

# Who Was Stan Meyer?

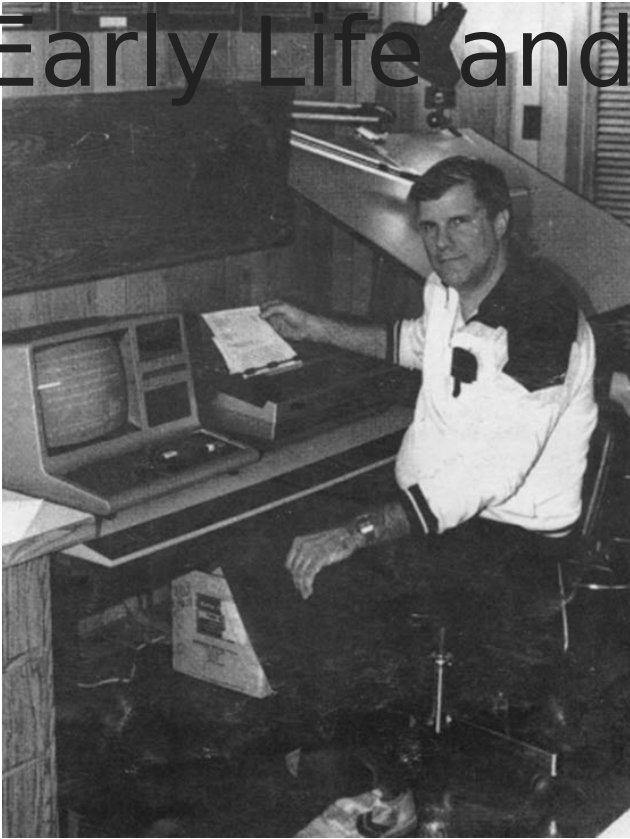
This book introduces readers to Stan Meyer, the visionary inventor behind the water fuel cell technology. Dive into his life, career, and the journey that led him to revolutionize energy by harnessing the power of water. From his early years to his groundbreaking work in alternative energy, learn about the man whose innovations sought to change the world.

- Stan Meyer's Life and Work
  - Early Life and Career
  - The Path to Water Fuel Cells
  - Stan Meyer's Vision for the Future
- Controversies and Legacy
  - Challenges Faced by Stan Meyer
  - Stanley A. Meyer's Death Certificate
  - WFC Public Notice to Inform

# Stan Meyer's Life and Work

In this chapter, we explore the life of Stan Meyer, tracing his journey from a curious and inventive young man to a pioneering figure in alternative energy. Through his education, early inventions, and career moves, you'll see how his diverse interests in electronics, physics, and engineering eventually led him to develop the water fuel cell technology.

# Early Life and Career



Stanley Meyer was an American inventor and

researcher, best known for his work on water fuel cell technology. Born on August 24, 1940, in Ohio, Meyer exhibited an early aptitude for engineering and electronics. He worked in various fields throughout his career, including military technology, electronics, and energy solutions. It was his passion for creating alternative energy sources that ultimately defined his life's work.

In the 1970s, as the world faced an energy crisis, Meyer began investigating how to utilize water as a potential fuel source. He envisioned a world no longer dependent on fossil fuels, where vehicles and power generators could run on water instead. His approach to extracting energy from water focused on developing an innovative electrolysis process that used high-voltage pulses to split water molecules efficiently, without the need for large amounts of electrical current.

Meyer's life was marked by relentless experimentation and a desire to overcome the limitations of traditional fuel technologies. His inventions, including the water fuel cell and the Voltage Intensifier Circuit (VIC), were considered revolutionary by some and controversial by others. He claimed that his technology could split water molecules into hydrogen and oxygen gases using much less energy compared to conventional methods, which led to both excitement and skepticism from scientists, investors, and government agencies.



# The Path to Water Fuel Cells



Stanley Meyer's journey towards developing water fuel cell technology was driven by his desire to find an alternative to the world's dependence on fossil fuels. During the 1970s, as fuel shortages and environmental concerns gained global attention, Meyer became increasingly motivated to discover a new, sustainable energy source. He believed that water, a resource abundant and accessible around the world, held the potential to be the key to energy independence.

Meyer's path was unconventional. Unlike many researchers who approached the problem with a focus on traditional chemistry or high-energy processes, Meyer drew on his understanding of electronics and resonance to find a more efficient solution. He theorized that water molecules could be split into hydrogen and oxygen using a process that required far less energy than conventional electrolysis. This idea, if true, could revolutionize how energy was produced and consumed.

The turning point in Meyer's research came when he began experimenting with high-frequency electrical pulses instead of the constant electrical current typically used in electrolysis. He discovered that by using carefully tuned electrical pulses, he could resonate with the natural frequency of water molecules, causing them to break apart more easily. This method became the foundation of his invention, which he called the "water fuel cell." Meyer's process used voltage rather than brute-force current, making it theoretically much more energy-efficient.

Meyer's initial experiments were promising, leading him to believe that he could scale up his technology for practical use in vehicles and power generation. He built several prototypes, including a dune buggy that he claimed could run on water alone. This invention garnered significant attention from the media, investors, and even government agencies, who were intrigued

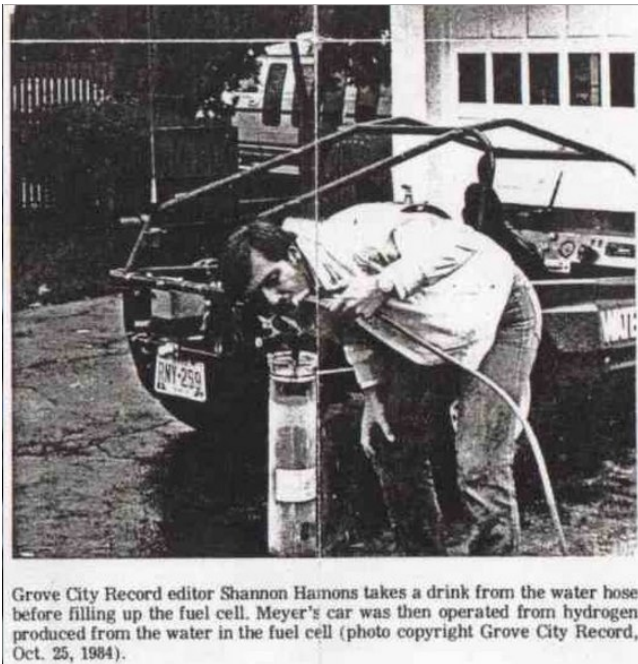
by the potential of a fuel-independent vehicle.

Throughout his journey, Meyer faced numerous obstacles. He struggled to secure sufficient funding to advance his research, and many in the scientific community doubted the validity of his claims. However, Meyer remained undeterred. He believed that the key to success was in the meticulous tuning of electrical circuits and the precise application of voltage to induce resonance within the water molecules. His work inspired a dedicated following of supporters who saw the potential for a world free from the constraints of oil and gas.

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Despite the skepticism and challenges, Stanley Meyer's path to developing water fuel technology was marked by creativity, resilience, and an unyielding belief in the power of human ingenuity. His journey laid the groundwork for future explorations into alternative energy, and his ideas continue to spark curiosity and inspire those who dream of a cleaner, more sustainable world.

