

# Deer Creek - Conference Center - Sterling, OH - Transcription - Part 2

## Deer Creek Conference 1985 - Part 2 (30-60 min)

*Stanley A. Meyer - Sterling, OH 1985*

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### The Voltage Intensifier Circuit

[30:01] We invented a new **patented** electronic circuit design. I don't get into this design — I don't tell you all about the circuit because we are filing **patents** nationally and internationally on this technology. So I'm restricted from releasing all of the technology. But this part of the circuit was invented in order to develop the ability of restricting the amps, allowing **voltage** to take over in a dead short condition. We have found out that by pulsing the **voltage** on and off in different signal configurations, we can now utilize that electronic circuit and restrict the amps.

[30:40] As a result, you are now seeing the invention of a new type of electronic circuit design, which is called a **Voltage Intensifier Circuit**. We utilize it to restrict the amps and allow **voltage** to take over. We have found out in our lab experimentation that when you subject the water molecule to a high intensity **voltage** field, as you increase the **voltage, hydrogen** gas generation goes exponentially. Prior state of the art was a linear function based on the amount of amp flow going into a system, because it was a dead short condition. By restricting the amps, we're not consuming power. By utilizing **voltage**, we are now producing gas at an exponential rate.

[31:20] This is the electronic circuit design, showing some of the circuitry that we use to restrict the amps. This was another apparatus which had to be developed in order to comply with the **patent** office requirements to demonstrate controllability. In this demonstration this afternoon, we also **patented** an electronic circuit technology.

### The Technological Buffer Zone

[31:48] When you go for **patents**, you not only file the **patent** on the base technology, but you also file **patents** on the related technology to give you a technological buffer zone in order to bring a system in. Have you ever heard where a guy invents something and somebody else comes along and says, "Well yeah, but I can change the bolt here, I can do this a little different and I can get a **patent** on it"? They're going to have a hard time to circumvent me, because as I mentioned, the Lord prepared me for over 20 years. When I developed the technology, I also developed the technological buffer zone and applied for the **patents** to give me the technological edge capable of bringing the system in without outside forms of control and manipulation.

## The Deregulated Car Alternator as Pulse Generator

[32:26] One of the areas to show amp restriction — this is an ordinary car alternator, and when you deregulate a car alternator, it becomes a pulse **voltage** frequency generator. Any of you know this? If you go to your Nationwide parts outlet, you can buy a little black box that has a switch built into it and it says you can take your alternator, go out in the boondocks, cut your wood and everything, get your car alternator in and drive it to 110 volts and power your power tools. Anyone ever seen that?

[32:56] So basically a car alternator, as you see right here, when you deregulate it becomes a pulse **voltage** frequency generator. Now, in my development, it wasn't necessary for me to develop a pulse **voltage** frequency generator — I already had one available. All I had to do was deregulate it in order to set it right on up to 110 volts or higher.

[33:20] Now, on amp restriction — as you apply **voltage** to the field of the alternator, this magnetic field is formed and then it must be rotated, and that magnetic field must pass through the pickup coil in order to produce power. There's no electrical connection between the armature and the pickup ring. So the only power being transmitted from the armature to the pickup is through this magnetic field. Now, if I simply attenuate or reduce that magnetic field down to such a point that I barely allow it to pass through the pickup coil, I will develop a **voltage** potential, but it will also restrict amp flow because amps are directly related to the strength of the magnetic field.

[34:08] So as a result, I can use a car alternator to restrict amps and allow **voltage** to take over and utilize it as a control means. Now, once you develop and realize a basic principle that someone else has not looked at before — once you realize that you can use high pulse frequency in the production of **hydrogen** gas — then you go for controllability and develop for controllability.

## The Resonant Cavity Technology

[34:34] Then you must develop the evolution of the technology. And in the development of the technology we wanted to develop what was called **resonant** cavity technology. Now, World War II — an example of this — they were trying to develop the radars to a given range in order to make them operational. The radar technology could not be used commercially or effectively until the invention of the Klystron tube. The Klystron tube was developed to take an electron and use

**voltage** potential to accelerate the speed of the electrons and then release them at a given rate of frequency, and as a result gave range to the radar system and brought it into operational service in World War II. That was one of the major inventions to bring about the end of World War II.

[35:30] The exact same phenomenon has happened with regard to the **resonant** cavity technology. When the water molecule splits into its component parts — **hydrogen** and **oxygen** — being subjected to a high pulse **voltage** frequency under this type of condition, it electrically polarizes those atoms. And because those liberated atoms now have an electrical charge, you can manipulate the speed by which those liberated charged atoms move within this **resonant** cavity.

