

flow. Also we can hope that some new materials can be produced in special area of slowed or accelerated time course.

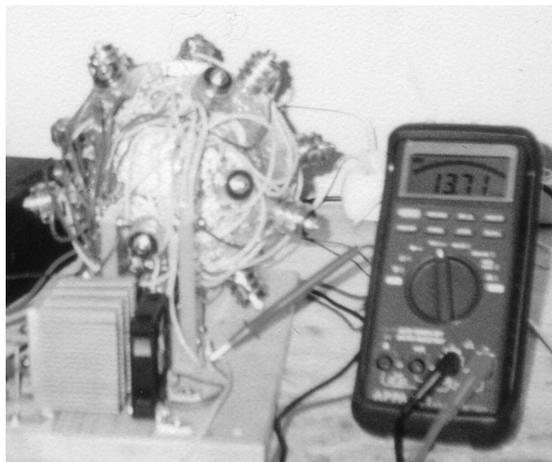
**M.S.:** Which are the main difficulties of developing of these devices at the moment?

**A.F.:** For us now it is a part of the work that is related with designing of the powerful current electronics circuits. Also there are no known analogies for patent work, but we hope to complete our patent claim in March of 2003.

**M.S.:** Is it foreseen that they carry out experiments with human beings and the machine of modification of the time, just as V. Chernobrov carried out?

**A.F.:** We, i.e. Faraday Laboratories Ltd, are developing small unit for testing of the principles. In future we'll work with other design and with participation of the pilot (human passengers). But it will be the system of other kind. Let me explain: now we are working to get small local change of the aether density, so called "chronal charge". It is analogy with electric charge, which produces electric field in space. If the electric charge is

moving then it will produce magnetic field. According to our plans after confirmation of the principles we are going to create design with moving "chronal charge" to generate "chronal field". There are suppositions that this field can be used practically for antigravitation propulsion transport.



## **"FRCM" – Avalanchedrive**

### **Fractioning and Replacement of a Constant Mass**

**Murilo Luciano Filho, Brazil**

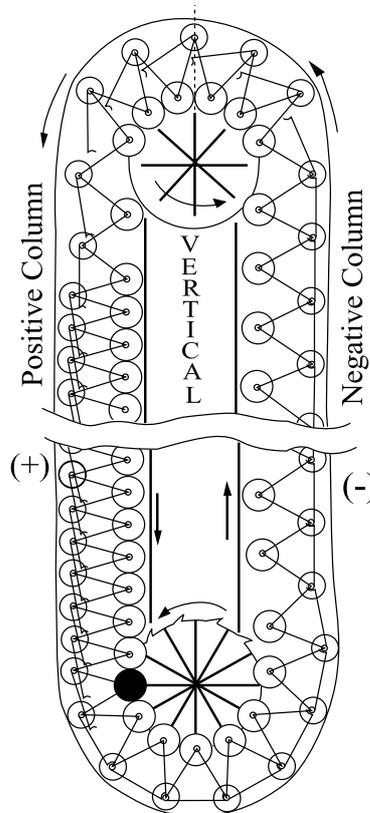
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For the while, this project has only these two names, as above. There is still a lot to do upon this development that involves free energy and / or "over-unity". It is designated to be of free use and application by everybody and everywhere, without any royalties just like it was a very old idea, which is now opened for entire community use. The inventor has enough strong reasons for this will.

This is a kind of donation, a personal donation, for the very best future of the Earth. Pioneers are needed (late pioneers?) Any person may be involved in this development to make money since there are no barriers for that. This means that this is an open idea and in this way it must stay. The principles are new and original and the energy involved is quite huge. In the inventor's mind there is realized the possibility to create an expert hands-on group to finish the project. In this article there is a rough draw which seems to be enigmatic but in fact it can clear the understanding of the principle and show the situation at which body may offer controlled spatial variation of length for the same weight.

**The short text and a schematic draw ( see Fig.1) are the way to show the principles and a few possible construction solutions. The photo shows a part of the device which can clear the so called weight localized rarefaction.** Possibly the understanding of capacity for an observer will be a little forced. If necessary author can send the full patent requirement text, which contains 54 pages and 32 figures, not in English but in Portuguese.