# Stan Meyer's Vision for the Future



Stanley Meyer's vision for the future was bold and transformative. He dreamed of a world where the reliance on fossil fuels was a thing of the past, replaced by an abundant, clean, and renewable energy source—water. Meyer believed that if humanity could harness the energy within water, it could free itself from the environmental, economic, and geopolitical consequences of oil dependency. His vision extended beyond merely creating a new fuel; it encompassed a broader philosophy of energy independence, environmental sustainability, and technological innovation.

At the core of Meyer's vision was the idea of democratizing energy. He saw water as a resource available to everyone, and his water fuel cell technology promised to make energy production accessible to all, regardless of geographical or economic limitations. Meyer wanted to empower individuals, communities, and nations to generate their own energy, breaking free from the monopolistic control of energy conglomerates. By enabling cars, homes, and industries to run on water, he imagined a future where energy was affordable, plentiful, and not controlled by a select few.



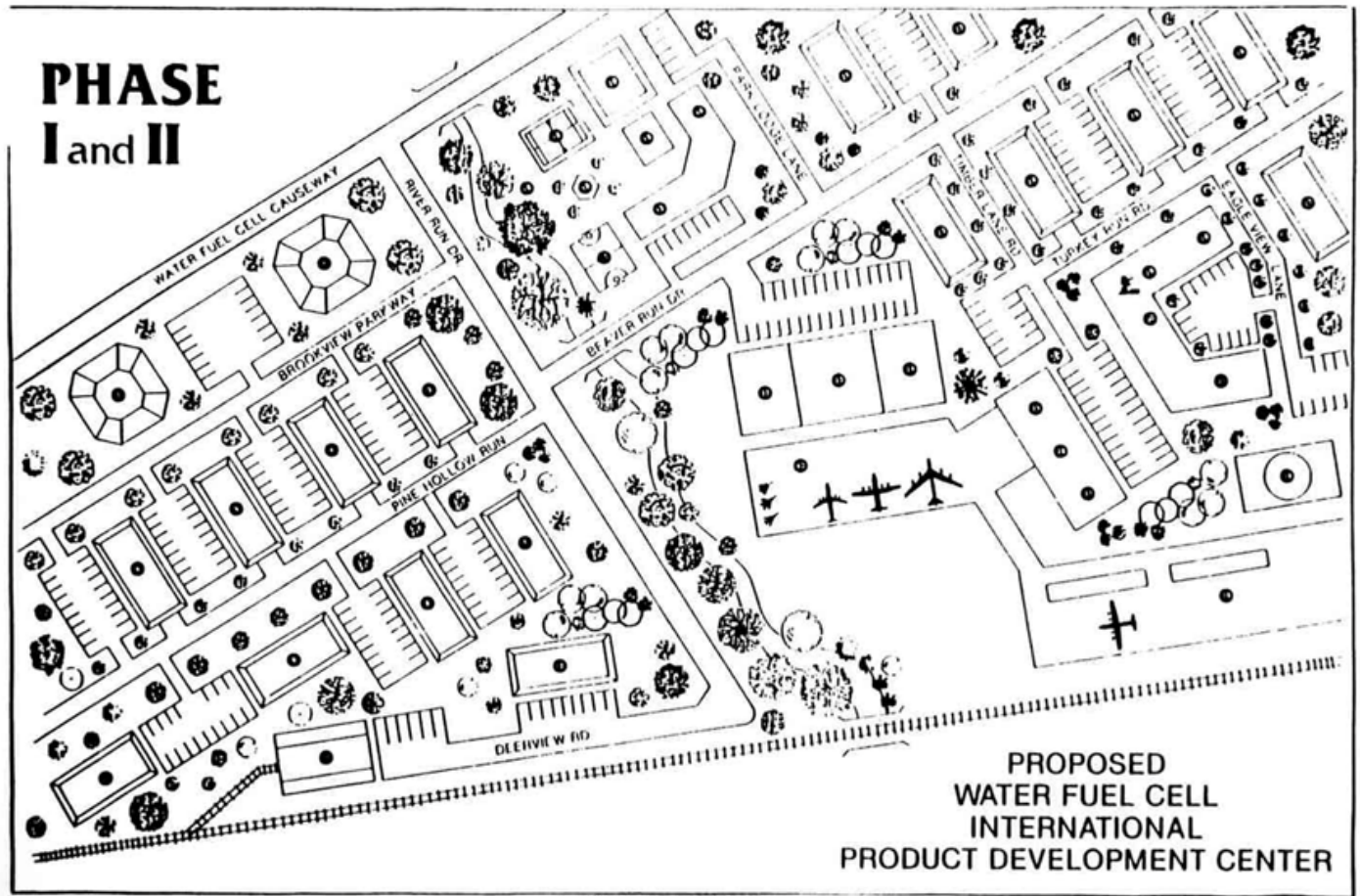
Charlie Holbrook (left), Stan Graumlich (center), and Stan Meyer operate the car on hydrogen from the water in the water fuel cell. Holbrook increased and decreased RPMs simply by adjusting the valve on the water fuel cell (photo by Shannon Hamons, Copyright Grove City Record, Oct. 25, 1984).

Environmental sustainability was also central to Meyer's vision. He recognized the harmful impact of burning fossil fuels, from air pollution to greenhouse gas emissions, and was determined to find a cleaner alternative. By using water as a fuel source, Meyer aimed to significantly reduce carbon emissions and other pollutants, contributing to a cleaner atmosphere and a healthier planet. He often spoke of his technology as a means to leave a positive legacy for future generations—a world where technology and nature could coexist harmoniously.

Meyer also envisioned his technology playing a crucial role in addressing energy scarcity. He believed that the water fuel cell could provide a sustainable solution to the energy needs of developing countries, which often face challenges in accessing traditional energy infrastructure. By utilizing a resource as ubiquitous as water, Meyer's invention had the potential to bridge the energy gap and provide a pathway to economic growth and improved quality of life for millions of people around the globe.

In addition to its environmental and societal impact, Meyer's vision extended to the practical applications of his technology. He imagined vehicles, power plants, and even entire cities powered by water fuel cells. His prototypes, like the famous dune buggy that he claimed ran on water, were just the beginning of what he believed could be a widespread revolution in energy use. Meyer saw the potential for his technology to not only power individual vehicles but also to generate electricity for homes and businesses, ultimately transforming the entire energy landscape.



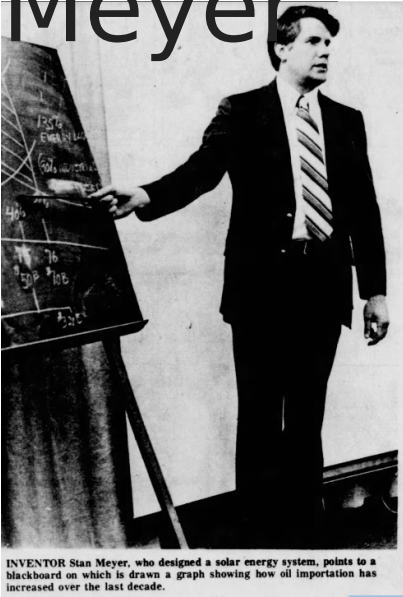


Though Meyer faced numerous challenges in bringing his vision to reality, his ideas continue to resonate with those who dream of a better, more sustainable future. His work has inspired countless inventors, engineers, and alternative energy enthusiasts to continue the pursuit of clean energy solutions. Stanley Meyer's vision was not just about a technological breakthrough; it was about fundamentally rethinking how humanity interacts with the planet's resources, striving for a future where energy is clean, abundant, and truly accessible to all.