[36:02] As a result, we are now injecting a physical force into the Electrical Polarization Process by causing a high pulse **voltage** frequency to bounce these electrically charged atoms back and forth in the process. This starts releasing a phenomenal amount of gas under given frequencies. This is a spherical design **resonant** cavity here, and this was a longitudinal type of **resonant** cavity. The correlation between this is like that of a laser — if I have a laser here with two silver mirrors and I would start to excite the laser, you bounce back and forth the photon energy before you release it out. The same thing occurs with the **resonant** cavity technology.

## Advanced Circuitry and Resonant Action

[36:43] This was some of the advanced circuitry that had to be developed in the evolution of the **Water Fuel Cell** technology. This shows the electronic cage with a lot of the electronic components in the testing and development of the system. This shows a much higher form of evolution of the **Water Fuel Cell** technology — how we manipulate the pulse **voltage** frequency while restricting the amps.

[37:08] As a result of this, we found some phenomena taking place that, in the prior state of the art, couldn't occur. The electrolysis process — because it adds chemicals to the process, makes it a dead short condition — will not allow **voltage** to come up. You're only operating on the flow of amps. You shut the flow of amps off or on, and that's the only form of control you have. And as I pointed out, that was a linear function.

[37:32] We found out that once we manipulated the **voltage** amplitude and its pulse **voltage** frequency, we would hit **resonant** action, which now would allow those electrically charged atoms to bounce back and forth at a fantastic rate and release a phenomenal amount of energy. We've also found out that when you would hit **resonance** and keep the power applied for five seconds and shut it off, gas generation continued for 94 seconds. That meant if you divide five seconds into 94 seconds, we were generating **hydrogen** gas 19 times longer in power-off time than power-on time. And we found out that if we re-excited again, that **resonant** action would occur again.

[38:21] We also found out that **resonant** action, once it occurs and you keep the power supply exactly constant, starts to generate gas exponentially. And the only time this stops and curves off is the flow of water going into the **resonant** cavity. So you can control **resonant** action by another parameter — regulating the flow of water going into the **resonant** cavity technology. So why all of this development? Because we're looking at producing high yields of **hydrogen** gas at a relatively

low cost and developing the ability to control it on a demand basis. Prior to the art, the electrolysis process could not do that.

## Laser Energy Injection and Recycling

[38:57] We also now wanted to subject another form of energy into the **resonant** cavity technology — laser energy. The purpose of the laser energy is to aid in the electrical charging of the atoms, but it's also there to excite the **hydrogen** and **oxygen** atoms to a very high energy state. This shows a design for exciting those liberated **hydrogen** and **oxygen** atoms to an extremely high energy state.

[39:30] This shows now a slide where we are injecting lasers. This is a solid state laser assembly that's inserted into a **resonant** cavity module. We had found out that because of the action of supercharging — electrically charging those liberated **hydrogen** and **oxygen** atoms — if we go through a recycling process and take the output of this **resonant** cavity and subject it to another **resonant** cavity in a recycling process, this will boost up this section, supercharge that section, and supercharge the next section. So using a very low **voltage** potential, we are now amplifying the **voltage** potential in the **resonant** cavity to a phenomenal state. All of this adds to an even higher **hydrogen** gas fuel yield. This shows an assembly of a **resonant** cavity technology with laser injection.

## Advantages Over Electrolysis

[40:20] What are the advantages? As I pointed out before, the **Water Fuel Cell** was being developed through the eyes of a businessman — a guy who comes out the cheapest way is going to win out. There are a lot of Cadillac ideas out in the market area, but because they don't comply with the law of economics, they never get out into the marketplace.

[40:36] Now, I mentioned in the prior state of the art what was called — if you remember in your high school chemistry and college chemistry days — electrolysis. There were certain criteria to the electrolysis process. Number one, it was a requirement that you use distilled water. It costs just as much to process water and make it pure distilled as it does to operate your car. The reason distilled water is required in an electrolysis process is because if there are any contaminants, those contaminants form an oxidizing coat on the **electrodes** and stop the electrolysis process in an extremely short period of time. So requirement number one: you have to use distilled water. If you go to your local grocery store, it'll probably cost you between 65 to 85 cents per gallon of distilled water.

