



## LETTERS FROM "NET" READERS

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To: **Dr. Yu.N. Ivanov**, Academician of Russian Academy of Natural Sciences, Moscow, Russia

From: **James W. Black**

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Dear Dr. Ivanov,

I am reading your article, "Action without Reaction", in the recent issue of "New Energy Technologies" which I received earlier today. You have some very interesting observations and points for discussion regarding the two, oppositely directed streams of water, one of which is supporting the ball or object without connection to the source.

Of course, this is particular to the case wherein one of two oppositely directed streams, e.g., of water, is directed in an opposite direction to the forces of gravity. On a parallel or horizontal plane, i.e., to the surface of the Earth, the forces of the kinetic energy and linear momentum of the flowing or jet stream would be impressed upon and transferred to the ball, thereby increasing its kinetic energy and linear momentum. I would like to give some further thoughts to your unique observations and I also would like to compliment you for your unique and original thought processes and observations! The scientist, J. Robert Openheimer, once said that the scientist (or anyone!), essentially, must be free to challenge any scientific opinion, dogmas, principles and established theories or otherwise freedom and truth will perish altogether in our world. I believe that this also applies to philosophies, religions and to political systems, etc.

In the 1990s I received a U.S. Patent for my invention of an Internal Momentum Engine (Impulse Drive, Non-Linear Propulsion and Energy Conversion System). Testing was successfully conducted which was paid for by the Canadian Space Agency and the new invention was endorsed by Dr. Harold Aspden of the University in Southampton, U.K., one of the world's leading experts in advanced energy and propulsion systems. The new invention also captured the attention and interest of U.S. Admiral Warren Aut, the former Chief of Staff of the Allied Forces in Europe, i.e. N.A.T.O.. During the testing at ORTECH International (now, BODYCOTE ORTECH, or BODYCOTE Materials Testing Canada Inc., part of a conglomerate purchased by a company listed on the stock market in the U.K.), a suspended platform (held by wires from a framework) was placed between two force transducers and impulses were measured. I placed two carts on the top of the platform, the second of which also comprised a flywheel. The first cart was initially

accelerated by a magnetic impulse from one end of the suspended platform and then impacted a second cart in the centre of the back. The second cart then traveled along the tracks to impact with the end of the suspended platform. The initial impulse of magnetic acceleration of the first cart and the final impulse of the impact of the second cart at the end of the suspended platform were measured by the two force transducers mounted against both ends of the suspended platform.

In one interaction, the first case, direct linear interactions and impacts occurred between the two carts.

The second case involved a partial rotational and partial linear interaction in which the first cart was magnetically and equally initially accelerated, as in the first case, and then magnetically braked by magnets on the rim of a balanced flywheel located on the top of the second cart, thereby imparting both linear and rotational motion, momenta and kinetic energy to the second cart. In both the first and second cases, the first cart was completely braked by its interaction with the second cart and came to a complete stop. In the second case involving the partial rotation interaction, the second cart went down along the tracks, was linearly braked at the end of the suspended platform, and thereby imparted an impulse to the suspended platform which was measured and recorded by the force transducer in a similar fashion to the first case involving only linear interactions between the two carts and the opposite ends of the suspended platform.

After a series of tests, we determined a 5.24% reduction in linear momentum in Case 2 involving a transfer of the linear momentum of the first cart to impart both rotational momentum to the flywheel and a linear acceleration and momentum to the second cart compared with Case 1, which involved only the linear interactions and transfers of linear momentum. The force transducers were connected to a computer and integrated to give the sum of the impulse and provide graphs of the force over time curves imparted to both the first and second force transducers located at opposite ends of the suspended base platform comprising tracks or rails, etc.

Of course, this may appear to be and is considered contrary to the Law of Conservation of Linear Momentum and contrary to Newton's Laws by conventional engineering and physics textbooks and schools of thought. However, in the original Principia, Newton himself stated that he only measured linear interactions in his experiments and that interactions

between two bodies involving partial rotation interactions were not considered or measured. U.S. Admiral Warren Aut once commented to one of my partners at the time that one would be surprised at what the U.S. Navy has that isn't supposed to work according to the laws of physics!

The Canadian government and ORTECH altered the report, which I was supposed to receive when testing was completed in May 1993. I did not see or receive a final copy of the report until January 1994. By then, we had lost the interest of some investors.

I have also previously established facilities in the United States of America and in Canada and directed advanced research projects. One of the projects involved the John Hutchison Lift Induction Device and Antigravity Technology and we are planning on filing and winning a lawsuit against the governments of Canada and the United States of America, the U.S. Los Alamos National Laboratory, U.S. Army Intelligence and the Director of the U.S. Pentagon-C.I.A. Non-Lethal Weapons Programs, along with a number of American corporations, for stealing the technology and disrupting (shutting down) our projects and several of our advanced research facilities.

However, I also wish to proceed to establish new research projects and facilities concurrently and in the meantime.

I would be happy to keep in contact with you and you should feel free at any time to contact me directly by e-mail or by phone.

Thank you once again for challenging conventional thought and "established" theories!

With best wishes,  
Sincerely,

James W. Black

PS. With an internal reduction of even one half of one percent, you can create an advanced propulsion system and drive system for marine vessels, automobiles and for use in space, i.e., Saucer Programs. The five percent internal reduction in linear momentum may comprise a rotary drive system or engine. Impulse is equal to the change in linear momentum and yet impulse equals Force times Time, i.e., the sum of the applied force over the time interval. As the time interval is minimized and approaches zero in an Internal Momentum and Rotary Engine, the Force is maximized and approaches infinity. Relatively early in this curve, the constant force applied exceeds the forces impressed upon a mass or vehicle, e.g., a Saucer or Advanced Aircraft, by the forces of gravity. The device would be safe for human use up to 1 to 2.0 gs. However, unmanned devices could potentially have a rate of linear acceleration of up to and over 100gs...

## Another MEG Gem of a Story!

*Hello all,*

Check this story out:

<http://www.sciam.com/article.cfm?articleID=00034DF5-683F-1D7E-90FB809EC5880000&catID=2>

When one reviews the Bearden's MEG patent, there's ONLY one place in the whole document where the excess energy manifests itself, and that's on page 4 of this pdf document:

[http://groups.yahoo.com/group/smartmeg/files/Patents/06362718\\_001.pdf](http://groups.yahoo.com/group/smartmeg/files/Patents/06362718_001.pdf)

It shows up as excess voltage produced by the magnet flux under NO LOAD! That's very very important - under NO LOAD. The magnetic flux anomaly can ONLY manifest itself under a NO LOAD condition.

Now, the story makes a JOKE out of the MEG simply because the author and Bearden and co. are ignorant of the magnetic anomaly involved. Bearden seems to know there's something there, however, he's LOST in his scalar wave nonsense theory. The anomaly wasn't sufficiently addressed in his patent.

Now, I ask, how many people in the whole world know about this anomaly? You can probably count them on one hand.

**William S. Alek, INTALEK, INC.**

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