# Controversies and Legacy

# Challenges Faced by Stan Meyer



INVENTOR Stan Meyer, who designed a solar energy system, points to a blackboard on which is drawn a graph showing how oil importation has increased over the last decade.

Stanley Meyer's journey to develop and promote his water fuel cell

technology was fraught with numerous challenges. Despite his ambitious vision for a future powered by clean energy, Meyer faced obstacles on multiple fronts—technical, financial, legal, and societal. These challenges ultimately hindered his ability to fully realize and implement his revolutionary ideas.

One of the primary challenges Meyer faced was the skepticism from the scientific community. His claims of being able to split water molecules using a significantly lower amount of energy compared to conventional electrolysis methods were met with disbelief by many experts. Traditional science, based on well-established principles of chemistry and physics, viewed his theories as contradicting known energy laws, particularly the first and second laws of thermodynamics. The lack of peer-reviewed publications and independent verification of his results further fueled skepticism, leading many scientists to dismiss his work as pseudoscience.

## WFC industrial contracting is now taking place

### Military funding is anticipated

By Marcia Thompson

**I**t's been since 1979 in the making, but now it is becoming more and more a reality for Stan Meyer—and people worldwide. Operating vehicles and engines using water as a fuel source is no longer just a dream that is met with skepticism. Laboratories around the world are testing and retesting Meyer's Water Fuel Cell technologies and confirming them to be viable.



Stan Meyer's water-powered car, which he claims is the first of its kind, is shown here.

In addition to skepticism, Meyer faced

significant financial challenges. Developing new technology, especially one that aimed to revolutionize the energy sector, required substantial funding. Meyer struggled to secure consistent financial backing, as many potential investors were wary of the unproven nature of his claims. Although he did receive some support from individual investors and small companies, the lack of major financial backing made it difficult for Meyer to take his prototypes beyond the experimental phase and move towards mass production.

Legal issues also posed a significant hurdle for Meyer. He faced lawsuits from investors who accused him of fraud after failing to deliver on his ambitious promises. In one notable case, Meyer was sued by two investors who claimed that the technology did not perform as advertised.

The court ruled against Meyer, concluding that he had committed fraud. This legal defeat not only drained Meyer financially but also tarnished his reputation, making it even harder for him to find new supporters for his work.

Despite these legal setbacks, Meyer continued to publicly defend his technology. He released a public notice stating that his work was intended for the betterment of society and that any attempts to discredit him were part of an effort to suppress his revolutionary ideas. He remained vocal about his belief that his technology was being intentionally undermined by powerful interests who stood to lose from a shift away from fossil fuels. Meyer's public defense resonated with those who were hopeful for a cleaner energy future, further cementing his role as a visionary in the eyes of his supporters.

1,227,094	hydrogenair & 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)
5,149,407	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) (U.S.A.)
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.)
1,694,782	Resonant Cavity For Hydrogen Generator (JPO)
5,293,857	Hydrogen Gas Fuel and Management System for an internal combustion engine utilizing hydrogen gas fuel.
PCT/US91/03476	Water Fuel Injection System @ Burner Nozzle (WFC Project 424 DA)

#### Other U.S. & Foreign Patents Pending

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*Refer to WFC Profit Sharing Certificate Prospectus when considering purchasing a WFC Dealership or obtaining a WFC Profit Sharing Certificate. (See WFC Dealership Sales Manual).*

Beyond the financial and legal struggles, Meyer also

dealt with the societal and industrial resistance that often accompanies groundbreaking innovations. His technology, if successful, had the potential to disrupt the established energy industry, threatening the interests of powerful oil and gas companies. Meyer believed that his work was being actively suppressed by those who saw it as a threat to their profits. Whether or not these claims were true, it is undeniable that introducing a technology that could render fossil fuels obsolete would face fierce resistance from those invested in maintaining the status quo.

Meyer's work was also hindered by technical challenges. While he claimed to have successfully built and demonstrated working prototypes, replicating his results proved difficult for others. The complexity of his circuits, the precise tuning required for resonance, and the unconventional approach he took made it challenging for others to verify or replicate his work. This lack of reproducibility further fueled skepticism and made it difficult for Meyer to build a strong foundation of credibility within the scientific and engineering communities.

Despite these numerous challenges, Stanley Meyer remained committed to his vision. He continued to work on his technology and promote it to anyone who would listen, believing that he was on the cusp of an energy revolution. While his untimely death in 1998 left many questions unanswered, Meyer's determination and innovative spirit continue to inspire those who seek to develop alternative energy solutions. The challenges he faced serve as a reminder of the difficulties inherent in pushing the boundaries of established science and technology, but also of the potential rewards that await those bold enough to try.



# Page 2 of 3 Stanley Meyer Death Certificate

VIEW

ionizationx

ion Concerning the Burial of Deceased Members  
and Former Members of the Armed Forces of the United States

Funeral directors are required by law to furnish the following additional information for deceased members or former members of the Armed Forces

Name of Deceased <b>Stanley Allen Meyer</b>		Date of Death <b>March 21, 1998</b>
State of Residence <b>Ohio</b>		Date of Birth <b>August 24, 1940</b>
1 Branch of Service <b>ARMY</b>		2 Date of Service <b>Unknown</b>
3 Reason for Discharge from Service <b>Nontransferable</b>		4 Date of Separation/Discharge <b>Unknown</b>
Name of Cemetery <b>Central Ohio Cremation Service</b>		Date of Entombment <b>March 24, 1998</b>
5 Location of Cemetery <b>Colum Franklin</b>		Location of Cemetery <b>On Northington</b>
Location of Cemetery <b></b>		Location of Cemetery <b>VAUSE</b>
6 Name and Number of Section in Cemetery <b>7</b>		8 Number of Grave <b>8</b>

Information relative to a deceased veteran may be secured from the Veteran's Discharge Papers

## Instructions — Cause of Death

The Cause of Death means the disease, abnormality, injury, or poisoning that caused the death, and the mode of dying, such as cardiac or respiratory arrest, shock, or instant failure.

In PART I, the immediate cause of death is reported on (line). Antecedent conditions, if any, which gave rise to the cause are reported on (line), (c), and (d). The underlying cause of death is reported on the first line only in PART I. No entry is necessary on (line), (c), (d), and (e) if the immediate cause of death on (line) is the underlying cause of death. Only one cause or disease should be entered on a line. Additional lines may be added if necessary. Provide the best available dates of the interval between the onset of each condition and death. Do not leave the interval blank. If unknown, so specify.

In PART I, enter other important diseases or conditions that may have contributed to death but did not result in the underlying cause of death given in PART I.

