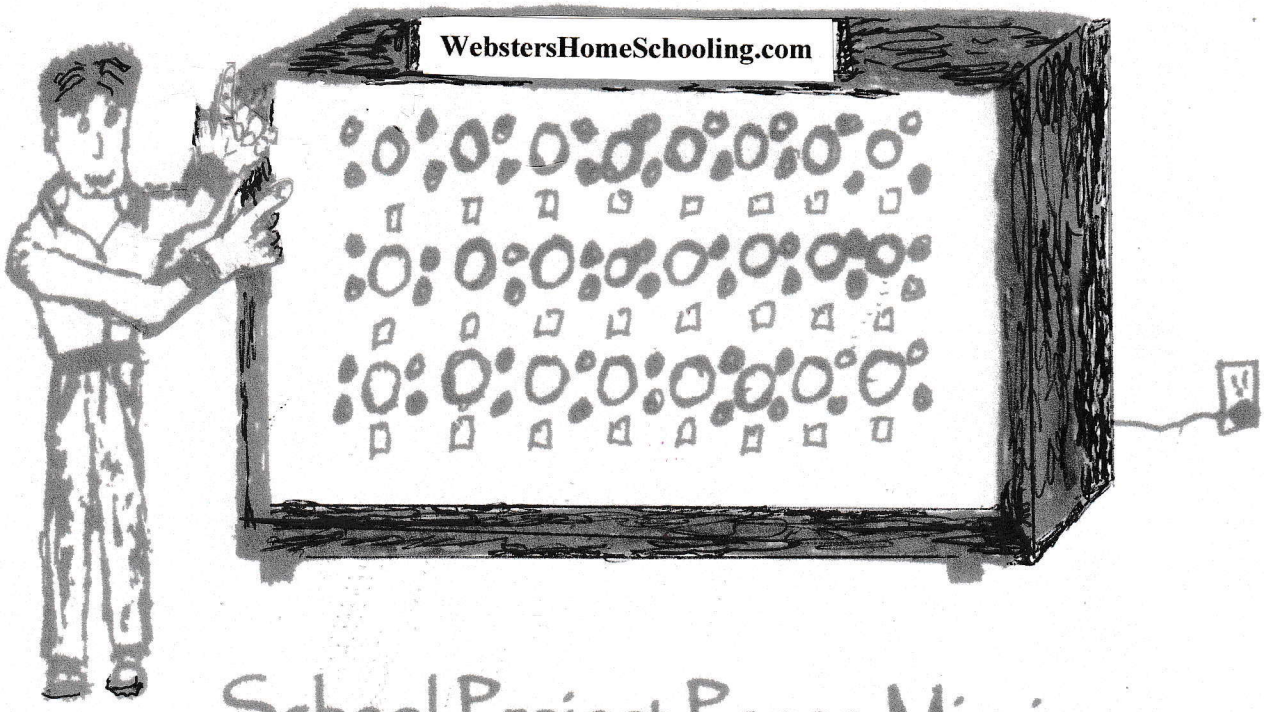
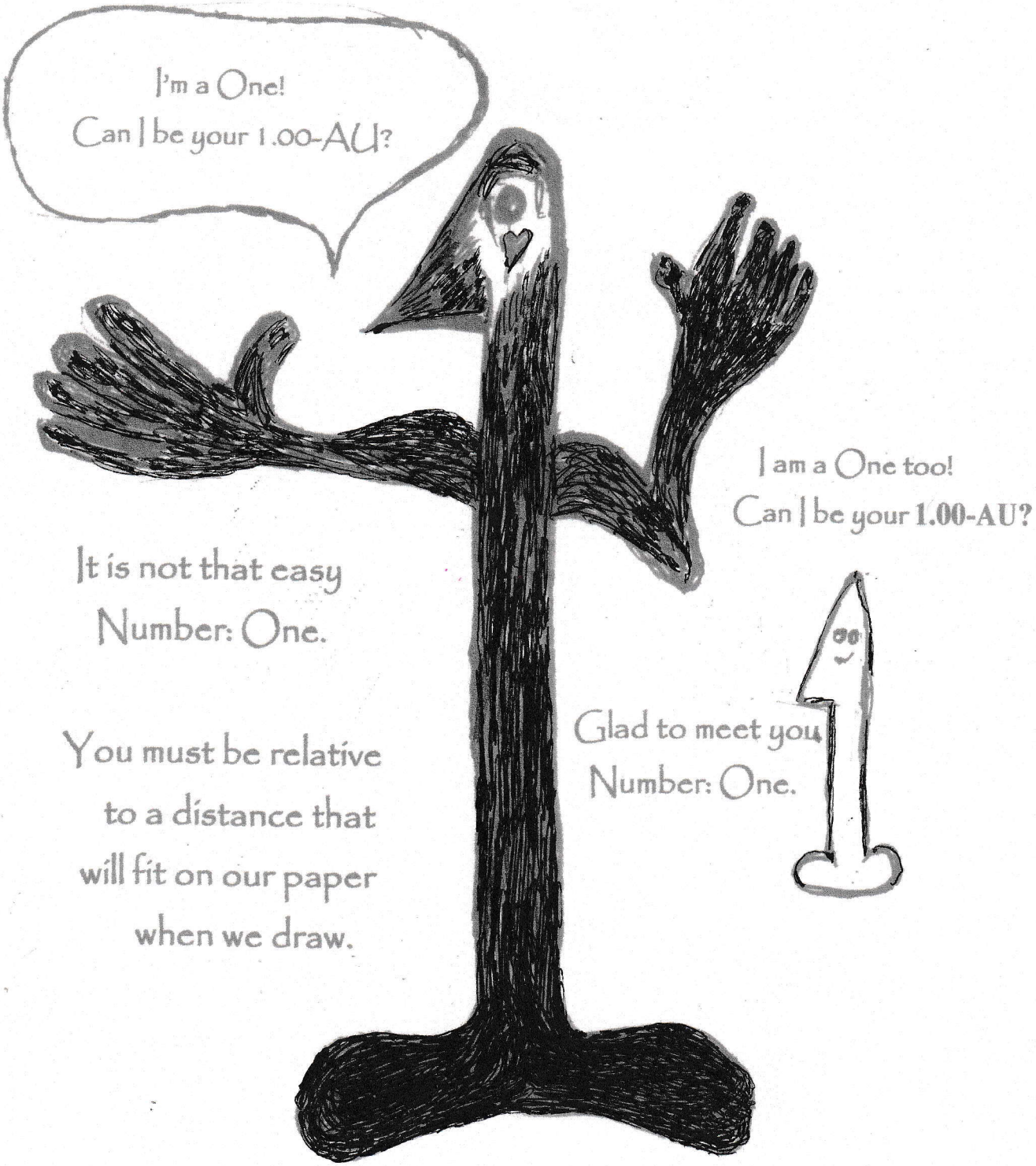


School Project Peace Mission

Phase #1: Students, parents, teachers, professional engineers, we are designing an aircraft in the likeness of our own planet Earth's orbit around our Sun. Earth's orbit around our Sun now becomes a macro/micro adaptation in "Flight Evolution" This Project Aircraft "R&D Study" will reach out to all school grades. Professional aeronautical engineers will lead the way programming our Aeronautical Engineering Computer.

Phase #2: NASA has formed a macro/micro measuring system known as Astronomical Units: where the distance of Earth from the Sun is 1.0 Astronautical Unit.


I'm a One!
Can I be your 1.00-AU?
I am a One too!
Can I be your 1.00-AU?
It is not that easy
Number: One.
You must be relative
to a distance that
will fit on our paper
when we draw.
Glad to meet you
Number: One.

#1: Mercury is **0.40** Astronomical Units from the Sun.

#2: Venus is **0.70** Astronomical Units from the Sun.

#3: Earth is **1.00** Astronomical Unit from the Sun.

#4: Mars is **1.524** Astronomical Units from the Sun.

#5: Jupiter is **5.2** Astronomical Units from the Sun

#6: Saturn is **9.5** Astronomical Units from the Sun

#7: Uranus is **19.2** Astronomical Units from the Sun

#8: Neptune is **30.0** Astronomical Units from the Sun

You can see from the above portrayal of the comparative planetary distances from the Sun; **flying a prototype designed with the 4 inner planetary orbits makes the most sense.** Any prototype including any of the 4 outer planets would have to be 5 to 30 times larger than a prototype designed in likeness of our 4 inner planets. A prototype design of all 8 planetary housings would just be improbable to me and would certainly be impractical. Or we use a dissimilar outer orbit distance just to fly.

Or we use "Unknown Technology"

Certainly, a design with any number of our first 4 planetary orbits in mind would be a good and a logically sound first step. You can count to 4; 1, 2, 3, 4? Right? So let's get started.

Is everybody ready?

<<<< Astronomical Units >>>>

#1: Mercury is 0.40 Astronomical Units from the Sun.

#2: Venus is 0.70 Astronomical Units from the Sun.

#3: Earth is 1.00 Astronomical Units from the Sun.

#4: Mars is 1.524 Astronomical Units from the Sun.

#5: Jupiter is 5.2 Astronomical Units from the Sun.

#6: Saturn is 9.5 Astronomical Units from the Sun.

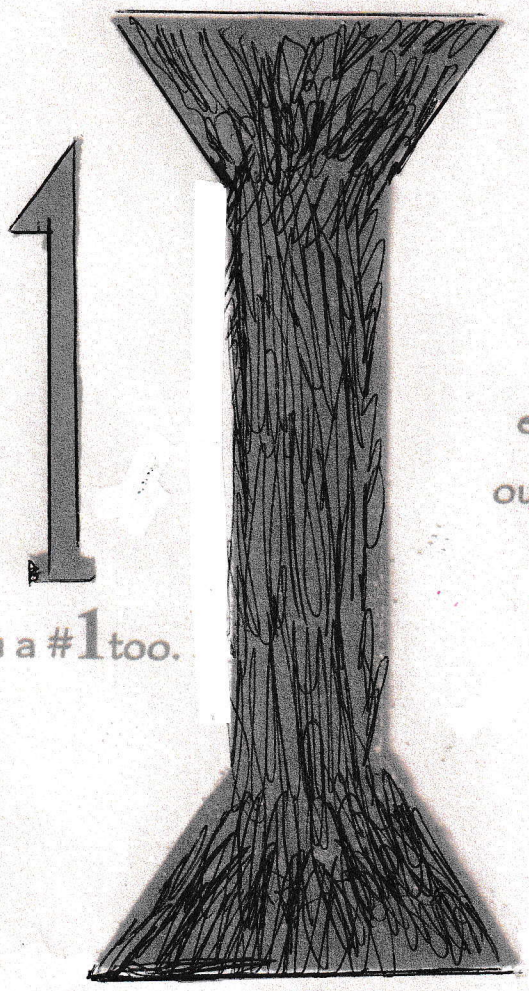
#7: Uranus is 19.2 Astronomical Units from the Sun.

