

WATER FUEL CELL

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World wakes up to water fuel invention

By Marcia Thompson
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According to Stan Meyer, Grove City inventor of the WaterFuel Cell, "The nations of the world are polarizing to the technology and doors are opening to us worldwide. My objective since 1980 is now being finalized."

The world leaders who took part in the G-7 talks held recently in London were alerted to the technology, and Meyer says he was notified the leaders agreed to look further into it.

"The decision was definitely made," Meyer said. "This is a most significant development, getting world leaders to move together in one accord."

Meyer has been working on the hydrogen fracturing process technology since 1980 at a cost of about \$1.6 million. He is the sole owner of the patents and is not associated with any major commercial company. Although he has been approached to sell the technology, he says he has no intention of doing so and plans to retain control to make sure his invention is brought to the public for the good of mankind.

He now holds more than 25 U.S. patents on the technology and systems, with patents also released in Japan, Canada, and other countries under the National Patent Cooperative Treaty Act.

"Part of the technology is in U.S. national security interest," said Meyer, "as well as of every other country that's part of the Cooperative Treaty Act. The primary objective has always involved a concern for the U.S. economy of other countries of the world."

The bulk of the Water Fuel Cell technology has already been released to the scientific community.

"As we've been releasing information on the technology, it's being researched and verified at labs throughout the world," Meyer said.

A recent report from Dr. T. Nagypal of Vienna, Austria, who tested part of the technology states..."Your theory works."



Ulf Dahlstrom and Stan Meyer check out the Gas Management System unit on the Dune Buggy. (photo by Marcia Thompson)

"The Adoption of Hydrogen as a Universal Energy Source: An Appreciation" was written by Admiral Sir Anthony Griffin of England, along with Professor M.A. Laughton and Dr. K.B. Hindley. The Document ends with the recommendation:....a) The credibility of WFC technology should first be established; b) subject to (a), the technology should be promoted widely as quickly as possible; c) Potentially destabilizing effects on national economies should be preempted or at least mitigated; and d) The functions of all concerned need to be coordinated without impeding their individual responsibilities."

The paper also states: "If WFC technology can be brought to an economically viable state, then it offers an energy source of immense significance for many applications with all the advantages arising from abundance of primary resource and cleanliness of use."

Meyer was a featured speaker on July 27 at the 1991 Extraordinary Science Conference held in Colorado Springs, Colorado. In addition to alternate energy production, other topics discussed at the four-day conference included futuristic energy medicine, electromagnetics, scalar energy, Tesla turbine and pump technology, and Tesla coil construction.

Work on the hydrogen fracturing process technology, which would allow vehicles, planes, boats, and more to run on any kind of water, has continued in the past



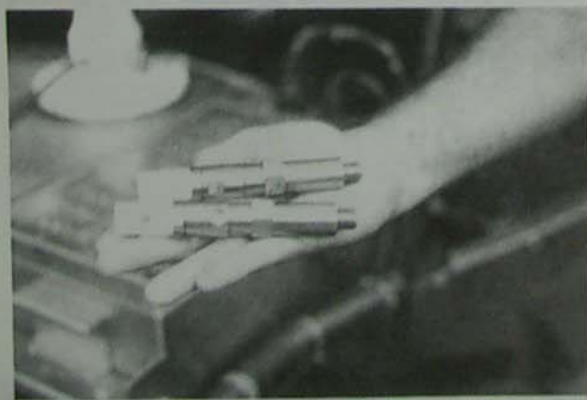
Stan Meyer shows where the new Water Fuel Injector fits on the dune buggy. The injectors are an upgrade of the Water Fuel Management System and are an extension of the Gas Management System unit. (photo by Marcia thompson)

several months although Meyer and his patented Water Fuel Cell technology and systems has been under a national security review since the beginning of the crisis in the Mid-East.

"This is a formality that allows us to continue to process the paper work to properly insure the technology for the United States and the world," said Meyer. "The world's waking up to the fact that we can harness and use the phenomenal energy from water both economically and safely."

He has been working on systems engineering development on the water-powered dune buggy, as well as doing corresponding work on a rotary engine Alaskan Bushmaster plane, a jet plane engine, and the engine of a world record holding Corvette.