### EXAMPLE #1

31. PART I. Cause the disease, injury or complication that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest/shock or instant failure. List only one cause on each line. Fractured skull and internal bleeding		32. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
33. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
34. Describe how injury occurred Blunt impact to body and head		
35. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
36. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
37. Describe how injury occurred Traffic accident		
38. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
39. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
40. Describe how injury occurred Traffic accident		

### CAUSE OF DEATH

31. PART I. Cause the disease, injury or complication that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest/shock or instant failure. List only one cause on each line. Fractured skull and internal bleeding		32. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
33. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		34. Describe how injury occurred Blunt impact to body and head
35. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		36. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
37. Describe how injury occurred Traffic accident		38. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
39. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		40. Describe how injury occurred Traffic accident

### EXAMPLE #2

31. PART I. Cause the disease, injury or complication that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest/shock or instant failure. List only one cause on each line. Myocardial infarction		32. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
33. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		34. Describe how injury occurred Arteriosclerotic heart disease
35. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		36. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
37. Describe how injury occurred Arteriosclerotic		38. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
39. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		40. Describe how injury occurred Arteriosclerotic

### CAUSE OF DEATH

31. PART I. Cause the disease, injury or complication that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest/shock or instant failure. List only one cause on each line. Diabetes Mellitus		32. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
33. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		34. Describe how injury occurred Arteriosclerotic heart disease
35. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		36. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
37. Describe how injury occurred Arteriosclerotic		38. Was an autopsy performed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
39. Was an autopsy findings available prior to completion of cause of death? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		40. Describe how injury occurred Arteriosclerotic



PRIMARY REG. DIST. _____		Ohio Department of Health <b>VITAL STATISTICS</b> 021157		CERT. # 2306
<b>SUPPLEMENTARY MEDICAL CERTIFICATION</b>				
NAME OF DECEASED Stanley Allen MEYER				
PLACE OF DEATH MOUNT CARMEL MEDICAL CENTER COLUMBUS OH			DATE OF DEATH March 21, 1998	
24. REGISTRAR'S SIGNATURE <i>Kimberly Mills</i>			25. DATE FILED (Month, Day, Year) 3-27-98	
26a. CERTIFIER (Check only one) <input type="checkbox"/> CERTIFYING PHYSICIAN To the best of my knowledge, death occurred at the time, date, and place, and due to the cause(s) and manner as stated. <input checked="" type="checkbox"/> CORONER On the basis of examination and/or investigation, in my opinion, death occurred at the time, date, and place, and due to the cause(s) and manner as stated.				
28b. TIME OF DEATH 8:25 PM		28c. DATE PRONOUNCED DEAD (Month, Day, Year) March 21, 1998		28d. WAS CASE REFERRED TO CORONER? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
26a. SIGNATURE AND TITLE OF CERTIFIER <i>William R. Adrion</i>		28f. LICENSE NUMBER 35 026584		28g. DATE SIGNED (Month, Day, Year) May 21, 1998
29. NAME AND ADDRESS OF PERSON WHO COMPLETED CAUSE OF DEATH (Type/Print) William R. Adrion, M.D., Coroner, 520 King Avenue, Columbus, OH 43201				
30. PART I. Enter the diseases, injuries, or complications that caused the death. Do not enter the mode of dying, such as cardiac or respiratory arrest, shock, or heart failure. List only one cause on each line.  IMMEDIATE CAUSE (Final disease or condition resulting in death) RUPTURE OF CEREBRAL ARTERY ANEURYSM.  a. DUE TO (OR AS A CONSEQUENCE OF): 430X  Sequentially list conditions, if any, leading to immediate cause. Enter UNDERLYING CAUSE (Disease or injury that initiated events resulting in death) LAST  b. DUE TO (OR AS A CONSEQUENCE OF):  c. DUE TO (OR AS A CONSEQUENCE OF):  d.			Approximate Interval Between Onset and Death. HOURS	
PART II. Other significant conditions contributing to death but not resulting in the underlying cause given in Part I.			31a. WAS AN AUTOPSY PERFORMED? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
			31b. WERE AUTOPSY FINDINGS AVAILABLE PRIOR TO COMPLETION OF CAUSE OF DEATH? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
32. MANNER OF DEATH <input checked="" type="checkbox"/> Natural <input type="checkbox"/> Pending investigation <input type="checkbox"/> Accident <input type="checkbox"/> Suicide <input type="checkbox"/> Could not be determined <input type="checkbox"/> Homicide		33a. DATE OF INJURY (Month, Day, Year)		33b. TIME OF INJURY M
		33c. INJURY AT WORK? <input type="checkbox"/> Yes <input type="checkbox"/> No		33d. DESCRIBE HOW INJURY OCCURRED
		33e. PLACE OF INJURY - At home, farm, street, factory, office building, etc. (Specify)		33f. LOCATION (Street and Number or Rural Route Number, City or Town, State)

THIS SUPPLEMENTARY CERTIFICATE IS TO BE COMPLETED BY THE ATTENDING PHYSICIAN OR CORONER AND FILED WITH LOCAL REGISTRAR OF VITAL STATISTICS

Ohio Revised Code.

5323 06

Page 3 of 3 ionizationx

A YouTube user has acquired the report and gives a good review of it here:

<https://www.youtube.com/embed/li69r8JwGCc?t=2s>

# WFC Public Notice to Inform

(copies may be duplicated for public release without charge)

The classic high-tech takeover schemes generally consists of three basic elements: the money man, the disrupter (better known as the bag man), and the third party man that has no formal written agreement with the inventor...the circumstances herein disclosed is no exception...a Historygram of Events.

## **1. Ill-fated attempts to take over WFC by whatever means, legal or otherwise.**

The purpose of this report is to detail the ill-fated attempts to take over the Water Fuel Cell (TM) Technology of Inventions since 1990, to show WFC countermeasures and to describe the current status of WFC. It is quite obvious that a technology that will change the world's energy and economic base is a prize that the world system would want to control, exploit, and/or suppress. One man's desire to follow the Lord Jesus Christ's plan to bring a new ecological safe energy supply into the world would put him in conflict with those whose goals are to create a New World Order under their control or who desire to increase their wealth at the expense of the general welfare. This report lists the names and times and is validated by investigative WFC "Evidence of Records," affidavits, documentation and the actual experience of the inventor of the WFC Technology, Stanley A. Meyer. This report contains only a small fraction of the attempts to control the WFC Technology, since to list them all would require several books. It covers only the highlights to keep it short and easily read.

## The Rick Schneider Affair

2. Rick Schnieder falsely claiming to be a certified FAA agent and fully qualified FAA master aircraft machinist.

On 30 October 1990, Stan Meyer approved a WFC Dealership Contract Agreement requiring a \$40,000 deposit and other expense monies to be paid by Rick toward project expenses and signed by Richard (Rick) Schnieder, owner of the Bushmaster Management Company. This WFC Dealership work performance agreement was for the sole purpose of obtaining a Federal Aviation Administration (FAA) certification of the WFC Water Fuel Injection System (R) on an Alaskan Bushmaster Aircraft with a Mazda Internal Combustion (IC) engine. Rick had purported himself to

be a master machinist and one of only six certified FAA agents who could certify the Bushmaster for airworthiness once changes were made to the fuel supply system of the aircraft.

3. Gilvesy, Brooks, and Dockweiler being business affiliated with Rick on A55/A21 Gunderman project, a competitive fuel additive product out of Reno Nevada.