#8: Neptune is 30.0 Astronomical Units from the Sun.

These are the numbers we start with !

"Hi" I am also a One!

I know I look like a pillar, yet I am a Roman Numeral #1.



I am a #1 too.

Well; my, my, my.
We will need our 1-AU
equal to 2-inches; or so, to fit
our drawings on an 8.5 x 11 page
of typing paper.

What do you think?

Let's use 1-AU as equal to 2.00 inches as we draw in inches.

Mars is 1.52-AUs or 3-inches from the Sun.
Earth is 1-AU or 2-inches from the Sun.
Venus is 0.70-AUs or 1.40 inches from the Sun.
Mercury is 0.40-AUs or 0.80 inches from the Sun

Our aircraft drawing radius is 3-inches & diameter is 6-inches.

1-one Passenger-Research Area, 3-three Engine Rooms, & Flight HDQ.

Astronomical Units Reduced to fit on an 8.5 x 11 Paper

This is a 4-Inner Planetary Orbit Flight Housing Diagram for

Mercury, Venus, Earth, & Mars.

Each basic housing is attached to a Wagon-wheel Star-burst Frame.

Sun Room or Flight HDQ = Variable.
Width of Mercury's Orbit or Engine Room = 3/8th or 0.4 Inch.
Width of Venus's Orbit or Engine Room = 3/8th or 0.4 Inch.
Width of Earth's Orbit or Passenger Area = 3/4th Inch or 0.75 Inch.
Width of Mars's Orbit or Engine Room = 3/8th Inch or 0.4 Inch.

Total Housing Area = 1.95 + Size of HDQ.

Radius of Aircraft Drawing = 3.00 Inches – By Choice

Open area for Flight Technology = 1.05 Inches: minus HDQ

Open Area between Housings = 1.05 Inches: Same as above

Open AU Area for Unknown Technology = 0.50 –AUs/Battery
Unknown Technology

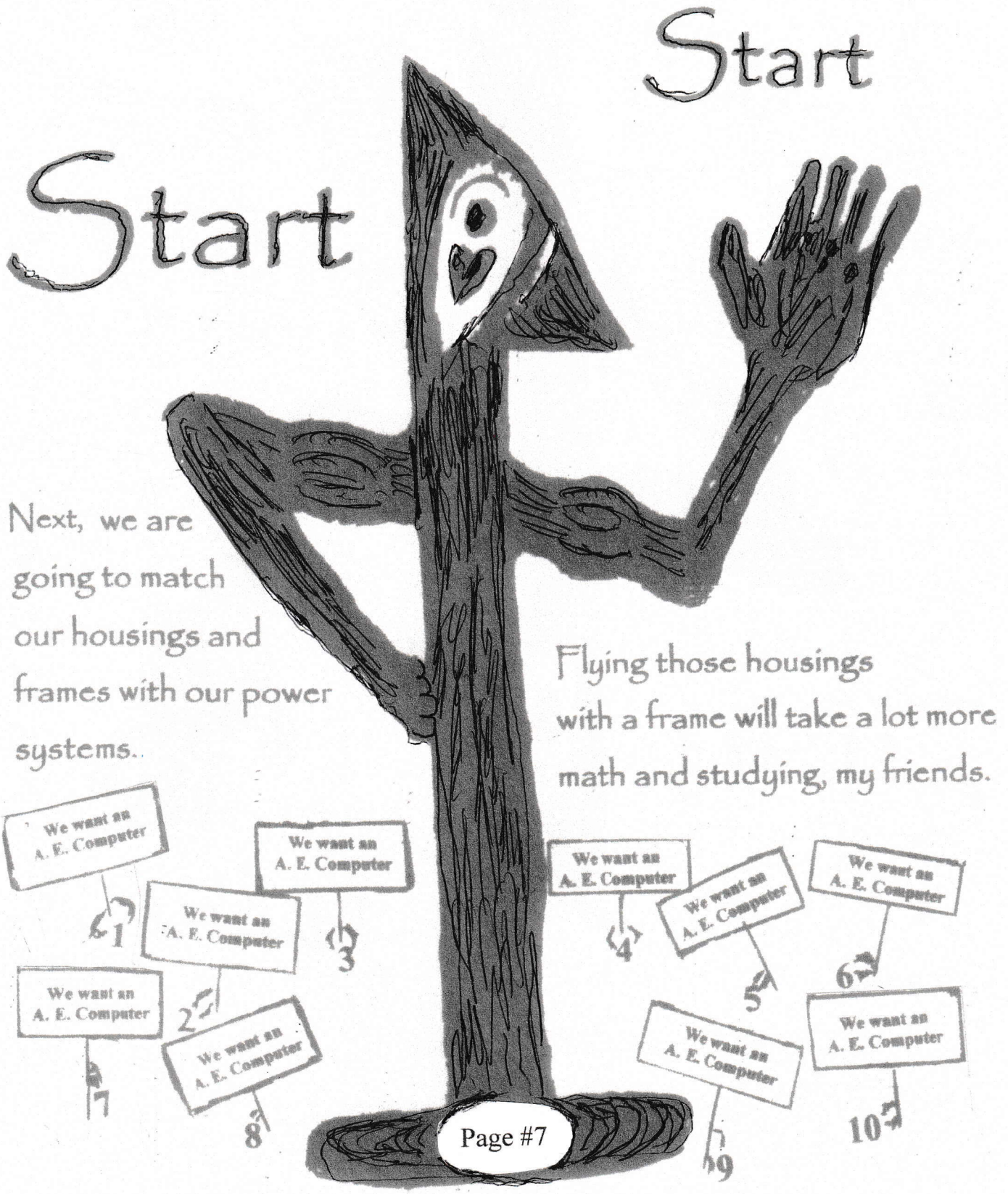
We now have 1.05 Inches of drawing space minus HDQ to attach down-draft propulsion technology; solid or of light, between our 4-housings and our Flight HDQ. The size of our Flight HDQ is a variable.

Phase: #3 is all about Housing Areas.

Phase: #4 is all about Propulsion Technology.

Start

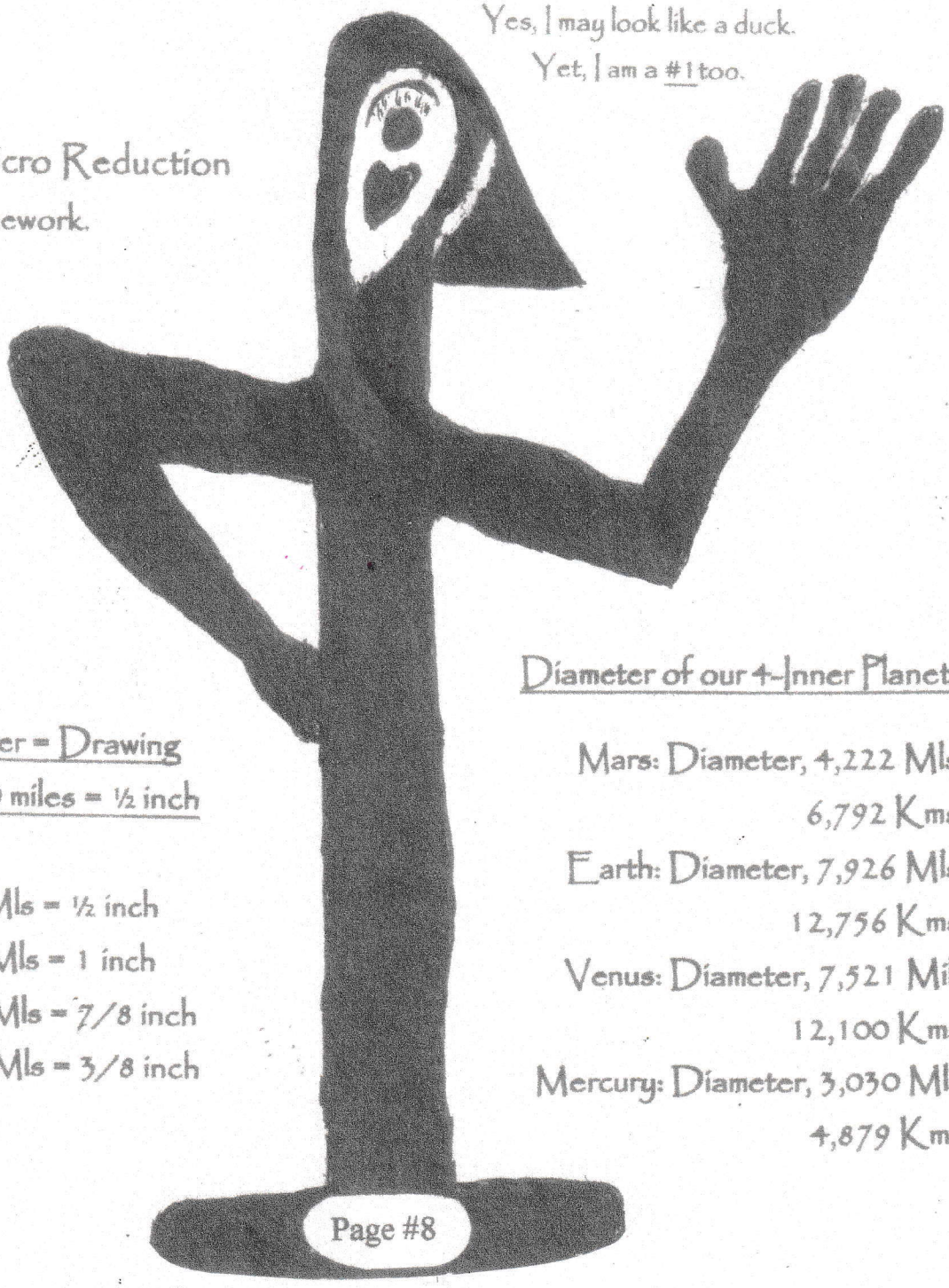
More on drawing tips coming up.



So long for now!

Yes, I may look like a duck.
Yet, I am a #1 too.

Macro/Micro Reduction
Homework.



