

10XA

10XA BOX

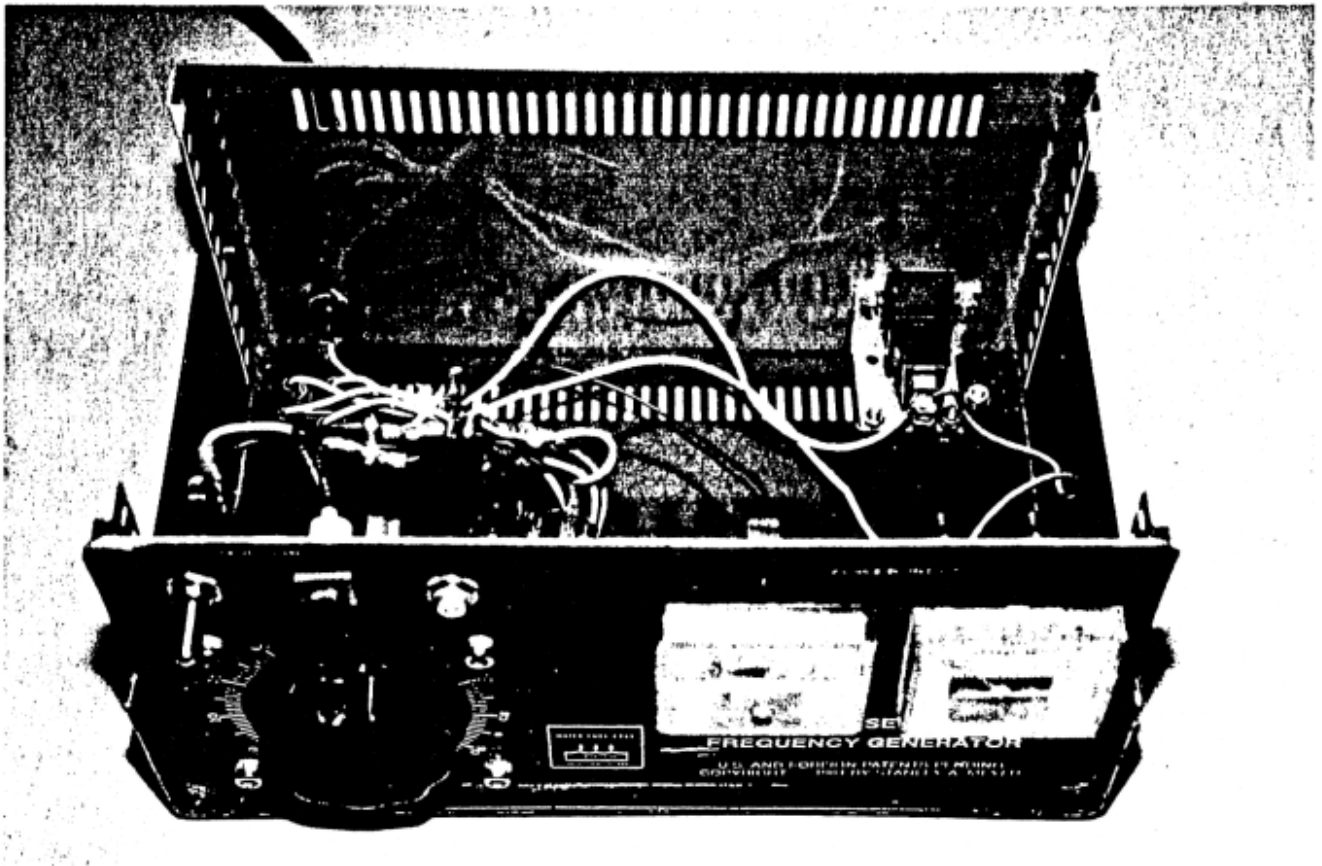


PHOTO EXHIBIT 11B1: ROTARY PULSE