In return for his assistance for FAA certification, Rick would receive the WFC Dealership rights to install the WFC Water Fuel Injection System (R) on the Mazda aircraft I.C. Engine for the U.S. market only. The deposit payment on behalf of Rick Schnieder was provided by check by William (Bill) Brooks, wealthy race car driver, who also expressed (later) an interest in retrofitting the WFC Injection System (R) to a specially designed Corvette that had held the world's land speed record and possibly a turbine jet aircraft. A third party, John Gilvesey, a Canadian businessman, wanted the right to manage WFC Central Operating for Canada for land transport, namely cars. However, no subsequent agreements with Bill Brooks were ever signed with WFC. John Gilvesey had no assigned aviation rights to WFC. Gilvesey and Brooks are also, business affiliated with Rick on the A55/A21 Gunderman fuel additive project. The Jet Commander was titled to Brooks and his wife and not belonging to Rick as Rick claimed on BBC video tape.

4. FAA official notification that Bushmaster aircraft not permitted to fly due to Rick uncertified modification.. causing Alaskan pilot passenger death.

Rick had moved to Washington Courthouse (WCH), Ohio from Alaska and, subsequently, rented hangar space at the WCH Airport to machine WFC parts from drawings provided by Stan Meyer in supposed preparation to fly the Bushmaster with the WFC Water Fuel Injectors (R) at the Oshkosh, Wisconsin Air Show in late September 1992 or possibly in 1993. This could occur if Rick could officially obtain FAA certification of the WFC Water Fuel Injectors (R) on behalf of WFC. In a later investigation with the FAA, it was found that Rick was not associated with the FAA, and was involved in a \$1.3 Million lawsuit concerning a September 1991 Bushmaster crash that caused the death of a passenger. It was alleged that Rick had made uncertified modifications to the Bushmaster which he sold to the plaintiff/pilot, Daniel Herman. Consequently, FAA in January 1992 notified Rick that the Bushmaster was officially grounded and not permitted to fly. WFC investigations revealed that other alleged litigations against Rick involved claim jumping titles to aircraft, claim jumping the development rights of Tundra Tires, claim jumping the development rights of the Alaskan Bushmaster aircraft out of Canada, claim jumping development rights of the Mazda I.C. Engine for aircraft out of Japan, claim jumping the rights of a goldmine, and claim jumping FAA type cast certificates by falsifying US Government documents.

5. Rick Motive: defame WFC publicly but secretly to sell out WFC for gain of profit.

By signed affidavit, Linda Russel, money broker for foreign investors in the US, stated that on 6 February 1992, she signed a Consultant Sales Agreement with Rick Schnieder to sell the Bushmaster Management Company....including the Alaskan Bushmaster aircraft with the Mazda I.C. Engine. He also asked Linda to solicit foreign capital for the purpose of selling WFC marketing and licensing rights. Rick stated that Stan had given Rick a special (secret) contract that gave him worldwide marketing rights to WFC. Apparently, Rick was unaware that Linda had purchased a WFC Dealership (several years before) and knew that Stan had refused a \$280 Million offer for the rights

to the WFC Technology. Linda asked Rick to write out a marketing plan for the sale of WFC marketing rights, which he did in her persence. Rick also explained his share of the sellout would be one percent of everything sold over the world. However, current WFC dealership would be out, since whoever controlled the licensing rights has control. (Rick Motive: defame WFC publicly but secretly sell out WFC for gain of profit.)

6. Rick falsly claiming to have WFC ownership rights to foreign investors.

In actuality, no WFC documentations shows any such written agreement was ever consummated to sign over the marketing and licensing rights of WFC to Rick Schnieder or to any other person(s) for any reasons. Stan still maintains full and complete ownership rights to the Water Gilvesey, Bill Brooks, Forrest Harper and Ron Dockweiler, a Michigan businessman, WFC dealer, and a member of A55/A21 Schneider group. WFC successfully defended itself against all these bogus charges by providing it's well documented records and evidence of proper filing with the state of Ohio Securities and Exchange Commission under oath of hearing.

10. Rick's bogus claims to WFC rights dismissed by plaintiffs since filed charges have been proven by WFC as having no merit of truth.

A complaint against Stan Meyer and WFC was filed on 4 August 1993 by Richard (Rick) Schneider, Bill Brooks, and John Gilvesey in Frankiln County, Ohio Common Pleas Court (Case No. 93CVH08-5477). Using the Dealership Contract Agreement as bogus proof, they stated they had the contractual right to enter into and complete systems engineering, manufacturing, and marketing of aviation systems using the WFC Technology. They said Stan did not honor this claim by providing the appropriate data and support, and therefore, this group filed for breach of contract and fraud and over \$2 Million each for compensatory and punitive damages. On 27 December 1993, WFC countersued for \$6.5 Million for compensatory damages and \$2.5 for punitive damages. This suit charged that Schneider, Brooks and Gilvesy violated the WFC Dealership Contract Agreement by attempting to make, sell and utilize a patented WFC device without the written permission of Stan Meyer and that Brooks and Gilvesy were possible co-conspirators with Rick Schneider in the 8 August 1992 illegal seizure of WFC systems by gunpoint. In May 1994, WFC received a Notice of Dismissal of the lawsuit against WFC from the attorneys representing the plaintiffs.

11. Rick falsely claims title to Gilvesy Airplane. Gilvesy sues Rick for claim jumping title.

On 16 August 1995, Project Design and Management Inc. and John Gilvesy brought suit against Rick Schneider for the conversion of their Lockheed L-60 aircraft for his own use (Case No. W95 0259 CVH). The suit states that Rick attempted to deprive the plaintiffs of their ownership rights by registering the L-60 in a company that he controlled (claim jumping) and then attempted to sell the aircraft to a third party.

12. Gunderman counter sues Rick for falsely claiming aviation rights to fuel additive project.

The complexity of these lawsuits to control energy technology is not limited only to WFC. On 17 September 1993, Rick Schneider met with Rudolph Gunderman, the inventor of A-55/A21, a new fuel additive. In a 20 September 1993 letter from Rudolph to Rick, Rudolph outlined the terms

under which Rick could become a limited partner in the A55 venture. On 29 March 1995, a Complaint and Demand for Jury Trial (Case No. W95 0094 CUH) was entered by Rick against Rudolph. Rick stated that Rudolph had accepted \$25,000 to give Rick the rights to expand and develop the A-55 technology for aircraft applications. Since Rudolph had refused to perform his obligations, Rick wanted payment of fair value for services rendered and monetary relief for injury. It is the understanding of WFC that Rudolph has countersued and the matter is still under court review.

12. Rick supposedly diverted A55/A21 investor funds to an offshore bank account for personal use. Harper supposedly being the fund raiser for the A55/A21 Schneider group. IRS and FSE investigating.

However, WFC has also learned that, during 1993, Rick convinced over 100 investors, many in the WCH, Ohio area, that he had the marketing rights to A55/A21 and that he raised \$1.54 Million for investment in this venture. This investment group has become known as the Schneider Group. It is to be noted the A-55/ A21 Technology is in direct competition with the WFC Technology. WFC expects that when the Water Fuel Water Injection System(s) (R) come on the market, there will be little demand for A-55/21, since it is a mixture of water and naphtha, a petroleum by-product. Also, it is believed that Rick has now been dropped from the Schneider Group. Reportedly by IRS, the bulk sum of the raised monies were diverted by Rick to an offshore bank account in the Cannin Islands.