Planets Diameter = Drawing
Reduction 4,000 miles = ½ inch

Mars, 4,222 Mls = ½ inch
Earth, 7,926 Mls = 1 inch
Venus, 7,521 Mls = 7/8 inch
Mercury, 3,030 Mls = 3/8 inch

Diameter of our 4-Inner Planets

Mars: Diameter, 4,222 Mls.
6,792 Kms.
Earth: Diameter, 7,926 Mls.
12,756 Kms.
Venus: Diameter, 7,521 Mils
12,100 Kms.
Mercury: Diameter, 3,030 Mls.
4,879 Kms.

By-by,

Nick Webster

WebstersHomeSchooling.com
GreatCircleStudy.com

Hey, remember me?
I am your Roman Numeral #1.

You remember our logically planned drawing policy when we started?

"Start – Start – Start"

We will now prepare for our macro/micro reduction ratios from planets to paper drawings.

We will now start a drawing with each engine room diameter: 3/8 inch on paper.

This is our first aviation adjustment. We are making more work space in the Engine Rooms. This will not be our last aviation adjustment.

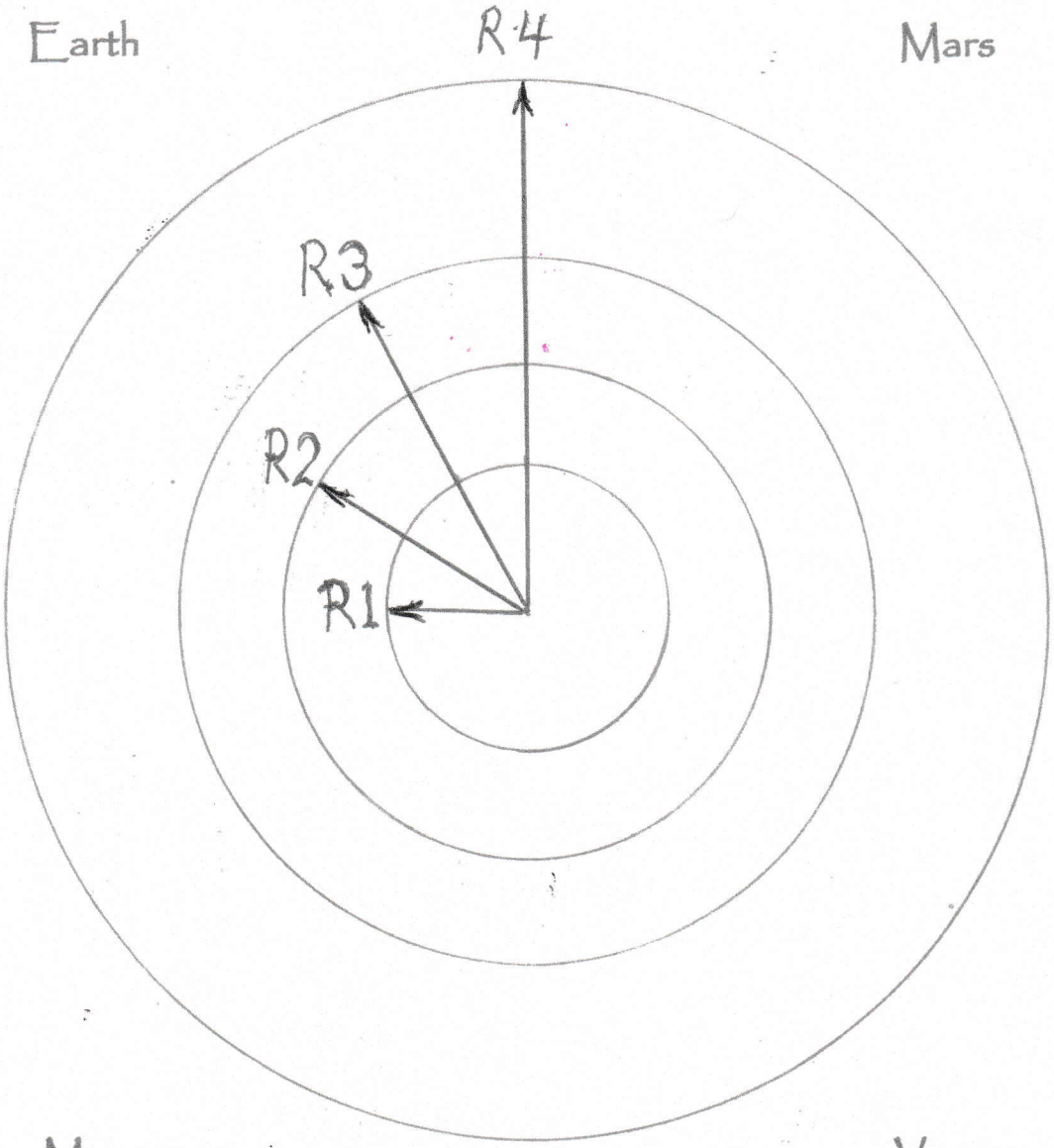
Now, sketch our R3; Passenger Area @ 3/4s inch diameter

&

3-Engine Rooms; R1, R2, & R4, @ 3/8th inch diameter.

#3: Radius = 2.00 inches
Radius = 1.00AU
Earth

#4: Radius = 3.00 inches
Radius = 1.52 AUs
Mars



Mercury
#1: Radius = 0.80-inch
Radius = 0.40 AU

Venus
#2: Radius = 1.40 inches
Radius = 0.70 AU

Approaching Unknown Technology

This drawing shows the balance intended using the
Macro/Micro Reduction Tables shown earlier.
Mars, Earth, Venus, & Mercury
inspired aircraft housings.

Numerical Drawing Tips: In sequence, we start this way.

#1: Draw a 0.80 inch radius; Mercury Engine Room center line.
@ 0.40 AUs and a paper diameter of 3/8 inch.
#2: Draw a 1.40 inch radius; Venus Engine Room center line.
@ 0.70AUs and a paper diameter of 3/8 inch.
#3: Draw a 2.00 inch radius; Earth Passenger area center line.
@ 1.00 AUs and a paper diameter of 3/4 inch.
#4: Draw a 3.00 inch radius; Mars Engine Room center line.
@ 1.52 AUs and a paper diameter of 3/8 inch.

We start with what NASA gave us as Astrological Units.
Astrological Units: AUs are down to Earth distance factors.
1-AU is Earth's distance from the Sun.

Remember, if a satalite gets too close to the Sun it burns up.
Remember this heat factor within the physics of our Sun.
Remember, we chose the Macro/Micro reduction ratio to be:
1-AU equals a variable 2-inches on our drawing paper.
Variable-Variable-Variable
Now, find room for 1-Passenger Area @ & 3-Engine Rooms.

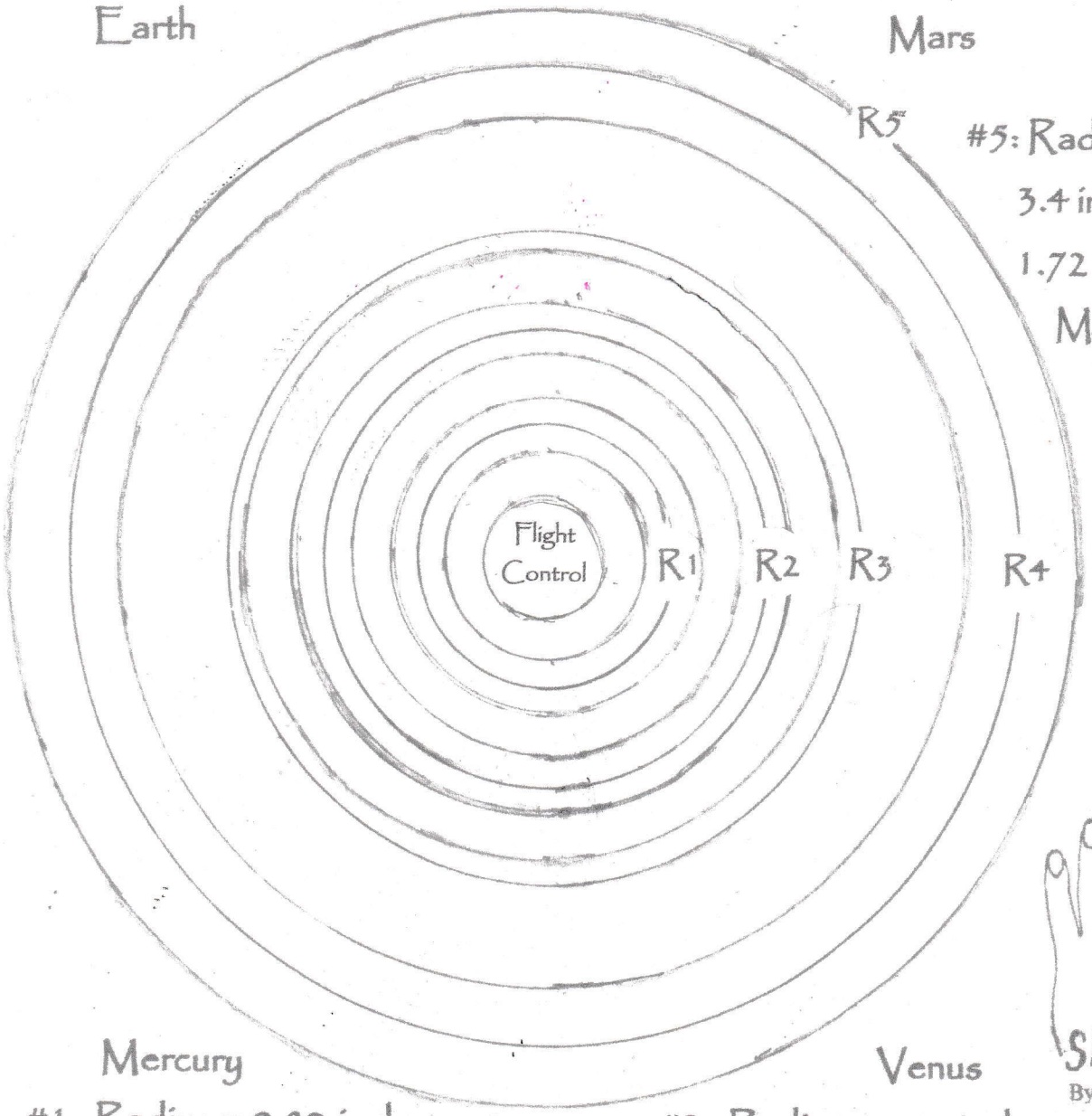
Now, sketch our R3; Passenger Area @ 3/4s inch diameter

&

3-Engine Rooms; R1, R2, & R4, @ 3/8th inch diameter.