The Hydrogen Gas Management System, WFC 422 DA, is now installed on the dune buggy. It is an extension of the gas management system and deals with the technology of converting water to hydrogen and



Water Fuel Injectors duplicate different sizes of conventional spark plugs. (photo by Marcia Thompson)

oxygen that can be used on command. The dissolved gases are processed to coequal fossil fuel burning levels in order to run the car on water.

The advanced system is controlled by a computer system. A steam resonator gives the ability to heat water without consuming a great deal of electrical power. The process is totally electronic and is environmentally safe.

Meyer has secured two of five world patents pertaining to the Hydrogen Gas Management System, one as recently as May 21, 1991. A patent for the Electrical Polarization Process was issued on June 25, 1991.

"These are basic patents," said Meyer, "and there are three more patents filed that we're expecting to come through any day."

The new Water Fuel Injector System, WFC 423 DA, is an extremely advanced system design which is an extension of the Hydrogen Gas System. Different size



The engine of the Corvette sports car currently being retrofitted to the Water Fuel Cell technology is checked out by Stan Meyer, Rick Schneider, and Ulf Dahlstrom. (photo by Marcia Thompson)

WFC injectors can be retrofitted to replace fossil fuel injector ports in conventional jet engines, heating systems, rocket engines, and to replace internal combustion engine spark plugs. When ambient air is being processed to produce ionized gases, the exhaust gases are also being regulated under controls. The air is mixed with water from the reservoir tank at about 125 lb. of pressure to produce water fuel. The water fuel put into the injector is exposed to a high pulse voltage frequency via the Voltage Intensifier Circuit technology. An electronic gate valve meters and controls the amount of water fuel going into the system. The water fuel is converted to explosive thermal energy to run the engine. A laser distributor feeds signals to the gas processing system to allow the vehicle to run safely and economically off the processed water fuel.



Rick Schneider, second from left, and Ulf Dahlstrom, right, look on as Stan Meyer, far left, explains where the Water Fuel injectors go on the Alaskan Bushmaster rotary engine. (photo by Marcia Thompson)

"The most important thing is that the technology has been done without any outside controls," said Meyer. "This has given us the ability to miniaturize the system, which replaces the resonant cavity technology and still comply with all federal and highway safety regulations."

Meyer said he has solved the economics of designing retrofit systems for cars and other devices.

"The same engineering designs can apply to all systems regardless of their size," he said. "This is the last major stage of development."

To show the adaptability of the technology, Meyer is currently converting the dune buggy, sports car, plane, and jet to run on water. He also plans to retrofit a boat in Great Britain to demonstrate the viability of the system for naval use.

For the jet engine, water will be used instead of aviation fuel. The same supply line is used, but the fuel nozzle will be replaced with the WFC Injector Nozzle assembly, similar to the WFC Injector Plug used on the cars. The Gas Management System has been miniaturized to control the firing of the process to operate the jet engine properly. The flow rate of the water fuel mixture and applied voltage is adjusted to equal the energy release that comes from aviation fuel. A steam resonator, an offshoot of the Voltage Intensifier Circuit Technology, super-heats the water without chemical additives. Nothing else on the jet engine is changed.

Plans are in place to try to break existing records with the jet operating on the Water Fuel Cell technology. Owned and piloted by Rick Schneider, it will be flown around the world at the equator, then a 90-degree turn will be made and the plane will fly from pole to pole. Schneider expects the six-day flight to be nonstop, without refueling—using water as fuel.

Meyer says that for less than \$100,000, he'll be able to convert a conventional tactical aircraft—or even the most advanced fighter jet—to fly off the hydrogen fracturing technology which releases the atomic yield of hydrogen safely.

"The dune buggy, plane, sports car, and jet could be in operation with the Water Fuel Cell technology within several months," said Meyer. "Under a national emergency, we could do it in a matter of weeks."

The sports car Meyer is retrofitting is a Corvette owned and driven by Bill Brooks. According to Meyer, it is in the GT class, A and B category, and is called "the world's fastest stock Corvette." With a large 700 H.P. engine, Brooks broke the land record at 271 m.p.h. With a smaller engine, it holds the record of 247 m.p.h. After it is retrofitted with the Water Fuel Cell system, they plan to run it at the Bonneville Salt Flats and try to break those records—using water as fuel.

The jet is yet to be licensed as experimental, but Schneider says that takes only a short time and won't be done until the systems are ready for certification.