VOLTAGE FREQUENCY CONTROL UNIT
0 -110VDC UNIPOLAR INPUT

PHYSICAL ARRANGEMENT

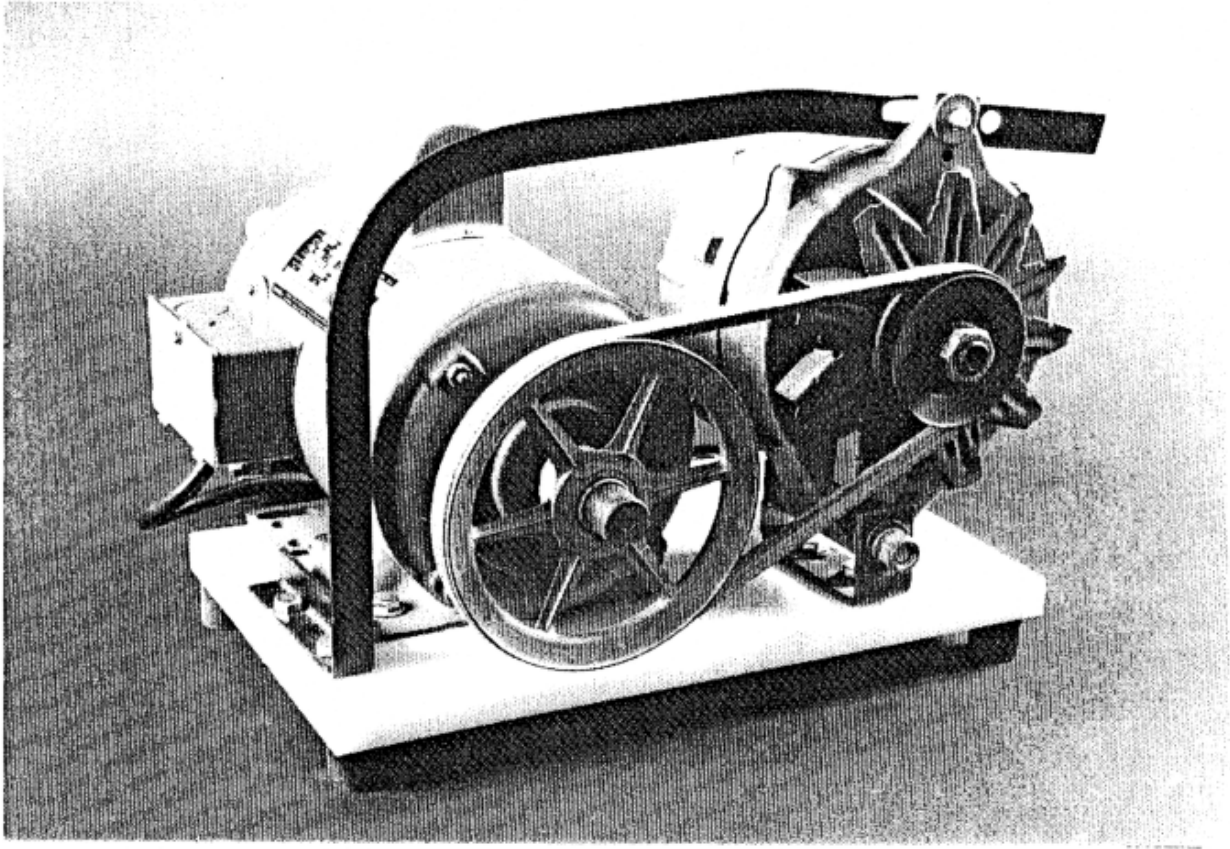
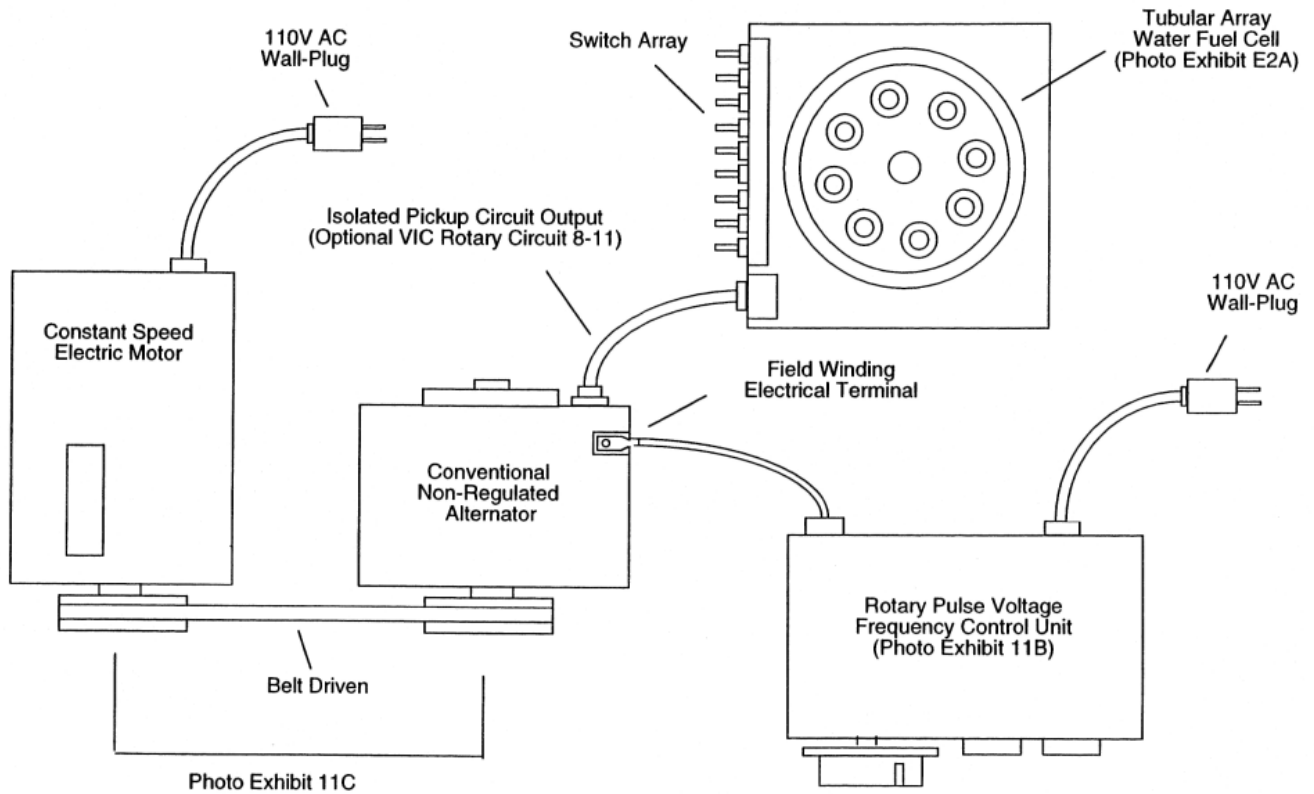