#3: Radius = 2.00 inches
Radius = 1.00 AU
Earth

#4: Radius = 3.00 inches
Radius = 1.52 AUs
Mars



#5: Radius
3.4 inches
1.72 AUs
Mars

Mercury
#1: Radius = 0.80-inch
Radius = 0.40 AU

Venus
#2: Radius = 1.40 inches
Radius = 0.70 AU

SNW
By Hand

Approaching Unknown Technology

This drawing shows the needed "Variable" quality within our Planetary Macro/Micro Reduction Tables.
R1, R2, R3, & R4 are Center-lines.

Eng. Rm. Diameter = 3/8 = 8)3.000 = 0.375 inches on paper

0.375
24
60
56
40

One half; ½ of 0.375 = 0.375/2 = 2)0.3750 = 0.1875 inches on paper.

0.1875
27
17
16
15
14
10

#5: We mark 0.1875 to both sides of R1; Mercury Engine Rm.
#6: We mark 0.1875 to both sides of R2; Venus, Engine Room.
#7: We want the Vertical Air Lift Intake areas safely distanced from our Passenger & Research area. There-in we take all the free space outside our Venus Eng. Rm. to R4. Subtract 3/4 inch or 0.75 inches for the Passenger & Research area and divide by 2. Add that answer; 0.33125 to both sides of the Passenger & Cargo Area.
#8: We add our Mars Eng. Rm. just outside R4 to R5 @ 3.375 inches.

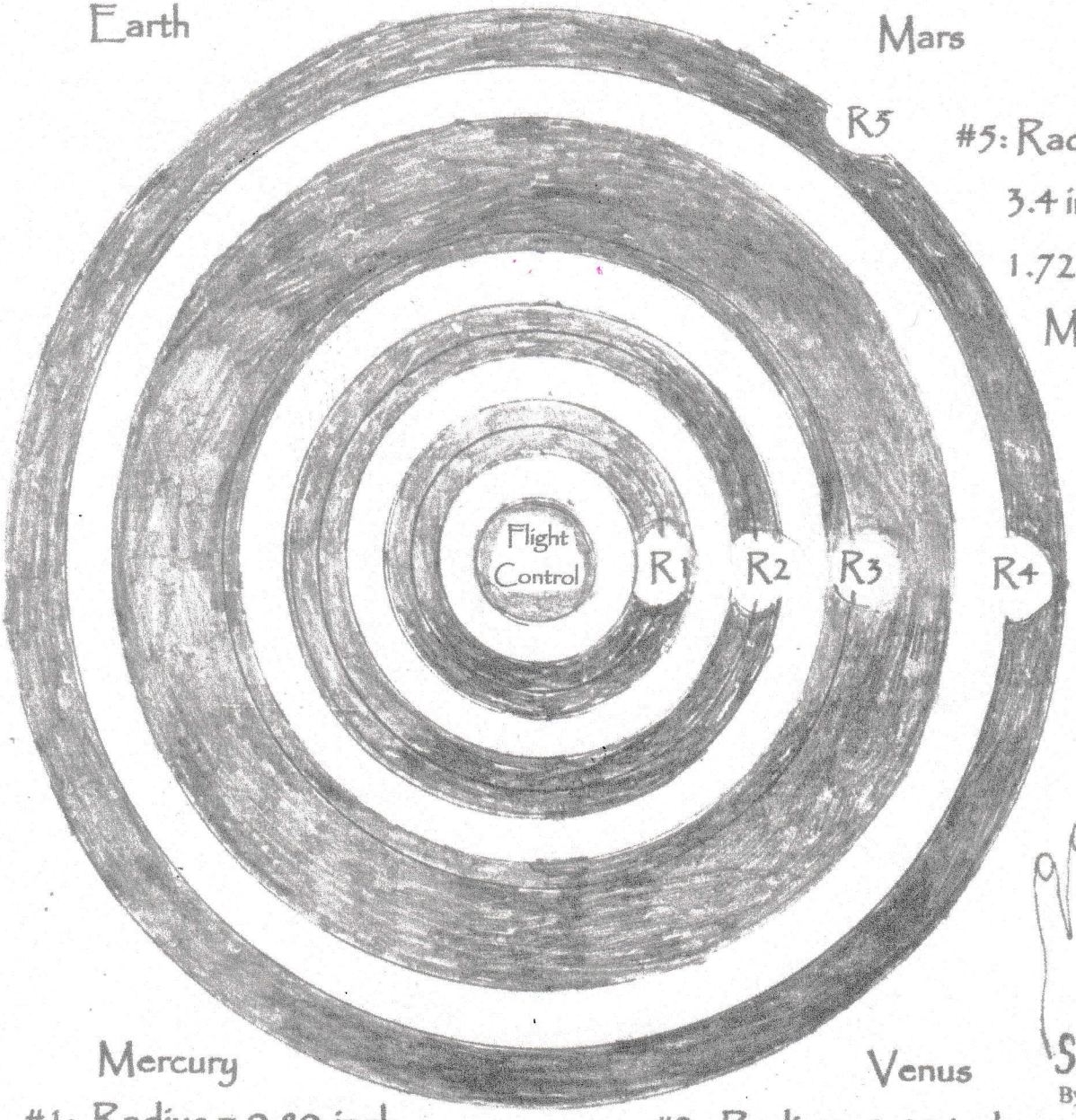
Now, sketch our R3; Passenger Area @ 3/4s inch diameter

&

3-Engine Rooms; R1, R2, & R4, @ 3/8th inch diameter.

#3: Radius = 2.00 inches
Radius = 1.00AU
Earth

#4: Radius = 3.00 inches
Radius = 1.52 AUs
Mars



#5: Radius
3.4 inches
1.72 AUs
Mars

Mercury
#1: Radius = 0.80-inch
Radius = 0.40 AU

Venus
#2: Radius = 1.40 inches
Radius = 0.70 AU

SNW
By Hand

Approaching Unknown Technology

The following calculations are as needed on the previous page in #7. We also need to have a Flight HDQ.

#7 & #8: Objective: Obtain the safest Open Air Intake areas on both sides of our Passenger & Research Housing area.

Available free work-space:	R4@	3.0 inches
Minus	R3@	1.4 inches
Answer		1.6 inches
Minus ½ Eng. Rm. Diameter.		0.1875 inches
Answer		1.4125 inches
Minus Passenger & Research Housing		0.75 inches
Available Air Intake Area Answer		0.6625 inches

Divide that; 0.6625 inches, of open Air Intake Space by 2.

$$2\overline{)0.6625} = 0.33125$$

We now have 0.33125 inches on both sides of our Passenger & Research Area.

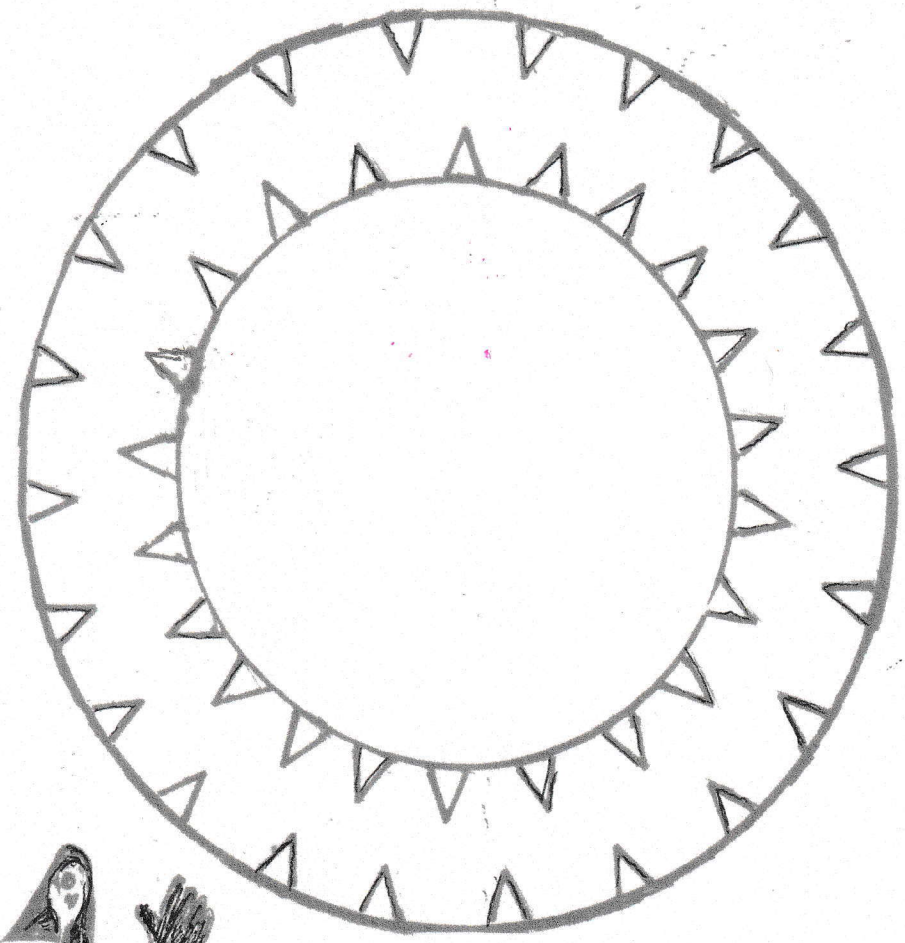
#9: We left the Flight HDQ radius @ "Variable". Look at the Air Intake area between R1 & R2. Leave Flight HDQ the same Air Intake area diameter as between Eng. Rms. R1 & R2.

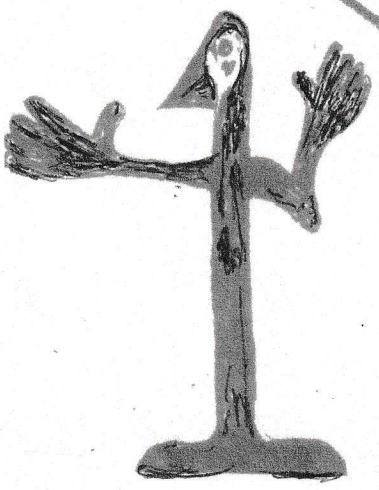
#10: We will adjust the size of our Eng. Rms. as need arises. We will adjust our open air intake areas when the need arises. We will address all flight improvement issues as they arise.