[41:30] Second criteria: under the electrolysis process, you have to have a chemical additive. From here to here, you would fill it up with distilled water at 85 cents per gallon. From here to here, you'd fill it up with a chemical additive such as sodium hydroxide or potassium hydroxide. There's a guy out there in Arizona who will gladly sell you a three-quart capacity electrolysis unit — two quarts of distilled water, the third quart is a mixture of chemicals that he'll gladly sell to you, with a smile, at \$11.98 per quart. So the electrolysis process made it non-feasible to use as an energy source.

[42:17] Another criteria in the electrolysis process is that you have **electrodes** which are bimetals. Exposed in the electrolysis process, the electrolysis unit is a self-destructive unit. If some brilliant engineer could get an electrolysis processor on a car down the road, the longevity of the fuel cell would be less than that because those **electrodes** will disintegrate and decompose in the process. So you have to use a tremendous amount of large **electrodes** to give enough time, and therefore you have component replacement of the **electrodes** at a high cost.

[42:52] Next criteria: the electrolysis process consumes a tremendous amount of amps. If you're going to try to sustain a flame well over 5,000 degrees, you'll need a unit about this long, about that wide, about that high, and you'll have to put in between 2,500 to 3,000 amps to sustain a **hydrogen-and-oxygen** flame at 5,000-plus degrees temperature. After consuming a tremendous amount of energy, the byproduct is that you're producing extremely low gas fuel.

[43:18] Now, you probably heard about Roger Billings running a Winnebago off of **hydrogen** since 1975. It is not unknown that you could run a car on **hydrogen**. What Roger Billings did was develop the **hydrogen** hydride storage system. They produced the **hydrogen** gas through the electrolysis process over a two to three-day period to be able to run a Winnebago for a period of four hours. So it makes the electrolysis process non-economical to use as an energy source in this country. That's why scientists did not pursue it in the prior state of the art.

## Water Fuel Cell Advantages: Economics and Simplicity

[43:53] What are the advantages of the **Water Fuel Cell** technology? Number one, by electrically charging the water molecule under the Electrical Polarization Process, we utilize ordinary natural water. You notice all this water out here in the lake today when you came down here? Does it cost me anything for that? Does it cost me anything for rain water?

[44:15] Number two, the process utilizes no form of chemical additive to the system. So does it cost me anything? I want to stop here and point something out to you. As a research and development engineer, as a product development engineer, and as a scientist — when anybody would present a new idea, a new concept, a new way of doing something, if in fact it would not comply with the law of economics, you will not hurt my feelings. You can get up and walk out of this meeting anytime you so desire, because I would do the exact same thing. When I look at new technology, I have to ask myself the question: does it comply with the law of economics? And if it does, then you would have to conclude that we have a most fantastic new energy source that we can bring into the country.

[45:04] So this is what I'm trying to point out. Number one, we utilize ordinary natural water. This water is not processed in any way — it can be collected by a bucket. The old-fashioned rain barrel can come back into existence. Does rain water cost you anything? Nothing. Number two, I utilize no form of chemical additives to the system, so if I don't add any chemicals, does it cost me anything?

[45:26] Number three, the stainless steel 304 material, which forms the exciter elements — when you liberate the **hydrogen** and **oxygen** atoms in a water environment subjected to a **voltage**

potential, the wear on the stainless steel material is negligible. In other words, the stainless steel is just as good after 20 years, going up to a thousand years — and none of us will be around for a thousand years. Therefore, you have no replacement parts for the exciter elements.

[46:03] It is a **voltage** device — we restrict the amps and allow **voltage** to take over. If I'm not consuming amps, or very little amps like one or two or three amps, does it cost me very much? Absolutely not. Because we're using **voltage** attenuation, we have now the ability to vary the gas production rate based on demand. Because the fuel cell produces the energy just as fast as you utilize it, you need no form of storage system.

[46:32] So that now complies with all the federal, state, and local housing and highway safety code regulations, because under Murphy's Law, whatever can go wrong will go wrong. If you shut off the fuel cell, where's the **hydrogen** being stored? It's being stored in water. And is not water the safest storage medium for **hydrogen** known to man?

## Controlling the Hydrogen Burn Rate

[46:56] Another criteria: we have the ability to adjust the burn rate of **hydrogen** to co-equal that of fossil fuels. We have the ability to sustain and maintain a **hydrogen-oxygen** flame by using the water as a gas mixing regulator. We have the ability to distribute the **hydrogen** gas without spark ignition.

[47:23] This red zone now completes the basic technology of the **Water Fuel Cell**. The blue zone deals with the ability of rendering **hydrogen** as safe as natural gas. Now here we're producing **hydrogen** gas economically, but if I had no way of adjusting the burn rate of **hydrogen** to co-equal that of fossil fuels, I would not have the ability to retrofit existing energy consuming devices. So the primary development was: how in the world could I adjust the burn rate of **hydrogen** to co-equal that of fossil fuels on a demand basis?