**FRCM – "AVALANCHEDRIVE"**



**Fig. 1**

Understanding of **FRCM / avalanchedrive** is a challenge in itself. When you start to learn about FRCM you will find complete original problems to deal. **Free your mind basing on some mechanical and physics knowledge and then avalanchedrive will come to make a part of your life. Feel free to work.**

# PATENT REQUIREMENT RELEASE

This patent requirement is basically the application of a new physical principle which could be defined and found at least 400 years ago, so simple it is. Surely it is one of such things which was let behind by human mind and concern. FRCM is odd and amazing. The key for this project is a special body that can behave like a solid and like a fluid, at the same time, with combined characteristics just as designed and required.

The mass potential of a specially designed segmented body is hold and managed, and throughout proper means is sequentially fractured while suspension balance is kept. This causes, after start, a constant and cyclic movement, since arrangement goes, and the conducting and forcing form of the mass is not interrupted.

Also called "avalanchedrive", this principle work is based on just three main parts or components: 1<sup>st</sup> is the special segmented body – a chain; 2<sup>nd</sup> is the stationary and external assembling to hold and conduce the chain; 3<sup>rd</sup> is the straight vertical, in order to achieve the maximal weight storage position in the arrangement.

The chain is an endless repetitive zigzag construction with weights and defined angles that looks like an entire and elongated ellipse. Its design makes easy the change of its profile and form (mutant profile) that will be contracted or elongated, according to the way it is organized, supported and driven. When contracted or expanded, the chain assumes its maximal or minimal weight, in comparatively the same heights and level, but at different cross sections (tunneling?).

For distribution of the chain track the external assembling forms a kind of duct or rail, which is also elliptical. It allows to the chain to be contracted and expanded, to change direction, move, and pass away, as desired. The chain follows the way that the rail allows, in four different zones: mass-united zone, or positive column, or weight capacitor; the lower reversion input zone; the liberation zone, or negative column, with same height of the positive one; and the upper reversion zone, and its "zero point", or non-resistance top.

Both reversion zones are composed mainly of wheels. However, while the lower zone has to hang, open and bolt the chain, in order to change its profile and natural falling-down trajectory, the upper has a very passive function, that is just to let the chain cross over, and avoid any turn back possibility.

Fact is that in all circuit the chain follows with passivity the "voids" of trails, but assumes a very strong positive and pressure action in mass-united zone, especially in the button, where to the wheel there is applied all the active potential weight of the device, formed by the entire stack of the full contracted state, forcing movement.