Welcome Aboard!

Lazy-V-Wedge
Basic Engine Room Floor Plan

Basic "R&D" starts with "One Lazy-V-Wedge".
Each Lazy-V-Wedge supports Magnetic Levitation Bearings
& Wing-Blade Lock-in Stabilization.

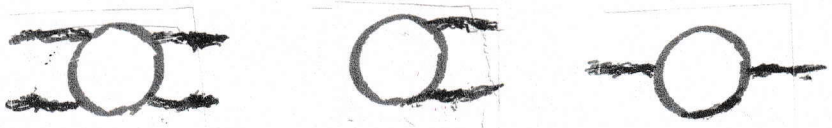




As you can see this Engine Room Floor Plan is all hand cut and glued by yours truly,. We are looking for C.A.D. professionals and corporate professionals open to GRANT funding. Do you know of any such professionals that fit that bill?

Vocabulary:

The "Q": This term "Q" is for the latitude of contact between our Engine Room housing, frame, bearings, and the solid wing-blade attachment that provides lift with increasing RPMs. An equatorial "Q"; a singular wing-blade, may be the best, least complicated, and least expensive of all our R&D choices. Most of my drawings housed both an upper and lower wing-blade.



Double Wing-Blade Top & Bottom | Double Wing-Blade Inside Only | Single Wing-Blade Equatorial

The "Lazy-V-Wedge": This term "Lazy-V-Wedge" is used to describe the lineal footage and square footage occupied inside the Engine Room housing; by the connecting technology between the wing-blades, housing and frame. The "Lazy-V-Wedge is consider to be about equal when supporting either unknown technology or Known Technology as we start with known technology.

Double Wing-Blade Top & Bottom | Double Wing-Blade Inside Only | Single Wing-Blade Equatorial

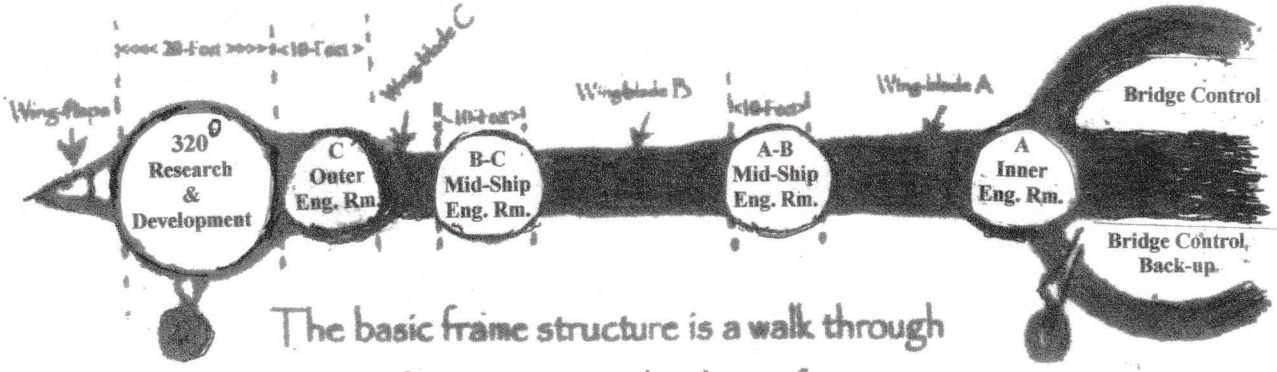
U.S. Patent May 25, 1993 Originally: # 5,213,284

Expired

Patent Drawings Up-Date: Public Review, Project: "Good Karma"
USA Corporate/Government Funding Requested
Contractor: Free Agent SNW, Steven Nichols Webster
Drawing Up-Date: August 06, 2017, 2nd Up-Date: 07/16/19
Team USA, First Data Field, Port St. Lucie, Florida. 07/18/19
<> Star Wars Peace Mission <>

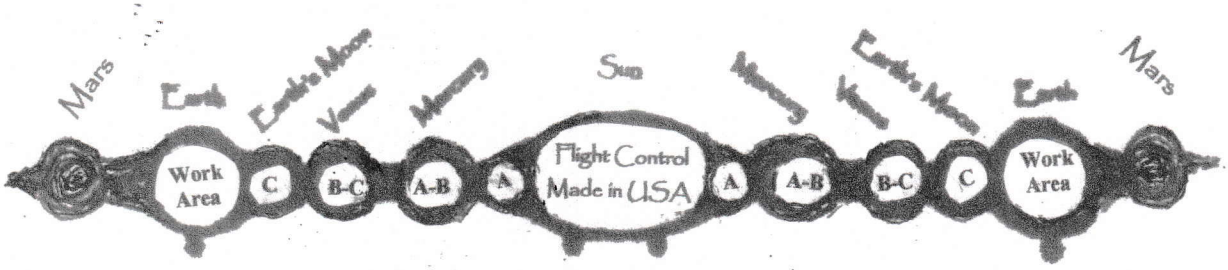
FIG. 5-A-1

The planet alignment below was inspired as having seen Mars, Saturn, and Jupiter and our moon across our evening sky on August 1st, 2018.



The basic frame structure is a walk through star-burst/wagon-wheel main frame.

In orbital retrospect this micro/macro observation will be labeled as below. We are approaching Unknown Technology.



While comparing today's jet liner to Project: "Good Karma" we see a close opposite.
"IFO" now means: "Identifiable Flying Object"

Here we have the Tri-Centric arrangement of wing-blades. This was my first entry. Wing-blade "B" has a snowplow blade sending intake in both outer directions. That way equal amounts of intake will produce equal forces in opposition below.

However, the chance of that tri-centric configuration being the most useful concentric figuration in the world of physics and flight is very low. Yes, that would be about like being the only civilized; evolutionary included, planet in the galaxies beyond our Milky Way galaxy.
There are many concentric configurations to test.

That is why an

Aeronautical

Engineering

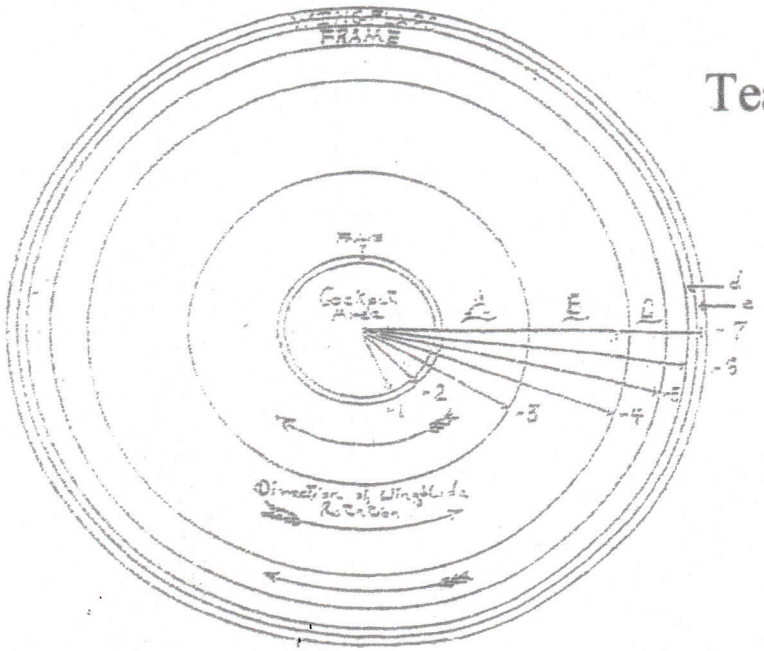
Computer

is a good business plan.

By area and weight
A + C = B
A = C

By area only
A + B + C = 80% r6

By width only
d = e
r6 + 2d = r7
r6 + 2e = r7



Team USA

FIG. 3 - B

US005213284A

United States Patent [19]

Webster

[11] Patent Number: 5,213,284

[45] Date of Patent: May 25, 1993

Expired

[54] **DISC PLANFORM AIRCRAFT HAVING VERTICAL FLIGHT CAPABILITY**

[76] Inventor: Steven N. Webster, P.O. Box 426 Sleepy Hollow, Long Creek, Mossy Head, Fla. 32434

[21] Appl. No.: 772,904

[22] Filed: Aug. 5, 1991

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 395,358, Aug. 17, 1989, abandoned.

[51] Int. Cl.[5] B64C 29/00

[52] U.S. Cl. ..... 244/23 C; 244/12.2

[58] Field of Search ..... 244/23 C, 12.2, 23 B, 244/53 R, 60, 17.19

[56] **References Cited**

U.S. PATENT DOCUMENTS

2,863,621	12/1958	Davis	244/23 C
2,935,275	5/1960	Grayson	244/23 C
3,312,425	4/1967	Lennon et al.	244/12.2
3,774,865	11/1973	Pinto	244/23 C
4,014,483	3/1977	MacNeill	244/23 C
5,039,031	8/1991	Valverde	244/12.2

FOREIGN PATENT DOCUMENTS

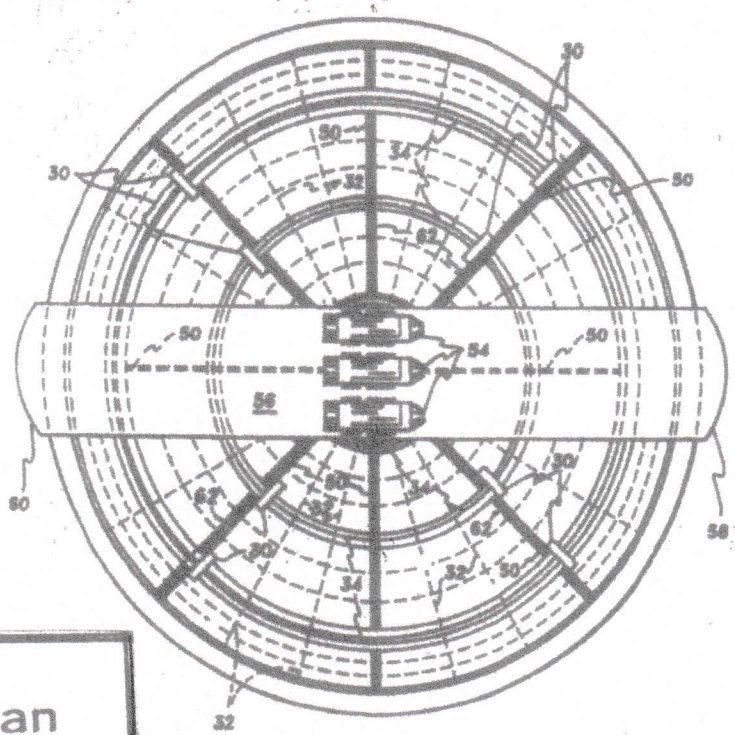
0678700	1/1964	Canada	244/23 C
2648504	2/1978	Fed. Rep. of Germany	244/23 C

Primary Examiner—Joseph F. Peters, Jr.
Assistant Examiner—Christopher P. Ellis
Attorney, Agent, or Firm—Richard C. Litman

[57] **ABSTRACT**

An aircraft having a generally circular or disc planform configuration provides the capability of vertical flight through two concentric sets of lifting fans or blades. The two sets may each include a number of individual rings of blades, but both sets are equal in area and rotate oppositely in order to provide nearly equal volumes of airflow, and thus essentially offset any torque reaction due to the rotation of the blade sets. Several engines are provided in the preferred embodiment, with one engine providing power to the lift fan sets and other engines providing thrust for horizontal flight. Other novel features are also disclosed, such as a peripheral aerodynamic control system, power transmission system, and surface vane system. An alternate embodiment includes a peripheral passenger or cargo area, with more conventional rearwardly located aerodynamic controls for horizontal flight.