[48:01] If I could do this under the law of economics, then I have the number one major invention capable of retrofitting to every energy consuming device throughout the economy.

## Water as a Gas Mixing Regulator

[48:11] We had found out that there's another characteristic to water, as the Lord had shown me. Water is like a sponge — it will absorb ambient air. Look at marine life. You have a fish moving back and forth its gills, agitating the water molecule. As it agitates the water molecule, it releases dissolved air from water. The gills of the fish do not change the molecular structure of water — they don't have any form of chemistry to break down the water. The fish simply agitates the water molecule and takes out the air that is absorbed in that water.

[48:49] We found in our testing that water will have between 17 to 19 percent per volume of ambient air. Now, when you light a match in the atmosphere, why doesn't the air burn up? The reason is that there are a lot of gases in the air that are called non-combustible gases, like nitrogen and noble gases like argon. So when you light a match, as the wood is being burned, it produces

non-combustible gas — gas that will no longer support combustion. These non-combustible gases mix with other non-combustible gases in the air, and as a result, the air does not burn up.

[49:31] We found out that when you release the water molecule through **voltage**, we are also releasing ambient air gases that are trapped in the water. The bulk of those ambient air gases are non-combustible gases such as nitrogen and argon. Now there's a laboratory out on the west coast trying to duplicate this process with apparatus costing a million and a half dollars. What I was doing was using water as a gas mixing regulator to control the rate of gas being mixed to sustain and maintain a **hydrogen** flame at well over 5,000 degrees. If I'm using the water as a gas mixing regulator, is it costing me any money? No. The simplest ideas are the most profound ideas.

## Sustaining a Controlled Hydrogen Flame

[50:13] Now you're going to see a **hydrogen** and **oxygen** flame that goes clear up over six inches, and you'll actually see the flame being sustained and maintained regardless of the rate of the generator. In the prior state of the technology, that was totally impossible. If you remember your high school chemistry days, when you lit **hydrogen** and **oxygen**, what happened? It went "bang" — it burns very fast and is very explosive, because **hydrogen** burns at 325 centimeters per second. Fossil fuels burn around 47 centimeters a second. So we're doing something to the **hydrogen** flame in order to maintain it at a constant rate.

[50:53] You're going to see a flame well over 5,000 degrees in a controlled state with ordinary natural water. This is a graph showing where **hydrogen** burns very explosively in this area. But I had to develop the technology to take **hydrogen** and adjust the burn rate all the way down to the standard fossil fuels, and even adjusted down further to that of burning leaves and paper. If I could do this under the law of economics, then I would come up with an extremely economical way of retrofitting the fuel cell to existing energy consuming devices. Which we've done.

## The Quenching Circuit: Anti-Spark-Back Device

[51:28] One of the technologies here, for example, was that we also developed what's called a quenching circuit — an anti-spark-back device. If NASA would have had this technology fully developed, I don't believe the astronauts would have given up their lives. We had found out that when you mix **hydrogen** and **oxygen** with non-combustible gas under certain controlled mixtures, you can allow it to go through certain sized diameter pinhole openings, and as a result spark ignition will not occur when you've adjusted from 325 centimeters down to 47 centimeters per second.

[52:13] We also had to develop the ability of what's called a quenching tube — taking the technology of the quenching circuit and developing it to transport **hydrogen** and **oxygen** gas without spark ignition. The reason for this is that as we implement the fuel cell into the economy, some guy in a high-rise building says, "I want the generator down in the basement" — but he wants to transport it up to the 22nd floor. We've got to comply with the housing code regulations. You can't transmit **hydrogen** and **oxygen** gas through a conventional gas line for fear of an explosion.

[52:49] But because of the quenching tube technology, we can now transport the **hydrogen** and **oxygen** gas from the basement to the 22nd floor. You can shoot a tracer bullet through it, you can light it, you can burn through it — whatever you want — and the gas will not ignite. It's a self-quenching form of technology.

## Retrofitting Existing Cars to Run on Water

[53:05] Now we want to be able to run your car. Prior state of the art says the only way you can run a car on **hydrogen** is to change the entire engine design using the highest temperature exotic materials possible. A laboratory out in California spent a million and a half dollars trying to use exotic materials like ceramic and high temperature materials to get an engine to run off of **hydrogen**. They were successful to a point — longevity of about an hour and a half. And if they could bring it to market, it would cost you and I about a million and a half dollars per unit.

