



Zero Point R & D



9-25-84

Dear Mr. Compton,

Due to the nature of this project; please keep the enclosed material confidential. We are building the craft as outlined elsewhere and , expecting some difficulties, I am seeking assistance from someone such as yourself (who has worked with Searl). As I told you on the phone; we are building a 36 inch diameter disc on a \$ 10,000.00 budget. I already have the 32 samarium cobalt rare earth 18 permanent magnets $\frac{1}{2}$ X $\frac{1}{2}$ X 2 and SKF Bearing Co. is fabricating the ball-race bearings which should be ready in Dec.'84. The rotating annular ring is of aluminum $\frac{1}{4}$ inch thick by 31.0 inch outside diameter and 26.0 inch inside diameter with 32 radial slots $\frac{1}{2}$ X $\frac{1}{2}$ X 2 to accomodate the alternately oriented permanent magnets. Housed within the craft body are 16 electromagnets each with a core measuring $\frac{1}{2}$ X $\frac{1}{2}$ X $2\frac{1}{2}$ inch of M5 transformer silicon steel. The main body of the craft is electrically conductive as is the outer ring and the outer ring is electrically insulated from the craft main body.

The 16 electromagnets are pulsed and act as a stator to motorize the permanent magnets of the annular ring armature to a speed of 2,500 revolutions per minute (that is a tip speed of approximately 140 meters per second). Electrons migrate from the center towards the rim of the rotating conductive ring to produce a negative polarity at the rim and the positive polarity at the craft main body. The high frequency magnetic field produced by the rotating ring magnets induces eddy currents in the air which causes the air to ionize around the gap. The charge polarity produces a capacitor electric field at right angles to the moving magnetic field and the resultant Lorentz force aids in lifting the craft. The ionic thrust also adds to the lift of the craft.

Please consider the circuit of the motorizing circuit, this is a cloudy area in my design which I am shure we will work out quickly (there being only a few options) but I have yet to decide on what circuit to try first. If you would consider working as a consultant on this project we will negotiate an appropriate fee. However, I must ask that the details of this project be held in confidence with the exception of a disclosure to Dr. George White.

Please look over the enclosed plans carefully, and consider modifications and the motor circuit. I am awaiting your reply. We are making arrangements to meet with you personally but do not have a date as of yet. Please outline your experience with John Searl in your reply. Would you be willing to work with Searl on this project?

Sincerely,

Paul Brown

Enclosed are selected pages from my 75 page notebook. If you state your confidentiality in your reply, then I shall send the full & complete disclosure plus plans.

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