13. A55/A21 members, Harper/Willis, directed by Rick tries unsuccessfully to invalidate WFC Dealership Contract.

During August 1993, WFC received a letter from Forrest Harper, a WFC Dealer (and a member of the A-55/21 Schneider Group) that he wanted his dealership down payment returned because he had cancer. Stan informed Harper by certified letter that WFC would attempt to resell his dealership as per agreed WFC Policy... even though Stan knew Forrest's involvement with Rick, including his immediate presence during the 8 August 1992 **hostile threat on Stan's life**. Forrest had notified Stan by telefax that if he did not return the funds within ten days, he would sue WFC for fraud.

Subsequently, WFC received Summons dated 21 September 1993 (Case No. CVH 930292) against WFC by Forrest Harper and Richard Willis, another WFC Dealer, A-55/A21 Group member and friend of Forrest's. Forrest and Richard stated that they had bought their dealerships because of fraudulent statements by Stan Meyer claiming the WFC was a new technology and a revolutionary alternate energy system. They demanded \$25,000 for compensatory damages, \$25,000 for punitive damages, and their attorney fees together with interest and costs.

14. Rick tries unsuccessfully to deceive the U.S. Federal Security & Exchange by falsely claiming WFC business rights.

In a 11 November 1993 letter to the Common Pleas Court of Fayette County, Ohio, Stan denied the allegations and asked for \$333,929 in compensatory damages and \$279,250 in punitive damages. He stated that Forrest Harper and Richard Willis were in direct violation of the WFC

Dealership Terms of Agreement, that Forrest Harper violated Inventor Stan Meyer's patent rights by attempting to make, sell and utilize a WFC patented device without written permission and that Forrest Harper was under investigation as a co-conspirator in the "hostile takeover attempt and illegal seizure by gunpoint of the two duplicate WFC Water Fuel Injection systems by Rick Schneider...since U.S. Federal Security & Exchange calls were received by WFC indicating Rick bogus attempt to sell WFC technology to foreign investors, supposedly one business group out of Japan and another business source in London, England.

15. Plaintiffs unable to disprove WFC "Mode of Operability" of using water only.

On 18 October 1995, a pretrial deposition hearing to inspect the WFC Dealership demonstration units (Variable-plate Electrical Polarization Process (VIC) Fuel Cell and Rotary Pulse Voltage Frequency Generator Tubular-Array Fuel Cell) was held in the office of the plaintiff's attorney, Robert Judkins. Present were the plaintiff's, their attorneys, plaintiffs expert witness, Michael Leverich (Electronics Engineer), Stan Meyer, Dr. Russel Fowler, WFC witness and defense attorneys Judge Roger Hurley and James Detling, as well as a deposition recorder. During the deposition, Attorney Judkins attempted to have the WFC dismantle (taken apart) prior to implementing proper test procedures, which Stan Meyer refused. Michael Leverich confirmed that his initial measurements of the WFC Fuel Cells showed that it operated exactly as the WFC documentation stated it should, as so recorded on WFC Deposition Video Tape. **However, he then added a unknown white substance(powder) for additional testing.** Stan objected to this, since the WFC Fuel Cell uses plain tap water and does not require a chemical additive. The plaintiffs also admitted that, during their observances at WFC Dealership Seminars, tap water was always used without any chemicals added to the water. Forrest Harper alone attended over 30 Seminars. **Despite Stan's objection, plaintiff measurements were taken of this chemically water-bath and recorded.** This illegal act of tampering with WFC Evidence of Records was witnessed by WFC Cameraman, Dr. Russ Fowler, and all others who attended Plaintiffs Deposition To-Test.

16. Plaintiff Harper relative prevented to be presiding Judge. Plaintiff attorney, Coffman, supposedly secretary of the A55/A21 Schneider Investment Group, forced to withdraw as plaintiffs counsel due to conflict of interest.

The first part of the trial started on Thursday/Friday, 1/2 February 1996 before Judge William Corzine III at the Common Pleas Court, Chillicothe, Ohio. WFC had requested a jury trial, but that was disapproved since the request was later than the 14 days allowed for such a request. A request for a change of venue to Franklin County, WFC's home county, had also been disapproved... which, being in opposition to Judicial Protocol in the fact that one of Harper's relatives was on the Judgeship of Fayette County Court District which included both Washington C.H., and Chillicothe, Ohio.

17. Plaintiffs counsel not able to disprove WFC Documents of Evidence as so established by independent test-labs, worldwide.

Defense presented their arguments and witnesses. Their three prime "Expert Witnesses" were Plaintiff's Electronic Expert, Michael Leverich, Rick Schneider and Ron Dockweiler. They attempted

to prove that the WFC process was not new and revolutionary, but only electrolysis, and that the Voltage Intensifier Circuit(VIC) did not exist, contrary to WFC patent verification as so confirmed via Plaintiff's Disposition To-Test. The VIC is the primary component to limit amperage leakage and to allow the voltage to increase, which is the opposite result of electrolysis. Attorney Judkins stated that the voltage-zones in both WFC Fuel Cells were only copper and not stainless steel material and that the WFC Fuel Cells needed an additive to function. Rick Schneider claimed that he had the WFC for three days for testing and that the WFC Pulse Voltage Circuits were nothing more than a stack of batteries chemically storing electrons. Charles Holbrook, WFC assistant who was responsible for the WFC Fuel Cell during the time of Rick alleged testing, stated under oath that the WFC Fuel Cell was only out of his control for less than thirty minutes during one lunch period.

18. Plaintiffs Counsel present no evidence to support their false claims.

No verified testing results were presented by the defense nor was any oscilloscope results shown for the WFC electronic signal input to the WFC Fuel Cells by Rick. The plaintiff attorney Judkin did finally admit in a Plaintiff's Motion that a form of salt compound (no certificate of testing of chemical substance presented by the Plaintiffs) had been put into the WFC Fuel Cell during the deposition for testing... thereby, creating a dead short condition and causing the WFC Fuel Cells to malfunction (reducing gas production) since salt would degrade the WFC gas process, not enhance it as with electrolysis...and, since voltage has no effect on an electrolyte.

19. Judge Corzine attempts to intercede to prevent WFC arguments to be presented before the court.

On 2 February 1996, the court was adjourned until Wednesday, 8 May 1996. No WFC witnesses had been called, including WFC Expert Witnesses and Electrical Engineer, Mathias Johanson, from Sweden. Instead Judge Corzine called the lawyers into his chambers and informed them that he could only find punitive damages of \$1 and that they should try to settle the case. This was made without WFC counter arguments. Defendant Stan Meyer refused this offer, since his arguments had not been heard and he was confident of the merits of the proven WFC technology by independent testing labs.

20. Plaintiffs Electronic Expert proclaims, under oath, that WFC electronic circuits suggest that it is not an electrolysis process.

The trial re-convened on Wednesday, 8 May 1996 through Friday, 10 May 1996. Stan Meyer underwent extensive cross examination. Judge Corzine disallowed WFC video tape filmed during Plaintiff deposition to-test, WFC video tape of a WFC Dealership Seminar that contradicted key testimony of Forrest Harper and other plaintiff's witnesses, as well as WFC Test To Confirm Video tape showing both WFC Electronic Experts, Stephen Meyer and Mathias Johanson, confirming WFC VIC Circuit unipolar pulse voltage input signal with low amp leakage being applied to the Fuel Cells. Attorney/Judge Hurley only called forward one WFC witness and limited his testimony. He did not allow key expert witness, Johanson to take the stand since "his English was not good". WFC witnesses find his English clear and easily understood. Attorney/Judge Hurley also stated he wanted to present an "Image of the Defendant", and not directly respond to the Plaintiffs' charges. However, during this time Expert Witness Leverich stated under oath of the hearing that the...