PHOTO EXHIBIT 11C: ROTARY PULSE VOLTAGE FREQUENCY GENERATOR ASS'Y

Below schematic calls out a constant speed AC motor driving a conventional-non regulated alternator. This means the alternator's internal voltage regulator and bridge rectifier diode array has been removed for Stan's desired functionality. A variable transformer is shown attached to the rotor coil of alternator to provide varying voltage. The tubing array is the demo cell. According to pictures, these tubes were wired in parallel circuit arrangement.

DEMO CELL CIRCUIT



**Figure 11D: Tubular-Array WFC Fuel Cell
Electrical Hookup (Top View)**

Below schematic illustrates the type of winding configuration of the alternator. In this arrangement, the alternator is in a "WYE" configuration. Each phase winding has a diode in series with it's output. The center node if the "Ground" or common reference point between all the phases. It can be seen that only 5V, rectified-unipolar DC @120Hz, is applied to the rotor. Other documentation calls out no more than 2amps. This is a total of 10watts of input power.

10XA SCHEMATIC

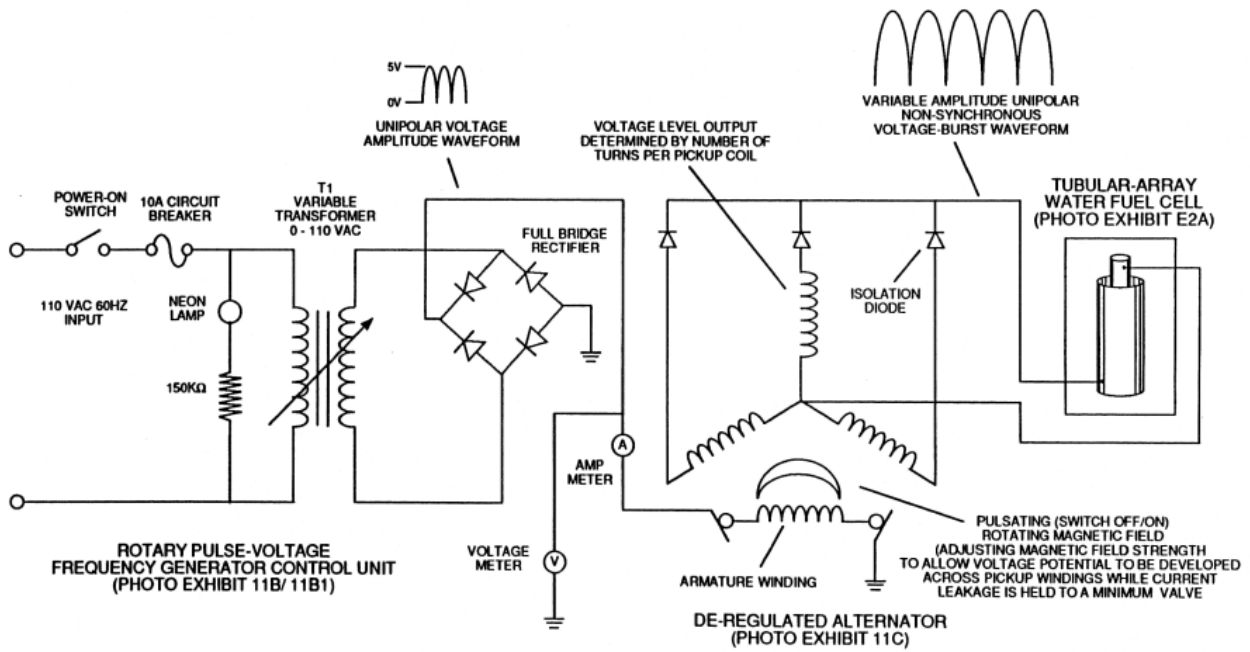


FIGURE 10XA: ROTARY PULSE-VOLTAGE FREQUENCY GENERATOR

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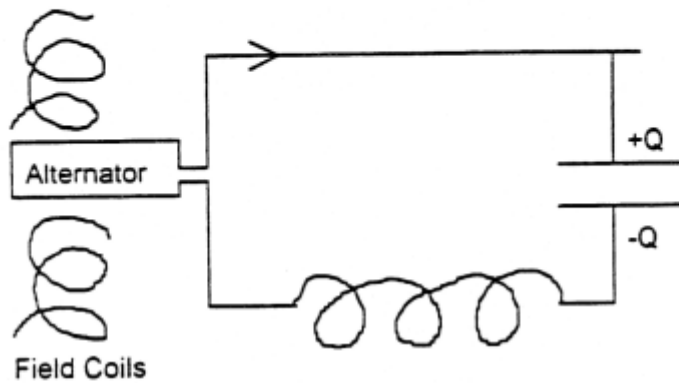
Stanley A. Meyer

1-10

A 2kw AC motor works out to approximately 2.68HP ($2000W / 746W/HP = 2.68HP$). I would be ideal to use an AC motor with variable frequency drive to provide variability across a larger range. Speculating, that the rpm was 3600.

INDEPENDENT TEST REPORT PARAMETERS

Similar to Forced Oscillation circuit described in text and designed to maximise.



APPROXIMATE SPECIFICATION

Field Coils	-	5 volts, 2 amps
Alternator	-	Driven by 2 Kilowatt Motor
Inductance	-	Unknown
Condenser	-	Formed from 8 - 10 half inch stainless steel tubes surrounded by three quarter inch stainless steel tubes wired in parallel

Revision #3

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