CLAIMS

1. A method for constructing engines or motors contained in a cylindrical casing (CA1),

characterised by the fact that they use a wheel of the THRA (1) Powered Turboprop Engine type coupled to an (SME+RME) electric motor and at least one wheel of the TaG (3) Bucket Turbine type or at least one scoop wheel of the TaC type which is coupled to an (SGE+RGE) power generator, alone or combined, and that they use the forces provided to them by electrical power or fuel that is introduced from the outside through orifices in the casing (16-19) through the peripheral chambers (D and E) or in the centre of the THRA, and

by the fact that they first use a wheel of the THRA Powered Turboprop Engine type, in that the ambient fluid between (12) first at the front at the centre of the wheel (A), whose direction of rotation right or left is predetermined by the designer, and continues its way in the inner channels (B) of the hollow blades of the propeller located in the centre of the wheel (1) which blows backwards and whose blades reach their largest diameter at a circular peripheral chamber (C) provided with at least one circular slot open towards the rear of the wheel, this wheel being rotated at the rear in the centre by the shaft (X1) of the rotor of the electric (SME+RME) motor which is preferably pierced by a hole with a small diameter (13) in its centre from side to side, the jets of fluid projected by the slots of the chamber of the wheel (C) being received by circular slots placed in line opposite in the bore of the entrance to the fixed cylindrical hollow chamber glued to the casing (D), and the channels, formed by the slots which are provided with profiled blades placed inside between the cylindrical walls and determine the direction of rotation of the fluid supplied by the chamber (C), and in that a set of hollow radial profiled fixed blades (2) passes through the chamber fixed to the casing (D), and will then become firmly attached to the stators of the (SME) electric motor and the (SGE) power generator which are placed at the centre of the wheel, the hollow interior of these profiled fixed blades allowing the passage of the layer of electric wires (15-17) for the stators, the (SME) electric motor and the (SGE) power generator,

wherein the wheel of the THRA (1) Powered Turboprop Engine type is a propeller having hollow blades which are used to guide a fluid from the center of the wheel to an annular chamber located radially outside said hollow blades, and

wherein the at least one wheel of the TaG (3) Bucket Turbine type or at least one scoop wheel of the TaC type is a turbine equipped with blades for transforming the energy of a fluid flow into rotary mechanical energy of the wheel.

2. The method for constructing engines according to the preceding claim, characterised in that at the outlet of the first front circular chamber fixed to the casing (D) the fluid received from the slots of the chamber (C) continues by turning in the fixed circular chamber (E) which receives the fuel or fuels introduced via orifices (16) from outside the engine casing, and which are immediately diffused in the chambers, in that in the case of using flammable fuels, the chambers are provided with electric sparking devices (18), the first two chambers are followed by another fixed circular cylindrical chamber (F) fixed to the casing which is provided inside with tubes that are concentric to the axis of the wheel placed one inside the other and spirally wound radial blades placed inside between the cylindrical walls of this chamber which form channels where they intersect which each individually direct the flow of fuel by rotating towards the rear of the wheel.

3. The method for constructing engines according to the preceding claims, characterised in that the chamber (F) sends the jets of the fuel through its channels, turning along the channels the buckets of a wheel of the Bucket Turbine (G) type or the scoops of a wheel of the TaC Scoop Turbine type, which are placed in a circular manner in line with the outlet of the channels of the chamber (F), the buckets or the scoops as they turn globally describing virtual cylindrical crowns, the centre of these crowns being occupied by a propeller that blows backwards (3) and strengthens the flow provided by the THRA (1) wheel, in that this propeller is fixed in the centre on the shaft (X2) of the rotor of the (RGE) power generator, the stator of the (SGE) power generator is connected to the stator of the (SME) electric motor of the THRA type wheel and they are connected to the chamber fixed to the casing (D) by the hollow profiled fixed radial

blades that let the central flow (2) of the propeller of the THRA type wheel pass through and get directed, and in that these profiled hollow blades allow the passage inside them of the layer of electric wires for the engine and for the generator (15-17), a wheel (V) provided with independent profiled radial blades being optionally interposed and mounted on pivots between the chamber (D) and the stator of the (SME) engine and its blades being adjustable by a rod (14) coming from the outside of the casing through (D).