In the meantime, Meyer and his associates are debugging all the systems for the cars and planes to assure performance reliability on each system. The electronics are being miniaturized, and testing is ongoing to make sure the electronic circuits are working properly.

"We're designing all the systems under 'Murphy's Law'...Whatever can go wrong will go wrong'," said Meyer. "We want to be absolutely sure everything is safe and reliable before it's flown or driven., and our systems approach is under the 'K.I.S.S.' method... 'Keep it simple, Stupid'. That helps take care of the economics of the technology."

If Meyer has his way, the world will soon be waiting in line for his technology, but at least it won't be in a line that ends at a gasoline pump.



Stan Meyer explains to Rick Schneider where the Water Fuel Injectors are being retrofitted to the Jet Commander jet engines as Ulf Dahlstrom looks on.

WFC DEALERSHIP INFORMATION

To attend a WFC Dealership Seminar, call (614) 335-2153 before 7am or after 7pm EST or Fax (614) 871-8075 for scheduling information, or mail request to Water Fuel Cell, 3792 Broadway, Grove City, Ohio 43123 to obtain a WFC Seminar Authorization Pass.

PUBLICATIONS AVAILABLE

The Birth of New Technology: WFC Technical Brief

Explaining the Hydrogen Fracturing Process on how to use water as a new fuel-source. US \$25 plus \$5 foreign postage. U.S. Currency Only.

WFC Dealership Sales Manual:

Explaining Water Fuel Cell business format and general overview of WFC tech-base and related spin-off developments. US \$25 plus \$5 foreign postage. U.S. Currency Only.

WFC News Releases:

Yearly news update on Water Fuel Cell business and product development activities World wide. US \$ 2 per copy plus \$.50 foreign postage. U.S. Currency Only.

WFC Video Tape:

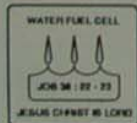
Titled " The Birth of New Technology" / " WFC Hydrogen Gas Management (GMS) System"... Extraordinary Science Talk. US \$25 plus \$5 foreign postage. U.S. Currency Only.

PATENTS GRANTED TO DATE

4,389,981	Hydrogen gas injector system for internal combustion engine (U.S.A.)
4,613,779	Electrical pulse generator (U.S.A.)
4,421,474	Hydrogen gas burner (U.S.A.)
1,231,872	Hydrogen injector system (CDA)
1,233,379	Hydrogen gas injector for internal combustion engine (CDA)
1,228,833	Gas electrical hydrogen generator (CDA)
1,227,094	Hydrogen/air & non-combustible gas mixing combustionsystem (CDA)
4,613,304	Gas electrical hydrogen generator (USA)
1,235,669	Controlled hydrogen gas flame (CDA)
4,275,950	Light-guide lens (USA)
1,234,774	Hydrogen generator system (USA)
3,970,070	Solar heating system (USA)
1,234,773	Resonant cavity hydrogen generator that operates with a pulse voltage electrical potential (CDA)
4,265,224	Multi-stage solar storage system (USA)
1,213,671	Electrical particle generator (CDA)
4,465,455	Start-up / shut-down for a hydrogen gas burner (USA)
4,798,661	Gas generator voltage control circuit (USA)
4,826,581	Controlled process for the production of thermal energy from gases and apparatus useful therefore (Hydrogen Fracturing Process) (PCT)
PCT/US89/02622 allowed	Process and apparatus for the production of fuel gas and the enhanced release of thermal energy from such gas (Electronic interfacing for the Hydrogen Fracturing Process) (Resonant Action)
0101761	Controlled hydrogen gas flame (EPO)
1577992	Controlled hydrogen Gas flame (JPO)
0086439	Hydrogen gas injector system for internal combustion engine (EPO)
1584224	Hydrogen Injection System (JPO)
4,936,961	Method For the production of a Fuel Gas "Electrical Polarization Process" (U.S.A.)
allowed	Resonant Cavity For Hydrogen Generator (JPO)
PCT/US90/06513	Hydrogen Gas Fuel and Management System (Hydrogen Gas Management System) (WFC 422 DA)
PCT/US90/06407	Control and Driver Circuit for a Hydrogen Gas Fuel Producing Cell (Resonant Cavity Phase Lock Crk't)
PCT/US91/03476	Water Fuel Injection System (WFC 423 DA)

Other U.S. & Foreign Patents Pending

MAILING LABEL



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