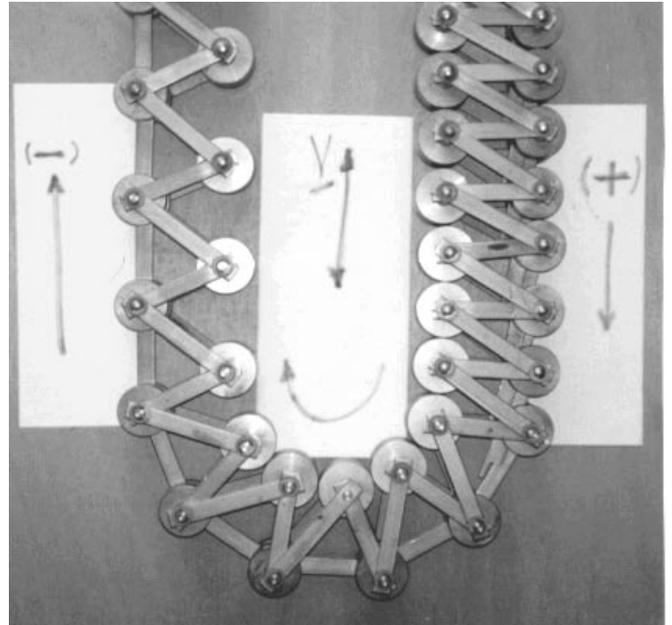


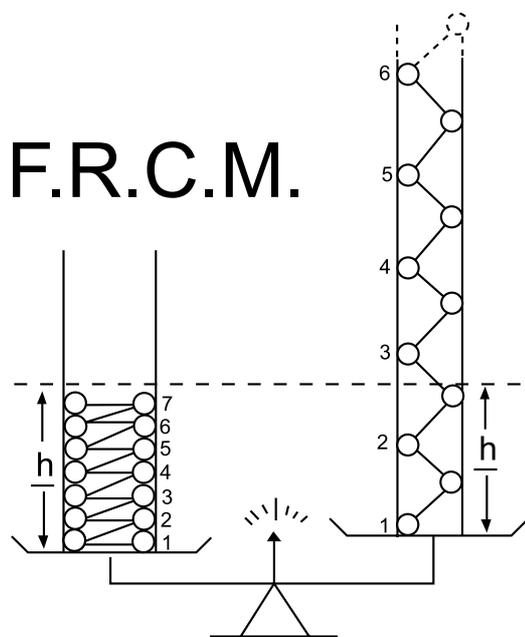
Photo of FRCM (Avalanchedrive)

It is easy to understand how and why FRCM works. Weight of the positive column is directly connected – as a compressed spring – against the relatively lighter negative column, through lower reversion wheel, where happens a kind of flux (the "solid flux") of the chain, that never can find a state of rest. Cycles of "breaking" of the chain can be considered as the instant of touch of each corner of the chain to the lower step wheel. To complete the circuitry, the chain excess, which is much lighter, passes over the upper wheel and turns back to the positive column top. It is impossible to turn the full subtracted potential to its source but mechanically the easier job to be done in FRCM.

***FRCM manages and converts mass in energy..***

The chain flows from the positive column, naturally finds changed profile and reverses to opposite way, and then it is pushed up to the negative column and to top. Finally it is collected, friendly, to restore the potential, at non-stop run! The only alternative to the chain is to move and move, and apply the positive surplus of weight to wrench under axle of the wheel.

This FRCM principle allows develop the equipment which is going to be able to take energy, work and force from gravity potential, so as it happens from wind and water at electrical generator machines, today. The potential is kept in such critical situation, that the only way for it is to escape and move. Besides in consequence of the suspending mass state the linear constant repetition of event will suffer. Water and other fluids do not offer "mutant profile" with fixed value of pressure, just as solid materials. There are many arguments for this view.



**Fig. 2**  
Segment of a chain

Considering all mechanical losses, a part of the mass will be very active and applied in eccentric, or radial position to the wheel, even with the risk to cause too high speed. FRCM manages and converts mass in energy.

See a non-scale schematic draw ( Fig. 2) and photo of a chain segment to compare densities between columns at right and at left.

A theoretical case can be calculated: at total chain weight - 100, general losses - 20, total negative resistance - 30, active or positive surplus is  $50 - 30 = 20$ . This surplus that may be of 2kg, 200kg or 2,000kg, depending on scale, will force and free edge of the wheel, while the total weight keeps confined in the device. In the above case the difference of balance is 1.66. This means that the flowing velocity of the negative pile is 1.66 times higher than the falling of opposite positive pile. Just like a "solid venture", this change and relation is fixed, and in other cases may be varied or calculated to 3, 4 or even more! In all cases the speed must be hold that is not very easy job while one faces gravity acceleration.

The author of FRCM conceptions feels like these ideas have been around for many centuries, and that they are now discovered just like old draws. And this can be the bigger and the best moment to release this. Many thousands of different designs and solutions are coming in the future at looking for the better performance, costs and durability. Author thinks it to be strange that previous guesses could not reach this macro-physical concept. To build FRCM circuits, even re-applied or used old pieces, for example from ships and trains, will be useful.

This is only a start to a "new-old" development and clue to the sources of the modern mechanical engineering. Certainly some oppositions should be overcome. It is expected that other names are also going to be created and proposed to FRCM, but "avalanchedrive" seems to be a good one.

Author expects to get the invention and concept credits but not royalties and would also be glad to keep working on this concern. So, this message is a kind of invitation...

*Editor: Unfortunately we have no photo or video documents of the operative device. We wait for readers' comments on this invention.*

**Complete text of the patent is available in Portuguese only.**

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