4. The method for constructing engines according to claims 1-3, characterised in that the shaft (X1) of the rotor of the (RME) electric motor is reduced in diameter towards the rear at its outlet from the engine and enters the inside of the tube of the rotor shaft (X2) of the (RGE) power generator provided with bearings (L) in order to maintain the shafts concentrically inside one another, in that the rotor shaft of the electric motor which is decreased in diameter (X1) continues through the cased shaft of the power generator (X2) which receives a rotating disk plate (D2) at its outlet from the power generator, in that the shaft of the electric motor also receives, as soon as possible afterwards, another rotating disk (D1) which when clamped together remotely by electrically remote controlled devices (22) which makes it possible to join the rotation of the two shafts as required, an electrical variant making it possible to regulate by means of the frequency converter used to control the speed of the electric motor, depending on the speed of the power generator possibly controlled by the encoder and/or the electrical power it emits in order to synchronise together the rotation speeds of the shafts (X1 X2) as best possible.

5. The method for constructing engines according to claims 1-3, characterised in that the fixed casing of the engine is extended towards the rear and covers the rotary bucket wheel TaG or scoop wheel TaC and is then secured to a fixed chamber (H) which is placed in line with the outlet flow of the TaG bucket wheel or the scoop wheel and is provided with concentric tubes placed one inside another in accordance with those of the bucket wheel and provided with spiral profiled blades placed inside

between the cylindrical walls of this chamber which form channels that direct the outward direction of the fluid towards the rear of the engine (20).

6. The method for constructing engines according to claims 1 and 5, characterised in that the engine casing is no longer constantly cylindrically straight, but has a diameter that flares (CA2) or narrows towards the rear, modifying the effective energy exchange surface of the buckets of the TaG bucket wheel or the scoops of the TaC scoop wheel with the fuel.

7. The method for constructing engines according to claims 1-2, characterised in that in this case the supply of fuel into the chambers is carried out starting from the outside of the casing of the engine (19) by at least one channel that passes through the fixed chamber glued to the casing (D) and continues through the fixed profiled hollow blades (2) which go up to the rotor shaft of the electric motor (X2) to which they are connected by a small chamber placed between two circular seals, in that the shaft is pierced radially at this point and in communication with at least one hole parallel to the axis of the shaft which radially communicate with tubes which enter the THRA wheel, and in that, alternatively, a direct supply may be located at this point (21), and they reach the sprayers placed in the peripheral chamber of the wheel (C) which send either jets or mists of fuel turning in the channels of the fixed chamber (D), where the orientation of the blades defines the direction of rotation of the fluids.

8. The method for constructing engines according to claim 2, characterised in that the energy products introduced from outside the casing of the engine (16) into the chamber (E) are either gaseous or liquid or partially solid, and by combustion or chemical reactions or by their temperature, such as high-pressure water vapour, can locally generate large fluid pressures that will migrate to the chamber (F) and will at the outlets of the channels by turning activate the buckets of the TaG bucket wheel or the TaC scoop wheel.

9. A method for constructing motors according to claims 1-6 and 8, characterised in that the energy products introduced from outside the propeller casing (161) into the chamber (E) will activate the buckets of the TaG bucket wheel or the scoops of the TaC scoop wheel which is connected and secured at its centre (10) by a propeller with the shaft (X3), this shaft being either that of the rotor of a power generator whose stator is connected (11) to the outer edge of the chamber (E), or it is used directly for mechanical use, and in this case a bearing (L) is located on the shaft whose fixed part is connected and secured to the outer edge of the chamber (E).