"electronic circuit interfacing suggests that it is not an electrolysis process." Other key findings under oath were that **Rick Schneider had threatened Stan Meyer on 14 August 1992 by pulling a .45 caliber handgun on him**, that Rick, Forrest, Richard, and Ron were all in business relationship on the A-55/A21 technology and that electronic expert witness, Leverich, had added salt to the WFC Fuel Cell during his measurements at the deposition. Since the WFC uses ordinary water and not an additive, this directly violated Judicial Protocol by tampering with WFC Evidence of Records.

21. Judge Corzine prevents WFC Evidence of Records to be submitted to the court by knowing and willfully switching off the court audio sound recording equipment during WFC oral testimony.

During Stan Meyer's oral testimony before the court in demonstrating the WFC Fuel Cell "Mode of Operability" of using the Voltage Intensifier Circuit (VIC) in producing voltage of opposite polarity to separate and disassociates the water molecule into its component gases, hydrogen & oxygen, the court audio sound recording equipment seemed to malfunction and be switched off. Judge Corzine said proceedings should continue without it. This is a violation of judicial protocol, since the recording system is used to verify testimony given during the trial...and as such becomes "Evidence of Records." After his oral testimony, Stan expected Attorney/Judge Hurley to start bringing forth WFC witnesses and counter arguments. Instead, Attorney/Judge Hurley spoke up, stated he had to leave for a pre-planned vacation and said that there was no more testimony to be given and waver the right of the defendant to give a case summary of the WFC facts brought before the court. Stan Meyer immediately stated he would protest and Judge Corzine ended the hearing.

21. WFC files charges of judicial misconduct by a presiding judge to the State Supreme Court of Ohio, Disciplinary Counsel...requesting a new trial or dismissal due to judicial default.

Attorney/Judge Hurley told Stan Meyer that only evidence accepted by the judge in the original case could be heard in an appeal case. Since now there was no evidence of the WFC Voltage Intensifier Circuit demonstration and related WFC counter arguments before the court due to the fact that the court audio sound recording system was off, they could not be used in an appeal case. Also, 34 key poster boards that explained the detail of the WFC voltage process were also not allowed as evidence. Some had been numbered for the court records, but then the numbering had been crossed out. Also, the WFC patent documents had not been blue-tagged as evidence. Therefore, Stan immediately started presenting documentation and a list of complaints/discrepancies to the State Supreme Court of Ohio Judicial Counsel, which investigates complaints of judicial and/or lawyer misconduct. Defense Attorneys/Judge Hurley and Detling, at this juncture, were also summarily terminated by WFC for malpractice.

22. Judge shown to have malice of forethought.

WFC petitioned for a new hearing or dismissal of charges by WFC documentation submitted on 22 July and 31 July 1996. By written court order dated 9 August 1996, Judge Corzine gave WFC on or before 4 September 1996 4:30 PM to submit a reply to the plaintiff's response to the defendant's motion for a new trial. Plaintiff's response was received by the court on 20 August 1996. WFC's reply arrived on 4 September 1996. However, before the WFC reply was even considered, Judge



Corzine denied WFC's request for a new trial on 3 September 1996. His judgement, on the same date, found WFC guilty of "gross and egregious fraud" with punitive damages of \$1, a penalty totally inconsistent with the wording used. This was a change from his findings on the 7 August 1996 oral hearing, in which he found WFC guilty only of "fraud" with punitive damages of \$1. A word change showing malice on the part of Judge Corzine.

23. Judge rules against the very WFC Evidence of Records not allowed to be submitted to the court due to the court audio equipment being switch off by instruction of the presiding Judge.

Judge Corzine ruled that WFC did not have an amperage inhibiting circuit, did not have a Voltage Intensifier Circuit (VIC) and therefore the WFC water splitting process was only electrolysis. However, independent scientific verification (Government and University Labs, Worldwide) of the WFC technology as being different than electrolysis, including the existence and amperage restricting operation of the Voltage Intensifier Circuit (VIC) as well as verification by the US Patent Office under 35 USC 101, had been established well before the trial.

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24. Judge Corzine implements unsuccessfully, illegal collection activities by attempting to collect six times the judgement value.

On 2 October 1996, Judge Corzine signed an Affidavit, Order and Notice of Garnishment of Property other than Personal Earnings and Answer of Garnishee for the amount of \$40,515.72. This Affidavit includes a Notice of Hearing which gives the Garnishee [ five days] from the day he/she has been served with the Affidavit to request such a hearing. However, on the day that WFC received the Affidavit, WFC was notified by six banks in Grove City, Ohio that Attorney Judkins had served them with the court Garnishment Affidavit. This could have resulted in the illegal withdraw of over \$243,000 from WFC accounts had all these banks had WFC accounts. Obviously, no opportunity to ask for a hearing was allowed. For the record, WFC has paid the total cost asked for in the judgement plus 10 percent interest from 3 September 1996. Rick Motive: disclaim WFC patent development rights in order to attempt to use WFC technology with regard to A55/A21 project...since WFC requires no chemical additive to water to become a fuel additive to gasoline or diesel fuel.

## Statement of Summary

## **1. Judicial Protocol must be mandated to insure Defendant rights to defend.**

As a result of the experience of WFC in this court case, WFC will push the U.S. court system to a Miranda "Statement of Ruling" for defendants in lawsuits of this type. Defendants should be aware of what steps they can take if their "Rights to Defend" are exploited and denied in the court room by either lawyers or judges, or both. The loophole must be closed where a lawyer can withhold evidence until the last minute and then close the case as the defendant is expecting the start of the counter arguments. This effectively prevents the withheld evidence from being heard in any appeal. Also, the defendant should understand his rights and procedures to protest in the case of violations of judicial protocol by the judge and what these violations of judicial protocol might be and what corrective action(s) can be taken to protect the [ Defendant Rights to Defend (underlined)] in an ongoing court hearing. WFC charges of judicial misconduct by the suppression of, tampering with, and refusal to properly administer WFC Evidence of Records, is now before the Disciplinary Counsel, The Supreme Court of the State of Ohio... requesting a new trial or dismissal of Judge, Corzine, ruling by Judicial default.

# The Tony Edwards Affair

## **1. Many knowledgeable people in high positions support WFC technology in many segments of industry. Admiral Griffin was a strong supporter.**

Since 1990, Stan Meyer and WFC had been championed in England by Sir Admiral Anthony (Tony) Griffin, former Comptroller of the British Navy, past President of the Royal Institution of Naval Architects and Chairman of the British Maritime Charitable Foundation. Sir Anthony had written several technical reports and appeared in various English seminars publicizing and explaining the WFC technology in using water as a possible new fuel source. Admiral Griffin was especially noted for modernizing the British Navy and being a visionary in promoting a possible sea lane for under- water cargo ships traveling beneath the North Polar Cap through the Bearing Straights. Now, in late August 1996, he invited Stan Meyer to participate, alone with other Environmentalists, in a seminar supposedly to take place in the Moses Room adjacent to the House of Lords, London England. A highly controlled list of attendees, including members of the House of Lords and House of Commons, as well as industrialists and environmentalists, were anticipated to be invited to the Seminar. Another public seminar planned by John Allen was also being planned as well as meeting with many industrial leaders in Europe. In preparation for this trip WFC heard on 18 October 1996, that Admiral Griffin had unexpectedly passed away from a fatal stroke on 16 October 1996. However, the British Maritime Charitable Foundation, as well as Lady Griffin, requested that Stan still participate in the Moses Seminar.