15 Claims, 5 Drawing Sheets



We need an
Aeronautical Engineering Computer

1 2 3 4 5 6 7 8 9 10

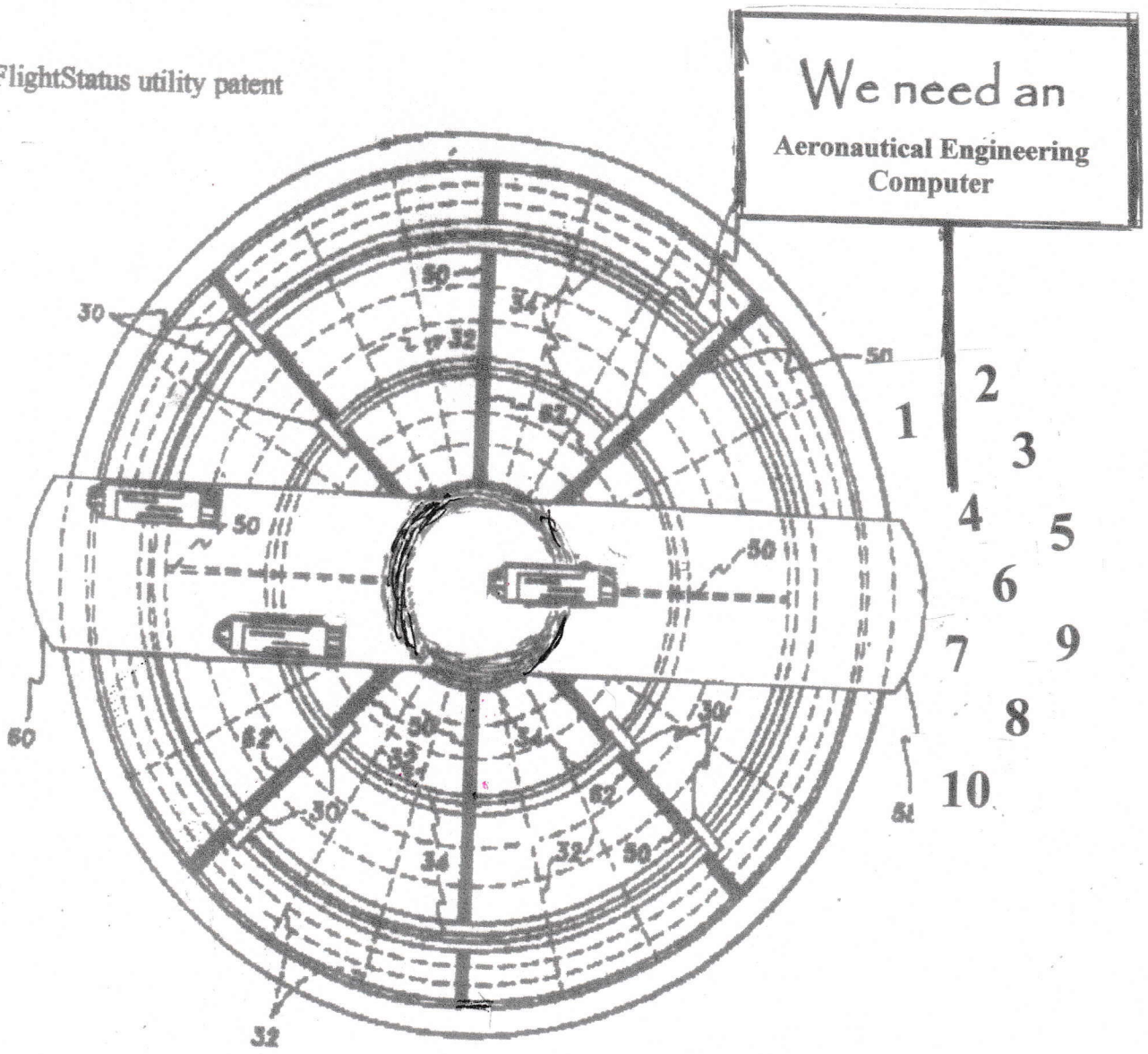


FIG 4-G-2

This drawing shows a realignment of three (3) Harrier Jets to apply a direct lateral thrust; to build RPMs, from within the Air Thruster Tube.

Harrier Jets refers to the multiple firering positions a Harrier Jet housing can support.

U.S. Patent May 25, 1992 Expired 5,213,284

Patent Up-Date Continuance Pending
Official USA Corporate/Government Participation
Request Drafted: March 05, 2017

We need an Aeronautical Engineering Computer

1 2 3 4 5 6 7 8 9 10

Turbo Jet Thrusters are affixed to the BC Frame and to the CB Frame

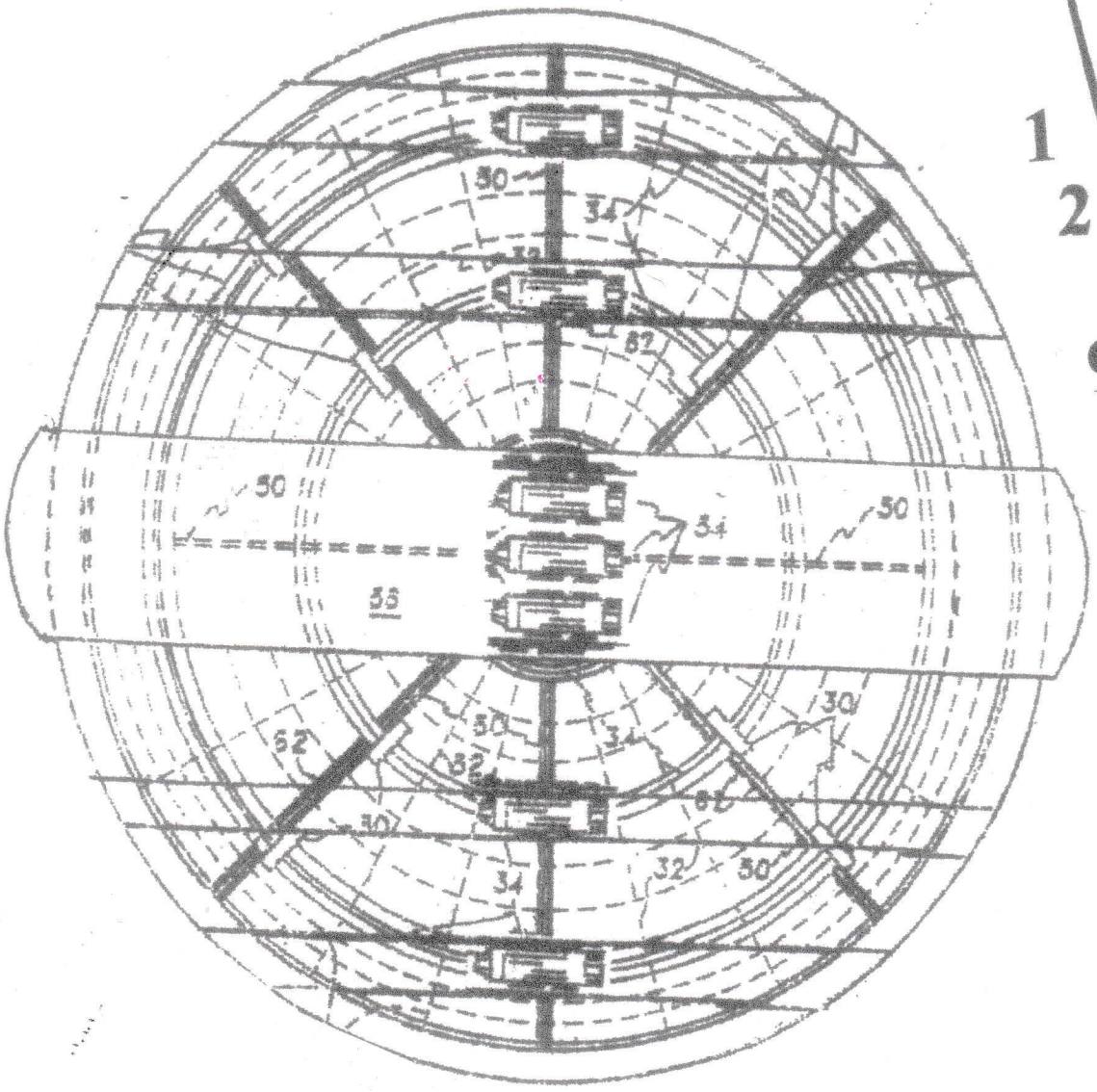


Fig. 4 – G: Series

Phase #4: Propulsion. We hold many options within standard and contemporary jet engine alignments. After flying that alignment we seek electric laser driven flight evolution via wing-blade rotational jet powered RPMs.

US005213284A

United States Patent [19]

Webster

[11] **Patent Number: 5,213,284**

[45] **Date of Patent: May 25, 1993**

[54] **DISC PLANFORM AIRCRAFT HAVING VERTICAL FLIGHT CAPABILITY**

[76] Inventor: Steven N. Webster, P.O. Box 426 Sleepy Hollow, Long Creek, Mossy Head, Fla. 32434

[21] Appl. No.: 772,904

[22] Filed: Aug. 5, 1991

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 395,358, Aug. 17, 1989, abandoned.