[53:48] Another prior state of the art was injecting water down on the cylinder of the engine with the **hydrogen**. Japan several years ago was trying to do this, and Rolls-Royce was trying to do this. They had troubles starting the engine, it was running very rough, and it started leaning out at about 75 miles per hour. It proved out that that form of technology was not viable. They also tried to mix **hydrogen** with gasoline — like a fish and a carburetor at 15 miles per hour. They found out about 90% of the **hydrogen** was being expelled out the exhaust pipe and not being utilized as energy. So technology says that if you mix a gas with a gas, you have a uniform mixture.

[54:49] We found out how to retrofit to an existing car and comply with the law of economics. Now, you and I don't have a million and a half dollars to buy a **hydrogen** power plant, right? But we have the money to buy ourselves a car. So if the Arabs throw an embargo on us tomorrow, how can we mobilize the country to get the trucks running and get the cars running?

[55:08] The way we've done this is to look at the internal combustion engine in three ways. Number one, it's a mechanical drive device. Number two, it's an air pump — it sucks air into the carburetor and expels it out the exhaust pipe. Number three, it is a manufacturer of non-combustible gases. When fuel goes through the combustion process, the process eliminates any **oxygen** in the mixture through the burning process and eliminates any form of burnable product in the air mixture. So the exhaust gases have gone through the burning process and cannot support combustion — they become non-combustible gases.

[56:12] We found out with the **Water Fuel Cell** technology that if we reroute the exhaust gases and mix them back in with the gases coming out of the fuel cell, we can regulate the burn rate of the **hydrogen** gas to co-equal that of any form of fossil fuel, including gasoline or diesel. If I'm using exhaust gases coming out of the process, is this costing me anything? It doesn't cost me anything.

[56:41] Detroit will not spend a billion-plus dollars to develop a new power system if I can show them that I could take a \$2.50 recycling tube and hook it up to your conventional car and run it down the road on **hydrogen** with absolutely no engine changes whatsoever. Because if I co-equal the burn rate of gasoline and diesel fuel, you don't even change the spark plugs or your injectors, and the engine runs at the same temperature. Believe it or not, nobody developed this technology prior to

when the Lord had me develop the **Water Fuel Cell** technology.

## Lowering the Flame Temperature Economically

[57:20] As I pointed out a little earlier, supporting a flame well over 5,000 degrees — the wife would get kind of mad to use that high temperature flame to burn holes in their stainless steel pots and pans. So I mentioned developing not only the technology but the related technology to give me a technological buffer zone. There is a way of lowering the temperature of **hydrogen** gas that doesn't cost me anything.

[57:48] When you burn something, the flame produces non-combustible gas. That flame is being subjected to ambient air, and as ambient air is exposed to the flame, gases come off — when you burn **hydrogen** and **oxygen** it's water mist, but you're also burning gases from the air. So you're developing non-combustible gases. If I have a simple means of capturing those gases and allowing them to recycle back into the flame or recycle back into the generator, I can lower the burn rate of the **hydrogen** gas from 5,000 degrees down to around 200 degrees or 100 degrees. And I'm doing it economically. Therefore, under the law of economics, we have a very economical system to bring into the country.

## The Dune Buggy Demonstration and Hydrogen Distribution

[58:26] I also have this **patent**. Now, this is a dune buggy that you may have seen — it was run on ABC News, Good Morning America. It was demonstrated worldwide, showing this dune buggy running off of ordinary natural water. This is one of several types of water fuel cells developed to prove certain technologies. This showed the ability of taking **hydrogen**, adjusting it down to equal the burn rate of gasoline, and running that car down the road on water — and you'll see a videotape with a demonstration of it.

[58:59] In our evolution of the technology, we also went to another area. We don't have time if the Arabs throw an embargo on us tomorrow — we do not have time to develop quenching tube technology to transport **hydrogen** and **oxygen** gas throughout the country. So how can I get **hydrogen** gas into existing gas grid systems in the United States very quickly without changing the hardware?

[59:21] Prior state of the art says to store **hydrogen** you've got to cool it down with cryogenics at very high cost, or put it into some form of storage system like **hydrogen** hydride storage bottles, which are very costly and expensive — and you don't have the energy to manufacture these products. How are we going to utilize **hydrogen**? This is a billion-dollar **patent** in itself — taking the steam technology. If I have an open flame here and I subject it to ambient air gases, when air is subjected to the flame it automatically eliminates the **oxygen** through combustion. It also eliminates any burnable product in the mixture.

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