## **2. WFC requested to attend an Environmental Seminar in London, England, that never existed in reality.**

To honor Admiral Griffin's last request, as so related to WFC by Mark Beach, Oxford representative to the Ukrain, Stan arrived in England. Almost immediately, he was ushered into a

closed door meeting with members of the British Maritime Charitable Foundation (BMC). In an attempt to intimidate him, they notified Stan they had "just" been given information he had been charged with "gross and egregious" fraud. They said their legal counsel had advised them to cancel the meeting. However, if Stan could provide the result of an appeal, reveal WFC contractual sources and satisfy other requirements, than they would protect him from the press, as so audio tape recorded. Stan provided fax copies of his documentation with the Ohio Supreme Court Judicial Counsel and other WFC documents denoting confirmation of WFC technology by independent test labs, but refused the other demands and the Seminar was cancelled by BMC.

The Foundation also attempted to have WFC pay their expenses, which WFC refused in a Cease and Desist letter since WFC had no contractual agreement with the Foundation. Admiral Griffin had been briefed on the bogus court case and never implied it would be an obstacle to the Seminar. Also, supposedly the information on the court case was provided to the Foundation by Noel Whitney, an Irish Businessman. Noel had been involved in an earlier WFC "Proof of Concept" project, which had been automatically terminated when Noel had lost his funding source and was unable and openly refused to pursue the WFC project any further as per terms of contract. Apparently, Noel financial sources were misinformed... finding out that Noel had no WFC intellectual rights for Europe. Noel simply was to become a manufacturer supplier for WFC provided that Noel satisfactorily completed WFC agreed to work. Finally, it has been verified that the Moses Room had never been scheduled for the Seminar. However, knowledge of the court case and the cancellation of the Seminar did not affect the many other business meetings that Stan had scheduled during his trip to England and other parts of Europe. Stan had in his possession the latest 1996 WFC International News Release titled "WFC Setting Industrial Standard," Technical Supplement Report (TSR), issue No.11A denoting independent confirmations of WFC tech-base by various Governmental and University testing labs and explaining how particle oscillation of the water molecule being exposed to and undergoing pulsating electrical stress can cause the water-atoms to function as an energy generator...instantly converting water droplets into thermal explosive energy to run a car by the use of WFC Water Fuel Injectors... by simply replacing the standard spark plug or diesel injector port in I.C. Engines, or injector nozzles in jet turbine Engines. The Foundation was given a copy of the TSR by Stan during the BMC seminar committee meeting.

### **3. WFC denounces Sunday Times Article by Tony Edwards as being distorted. WFC never has received any U.S. Federal cease and desist orders to stop developing the Water Fuel Injectors for mass production.**

In their 1 December 1996 issue , the London Sunday Times published an article entitled "End of Road for Car that Ran on Water" by Tony Edwards. It defamed WFC technology and upheld the court case without due recourse, stating that three "Expert Witnesses" were not impressed and decided that the WFC was simply using conventional electrolysis. It stated Stan Meyer was found guilty of "gross and egregious fraud" and was ordered to repay the investors their \$25,000. It implied that Michael Laughton, professor of electrical engineering at Queen Mary and Westfield University, London was due to examine the car, but was not allowed to see it. However, not mentioned was that this occurred in 1990 and that the WFC Water Fuel injector tech-base was still under U.S. National Security Review as in accordance to U.S. Patent Law and not available for public viewing. Also not mentioned were the many WFC Patents, verified laboratory and university testing that supports the bases of WFC technology nor the WFC appeal filing to dismiss Judge Corzine ruling due to Judicial default and other relevant information.

Stan wrote a "Request to Retract" fax-letter to the Sunday Times on 2 December 1996. He attached WFC documentation on the filing with the Disciplinary Counsel. He further stated that Judge Corzine had no right to turn off the court audio sound recording equipment, nor to rule against U.S. Patents, or overrule Government and University lab reports in the public domain concerning the mode of operability of the WFC Technology. Furthermore, Stan pointed out that no US Federal "Cease and Desist" order has ever been issued against WFC since the WFC Technology has been fully legalized under US Patent Security Law 35 USC 101 and other US Federal regulatory Acts. His final statement was that "WFC is here to stay" in contradiction to the Sunday Times statement.

4. Many people are not taken in by Tony Edwards bogus article. They are openly speaking out, internationally. The Sunday Times readership was not completely taken in. For example, one letter to the Sunday Times Editor-in-Chief, John Witherow from Ola Deraker, noted Swedish international journalist, called the article scandalizing and pointed that experts had talked positively about the WFC technology. He also explained why the WFC process could not be electrolysis, and wondered what the Sunday Times was going to do to correct the matter. WFC has, also, filed a formal complaint with the British Press Complaint Commission dated 14 December 1996 to redress the wrong from this article. Others are coming to the aid of WFC and speaking out against the distorted facts presented by Tony Edwards article.

## In Retrospect to Events

1. Purpose of Power Brokers: defame WFC publicly by whatever means to prevent financial and public support. Isolate Inventor to push for a possible buy out.

A classic pattern seems to always emerge, one that has been used many times to control, exploit, and even suppress new technology that is not under corporate domination. Corporations are specifically set up to take over and control high technology, worldwide. First and foremost directive, try to take over the inventor's work by whatever means possible. This includes buyout at the lowest price or filing blocking patents against the inventor. Attempt to get various regulatory organizations or the Internal Revenue Service to investigate the inventor with a resulting loss of financial resources and/or time. Harass the inventor with countless court cases to falsely claim that someone else owns and controls the technology, to prematurely force the inventor to reveal his work before patents are consummated. If a charge of fraud can be obtained, no matter what the circumstances, then use this to prevent further financial support in business and stop publicizing the technology publicly. Destroy/weaken the inventor's financial base if possible to increase the likelihood of a sellout. Try to obtain a third party or bogus agreements that can be used to provide a means to attempt to capture control of the technology by way of contractual loopholes.

5. U.S. Patent and Commerce Laws protects the right of the inventor to reduce his patent to practice. Fortunately, these bogus activities are considered in the realm of unethical business and legal practices. All have been tried on WFC. However, it's not morally right to do wrong. Without the Lord's protection and guidance, the WFC would not be on the verge of availability to the world as it is today. WFC is in the system engineering stage of its growth. WFC "Proof of Concept" contracts are active and WFC is proceeding with building prototypes for WFC units/kits for testing and developing a manufacturing standard for mass production. Negotiations are underway for a large

variety of WFC projects around the world. The WFC is a topic on the Internet and in many corporate boardrooms. Environmentalists are taking up the banner for WFC around the World. The power brokers know one thing...that if we come together in one accord, there is no power on earth that can stop the progression of the WFC technology...our planet earth is worth saving.

WFC Public Notice To Inform: December 20, 1996: Supreme Court of Ohio, Disciplinary Counsel, Filing of Events. Water Fuel Cell, 3792 Broadway, Grove City Ohio 43123, 1-614-871-4173; Fax 1-614-871-8075 -

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