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[52] U.S. Cl. ..... 244/23 C; 244/12.2

[58] Field of Search ..... 244/23 C, 12.2, 23 B, 244/53 R, 60, 17.19

[56] **References Cited**

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4,014,483	3/1977	MacNeill	244/23 C
5,039,031	8/1991	Valverde	244/12.2

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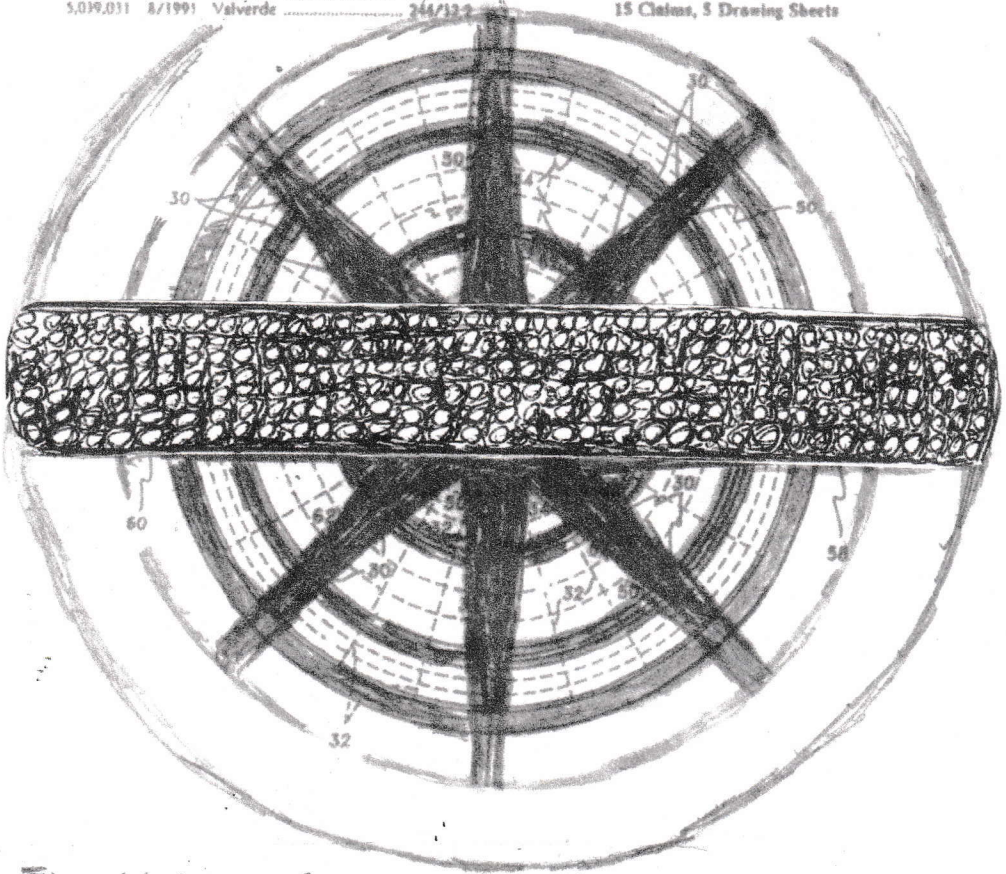
Primary Examiner—Joseph F. Peters, Jr.
Assistant Examiner—Christopher P. Ellis
Attorney, Agent, or Firm—Richard C. Litman

[57] **ABSTRACT**

An aircraft having a generally circular or disc planform configuration provides the capability of vertical flight through two concentric sets of lifting fans or blades. The two sets may each include a number of individual rings of blades, but both sets are equal in area and rotate oppositely in order to provide nearly equal volumes of airflow, and thus essentially offset any torque reaction due to the rotation of the blade sets. Several engines are provided in the preferred embodiment, with one engine providing power to the lift fan sets and other engines providing thrust for horizontal flight. Other novel features are also disclosed, such as a peripheral aerodynamic control system, power transmission system, and surface vane system. An alternate embodiment includes a peripheral passenger or cargo area, with more conventional rearwardly located aerodynamic controls for horizontal flight.

15 Claims, 5 Drawing Sheets



The 6-Harrier type fan-jets are adjustable to normal VTO vertical position. In VTO position, each of these 6-Harrier fan-jets powers a specific wing-blade rotating in opposite directions to save torque loss and multiply lift.

Patent Drawings Up-Date: Public Review: Project: Good Karma
USA Corporate/Government Funding Requested:
Contractor: Free Agent: Steven Nichols Webster
Drafted: March 05, 2017
Up-Dated: August 06, 2018
Team USA

We need an Aeronautical Engineering Computer

FIG. 5-A-1

Earth Mars Saturn Jupiter Venus Sun

8 7 6 | 1 2 3 4 5 9 10

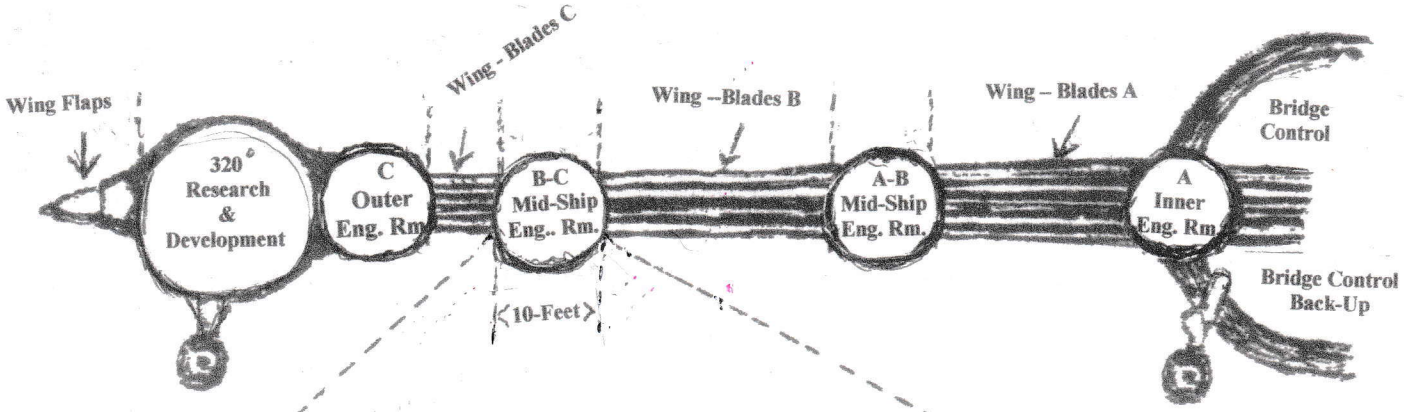
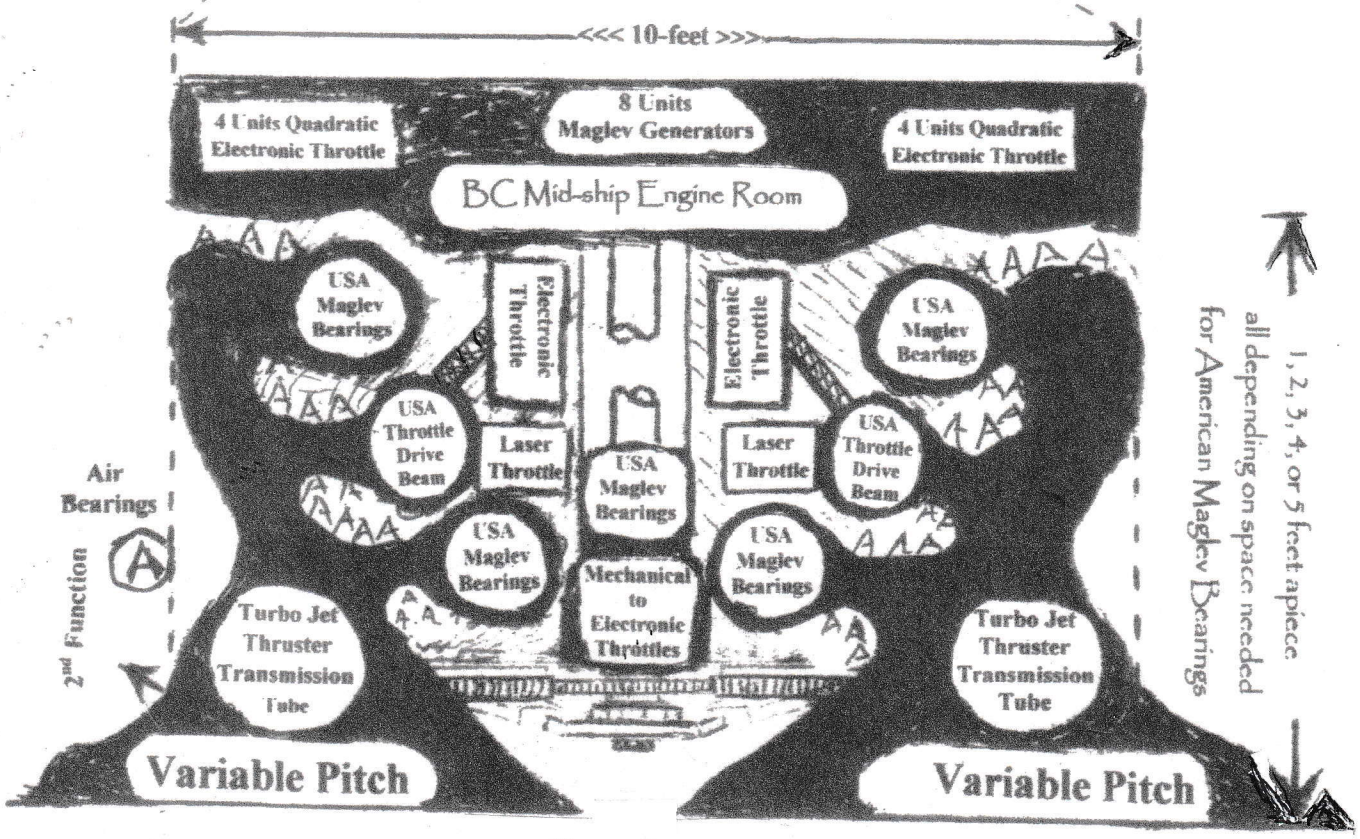


FIG. 7–D-2



This is what I did not understand;
the Unknown Technology, of it all.

The known flight technologies of today; our best contemporary jet propulsion systems, can fly the embodiment represented in School Project Peace Mission.

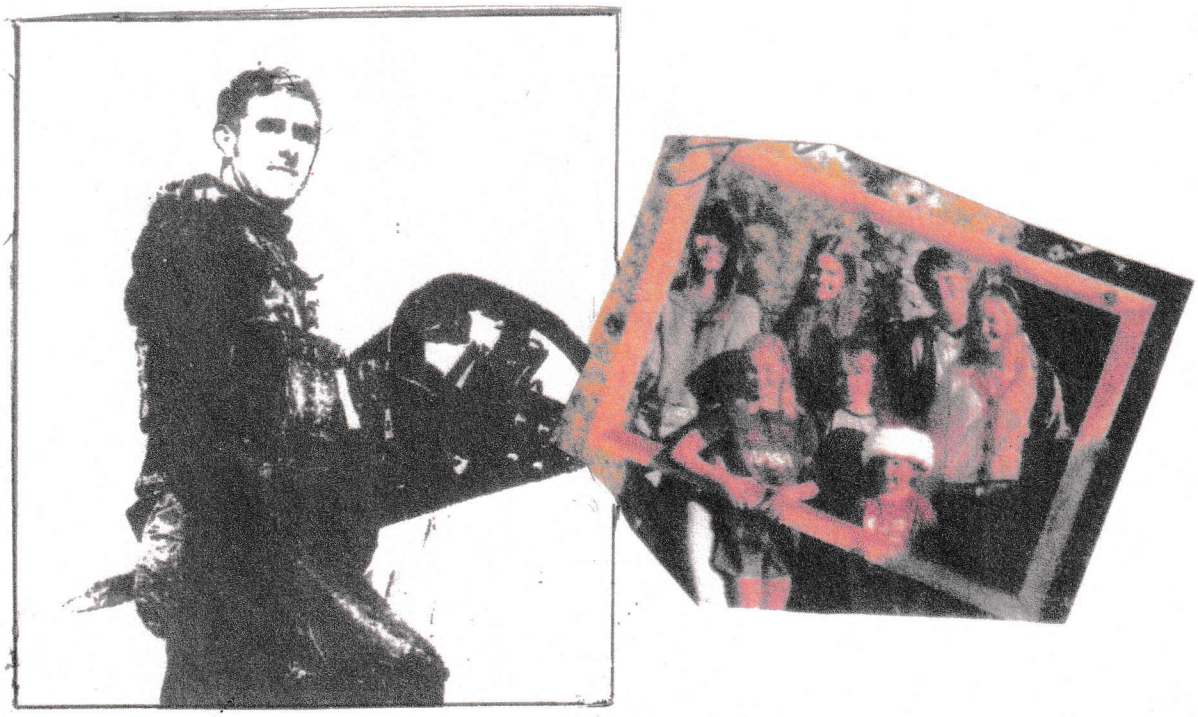
The divide between futuristic power systems, unknown technology, and today's jet propulsion can be seen as we attempt to generate or lead to laser flight propulsion. This is our planned flight evolution embodiment supported via School Project Peace Mission.

This is why I am asking you to help me finish a project my father; C. K. Webster, told me about back when I was a child. Therein, we are asking local schools and many schools far away to participate in all levels of academic interest.

We are now seeking scholastic support in this project.
We really want this a NASA project.
We know aviation truths are public. Our ongoing focus is in programming an Aeronautical Engineering Computer to fly an embodiment designed after Earth's orbit around our Sun; School Project Peace Mission.
There will be many academic conclusions found because students; your students, are interested in our School Project Peace Mission.

Romans 8: 37-39

"No, in all these things we are more than conquerors through Him who loved us. For I am sure that neither death nor life, nor angles nor rulers, nor things present nor things to come, nor powers, nor height nor depth, nor anything else in all creation, will be able to separate us from the love of God in Christ Jesus our Lord."



Dedicated to my brother Shedd and his family:

Captain Kirwin Shedd Webster

March 6th, 1944 <> June 18th, 2022

"Do not tell me not to fly,

I've simply got to."

Captain Kirwin Shedd Webster, USN: during the Viet Nam War.
NROTC 1962 – 67, Commissioned 1969, Retired 1993.
Shedd primarily flew A-4 and A-7 aircraft, 3,000-Hours.
600 plus carrier landings, & 100 plus Combat Missions, Test Pilot,
Commander's Row, Top Gun.

Shedd leaves behind his loving wife Pam & 3 children, now;

Jim & Dom Webster; Jackson, & Danielle, & Angel Charles Shedd.

Beth and Brad Roberson; Lonnie & Vance.
Mike & Elise Webster; Emily, Alison, & Brayden.

Credits

Our United States Armed Forces

United States Army
United States Navy
United States Marines
United States Air Force
United States Space Force
United States Coast Guard
United States Merchant Marines

Thank You
NASA

Thank You
NATO

Thank you Stuart Air Show 2021

Thank You
every teacher I have ever had.
Thank you "One and All" for your service;
Thank you Mrs. Warren and Mrs. Lawrence,
my 1st & 2nd grade teachers.

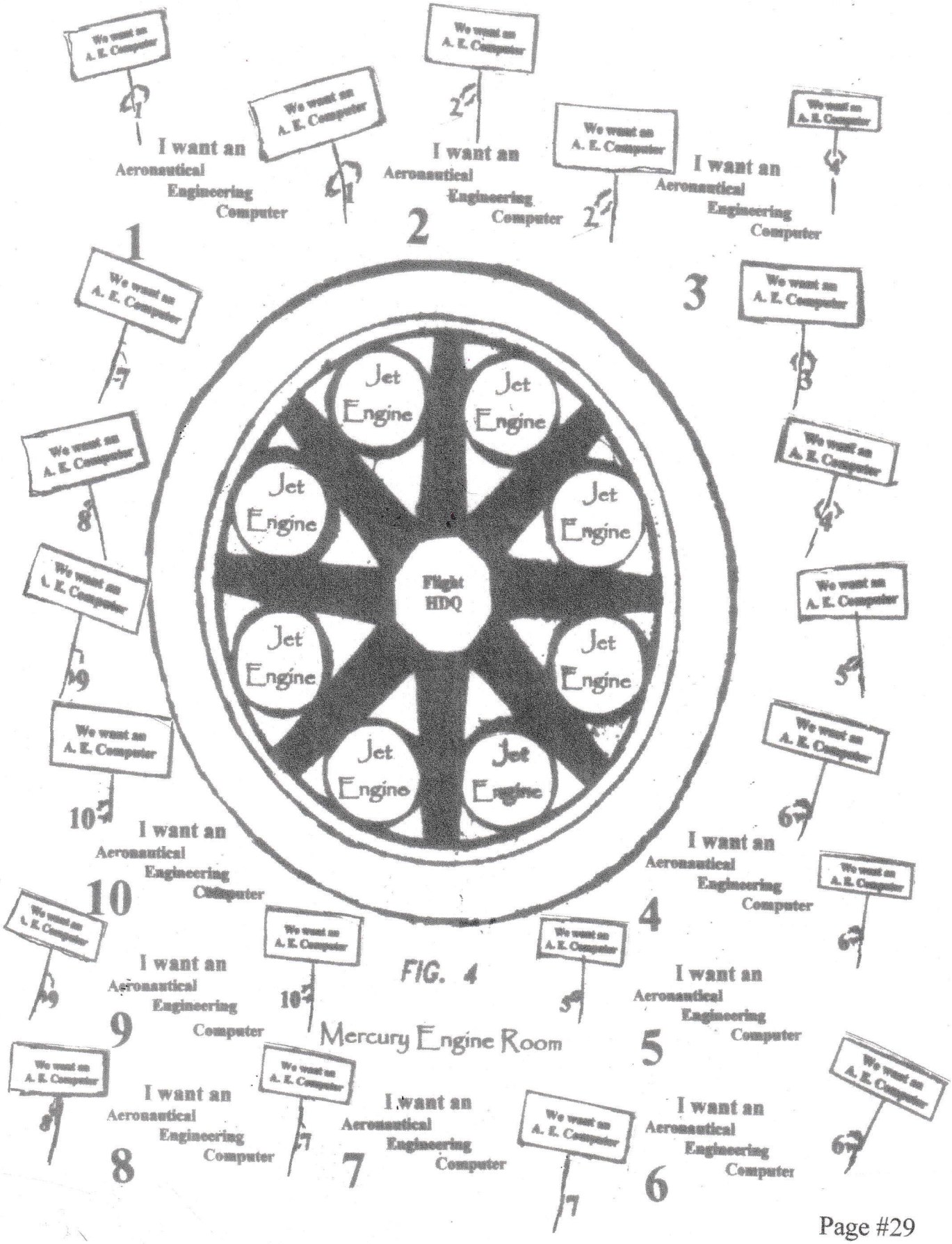

We want an A. E. Computer
I want an Aeronautical Engineering Computer
1
2
3
4
5
6
7
8
9
10
Jet Engine
Flight HDQ
Mercury Engine Room

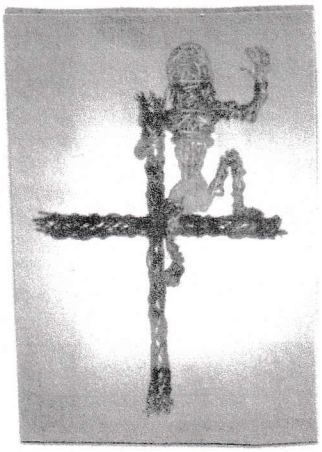
FIG. 4

平衡

Great Circle Study

Balance

School Project Peace Mission



2022 – 2032

One decade of
Study and Programming of an
Aeronautical Engineering Computer
focusing on our planetary orbits as housings.
"Disk Flight" Airport to Airport "Flight Evolution"

Political Trade-Off

Russia withdraws from Ukraine!
& The neutralization of all
Stage-4 Biological & Biochemical
Warhead Storage Facilities
around the world.

Peace between the East & West.
Peace between Israel & Iran.
Lord Jesus Christ, we pray for Peace!
June 18th, 2025 Nick

Остаток средств
Мир Мир
баланс
средств
Peace U.S.A.
Nick
03-02-2022

School Project Peace Mission

We are asking for a decade of teamwork with our Department of Education and N. A. S. A.

Just like the discus my father taught me to throw! Disk flight is fascinating, especially when we are designing an airport to airport aircraft modeled in the likeness of:

Earth's orbit around the Sun.

Respectfully yours in Christ @ Sea & @ Home!

Nick

CEO: Nick Webster
02~08~2022

WebstersHomeSchooling.com
GreatCircleStudy.com